



Meeting attachments

Ordinary Meeting of Council

Wednesday, 24 March 2021, 6.00pm

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5. RESPONSES TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Attachment 1 – Clayton Gunning – Response to Question 4

CITY OF FREMANTLE

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2021

1. RATING INFORMATION (Continued)

(h) Waivers or Concessions

Rate or fee and charge to which the waiver or concession is granted	Type	Discount %	Discount (\$)	2020/21 Budget	2019/20 Actual	2019/20 Budget	Circumstances in which the waiver or concession is granted	Objects and reasons of the waiver or concession
				\$	\$	\$		
South Fremantle Football Club Incorporated	Waiver	100.0%	18,022	18,022	17,716	17,716	Sporting Clubs - Rates	
Fremantle Bowling Club Incorporated	Waiver	100.0%	7,881	7,881	7,556	7,556	Sporting Clubs - Rates	
Fremantle & Districts Model Railway Association Inc	Waiver	100.0%	392	392	367	367	Sporting Clubs - Rates	
Fremantle Children Literature Centre	Waiver	100.0%	8,802	8,802	8,249	8,249	Sporting Clubs - Rates	
Fremantle Volunteer Sea Rescue Group Incorporated	Waiver	100.0%	2,648	2,648	2,549	2,549	Sporting Clubs - Rates	
Hilton Park Bowling & Recreation Club Incorporated	Waiver	100.0%	6,201	6,201	6,076	6,076	Sporting Clubs - Rates	
Apac Western Australia Apac Aid Incorporated	Waiver	100.0%	7,183	7,183	4,845	4,845	Sporting Clubs - Rates	
Fremantle Netball Association Incorporated	Waiver	100.0%	9,829	9,829	9,188	8,269	Sporting Clubs - Rates	Sporting clubs became rateable when the Local Government Act 1995 came into fruition. Rating of the sporting clubs commenced in May 2006 however at the same time due to the community benefits provided by the clubs, these rates were waived.
Fremantle Lawn Tennis Club Incorporated	Waiver	100.0%	4,222	4,222	4,157	4,157	Sporting Clubs - Rates	
Royal Fremantle Golf Course Pty Ltd	Waiver	Max. \$20,000	31,777	20,000	37,126	37,126	Sporting Clubs - Rates	
Fremantle Hockey Club Incorporated	Waiver	100.0%	11,412	11,412	11,336	11,336	Sporting Clubs - Rates	
Fremantle Surf Life Saving Club Inc (Boat Shed)	Waiver	100.0%	1,410	1,410	1,410	1,410	Sporting Clubs - Rates	Concession grant amount capped to a maximum of \$20,000pa from 2020/2021 budget year.
Fremantle Surf Life Saving Club Inc (Club Rooms)	Waiver	100.0%	17,821	17,821	17,557	17,557	Sporting Clubs - Rates	
Fremantle Rugby League Football Club Incorporated	Waiver	100.0%	7,836	7,836	7,727	7,727	Sporting Clubs - Rates	
Fremantle United Soccer & Recreational Club Incorporated	Waiver	100.0%	8,925	8,925	8,773	8,773	Sporting Clubs - Rates	
North Fremantle Amateur Football Club Incorporated	Waiver	100.0%	4,788	4,788	4,786	4,786	Sporting Clubs - Rates	
North Fremantle Bowls Tennis & Community Centre Incorporated	Waiver	100.0%	4,419	4,419	4,583	4,583	Sporting Clubs - Rates	
The WA Circus School Incorporated	Waiver	100.0%	1,345	1,345	1,345	0	Sporting Clubs - Rates	
Fremantle Volunteer Sea Rescue Group Incorporated	Waiver	100.0%	0	0	0	1,344	Sporting Clubs - Rates	

19

PC2103-1 SOUTH STREET, NO. 2/398 (LOT 152) O'CONNOR - ADDITIONS (AQUAPONICS NURSERY) TO EXISTING RESTAURANT/TAVERN (TG DA0409/20)
Meeting attachment 1 – Development plans

SOUTH STREET AQUAPONICS

PROPOSED AQUAPONICS BUILDING AT:
LOT 152 / #2/398 SOUTH STREET, O'CONNOR W.A. 6163

ISSUED FOR PLANNING APPROVAL
REVISION D / SEPTEMBER 2020

EXTERNAL FINISHES SCHEDULE

EF01	PAINT FINISH SEA CONTAINER WALLS (TYP. UNO.) (COLOUR AS SELECTED).
EF02	POWDERCOATED ALUMINIUM DOOR & WINDOW FRAMING AND GLAZING AS PER A.S. & BCA REQ'S.
EF03	POWDERCOATED ALUMINIUM FRAMED WINDOWS W/ PAINT FINISH PROTRUDING FEATURE RIS FRAME SURROUNDING AS PER S.E. DWGS.
EF04	ADDITIONAL CASTING POINT ADDED TO CONTAINER.
EF05	STRUCTURAL STEEL STUMPS W/ CONC. FOOTINGS, AS PER S.E. DWGS.
EF06	SUSPENDED STEEL FRAMED STAIRS & LANDING, AS PER S.E. DWGS.

LEGEND

	PROPOSED SEA CONTAINER WALLS
	NEW CLEAR GLAZED WINDOWS / DOORS
	SMOKE ALARMS HARDWIRED & INTERLINKED IN ACCORDANCE W/ A.S. 3786
T.B.R. =	TO BE REMOVED
I.M.F. =	TO MATCH EXISTING
G.F.L. =	GROUND FLOOR LEVEL
A.F.L. =	ABOVE FLOOR LEVEL
C.O.S. =	CHECK/CONFIRM ON SITE
W. =	WINDOW
D. =	DOOR
A. =	AWNING WINDOW
S. =	SLIDING WINDOW
H.L. =	HIGHLIGHT WINDOW
D.G. =	DOUBLE GLAZED
F. =	FIXED GLAZING
D.P. =	100X50 COLORBOND DOWN PIPE
P.F. =	PAINT FINISH

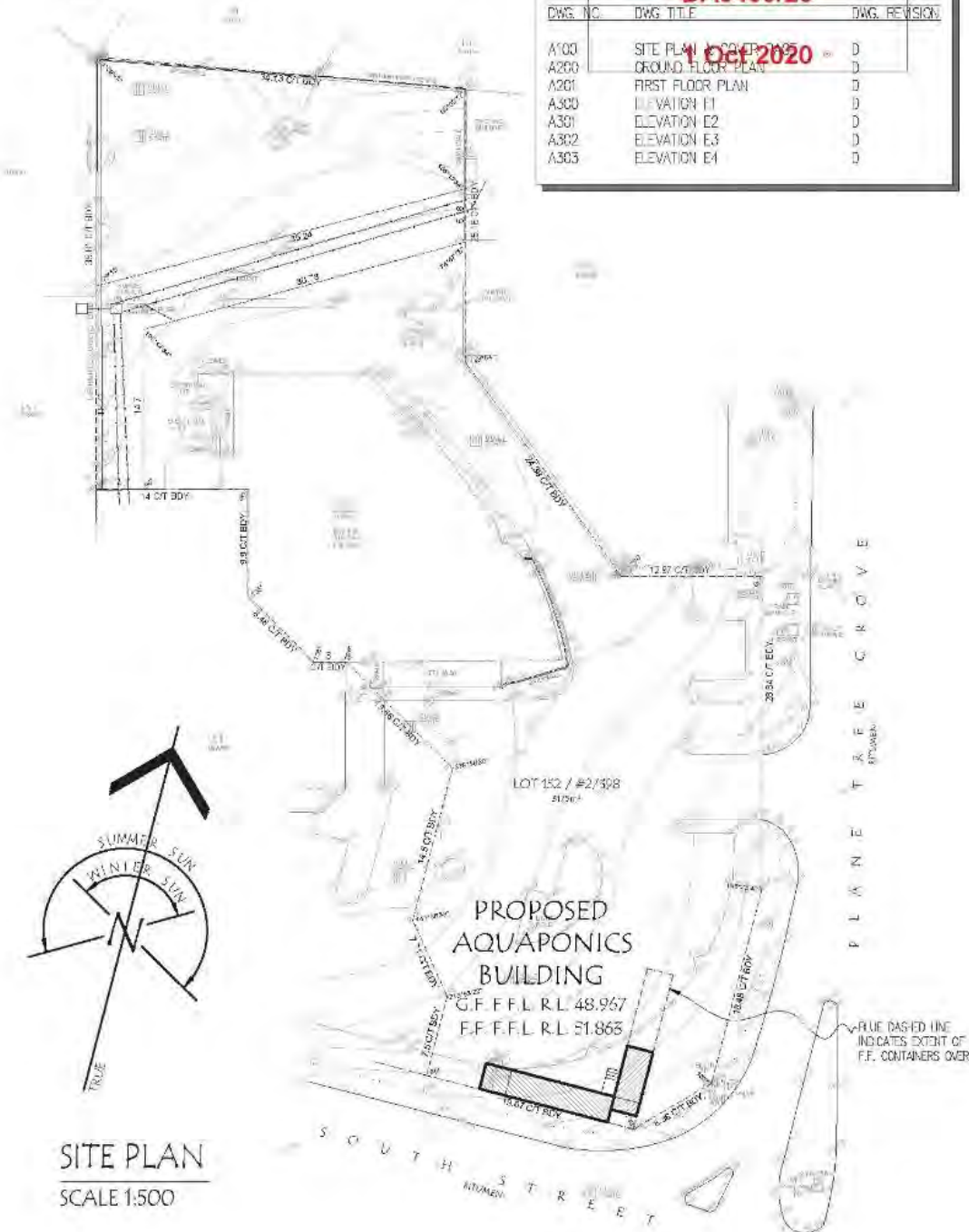
GENERAL NOTES:

- ONLY DRAWINGS ISSUED "FOR CONSTRUCTION" ARE PERMITTED TO BE USED FOR ANY CONSTRUCTION OR FABRICATION UNLESS OTHERWISE PERMITTED BY SANDTRACKS DESIGN.
- WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONING.
- BUILDER IS TO VERIFY DRAWING IS TO SCALE BEFORE BEING USED TO SCALE OFF.
- THE BUILDER IS TO CHECK & VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION.
- ALL BUILDING WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH AUSTRALIAN STANDARDS, BUILDING CODE OF AUSTRALIA, LOCAL & REGULATORY AUTHORITIES.
- ARCHITECTURAL DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT CONSULTANTS DRAWINGS.
- DOWNPIPE LOCATIONS SHOWN ARE PREFERRED, IF THEY MUST VARY CONSULT WITH BUILDER & OWNER FIRST. QUANTIS ARE INDICATIVE ONLY AND MAY VARY TO SUIT THE ROOF HUMBER'S REQUIREMENTS.
- UNLESS A BUILDING ELEMENT, MATERIAL, FITTING OR FIXTURE IS NOTED AS BEING EXISTING, IT IS TO BE ASSUMED AS BEING NEW.

NOTES MUST BE READ IN
CONJUNCTION WITH ALL
ARCHITECTURAL DWGS.

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DWG. NO.	DWG. TITLE	DWG. REVISION
A100	SITE PLAN	D
A200	GROUND FLOOR PLAN	D
A201	FIRST FLOOR PLAN	D
A300	ELEVATION E1	D
A301	ELEVATION E2	D
A302	ELEVATION E3	D
A303	ELEVATION E4	D



SITE PLAN
SCALE 1:500

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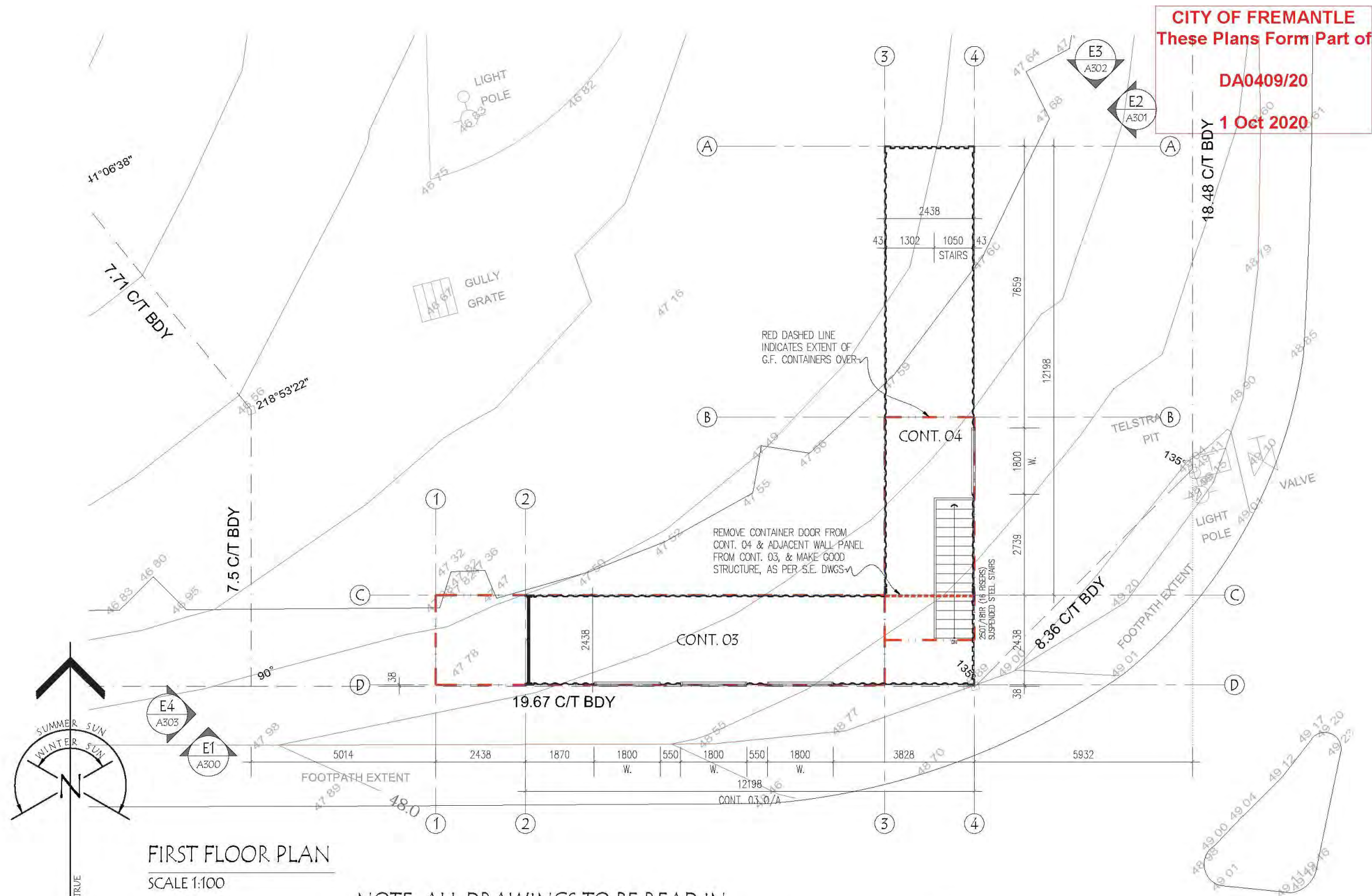
DATE:	23/09/20	PROJECT:	PROPOSED AQUAPONICS BUILDING
CLIENT:	BBOY	AT:	LOT 152 / #2 / 398 SOUTH STREET
JN:	20.017 BBOY		O'CONNOR W.A. 6163
DRAWING No.:	A100	REV.:	D
SCALE:	1:500	PAGE SIZE:	A3



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D	23/09/20	ISSUED FOR PLANNING APPROVAL	
C	10/08/20	DEVELOPED CONCEPT ISSUED FOR CLIENT COMMENT	DATE : 23/09/20
B	03/07/20	CONCEPT ISSUED FOR CLIENT COMMENT	CLIENT:
A	25/06/20	CONCEPT ISSUED FOR CLIENT COMMENT	BBOY
REV	DATE	DESCRIPTION	JN : 20.017 BBOY

PROJECT :	PROPOSED AQUAPONICS BUILDING		
AT :	LOT 152 / #2 / 398 SOUTH STREET O'CONNOR W.A. 6163		
	DRAWING No. :	REV.:	SCALE:
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			PAGE SIZE:
			A3



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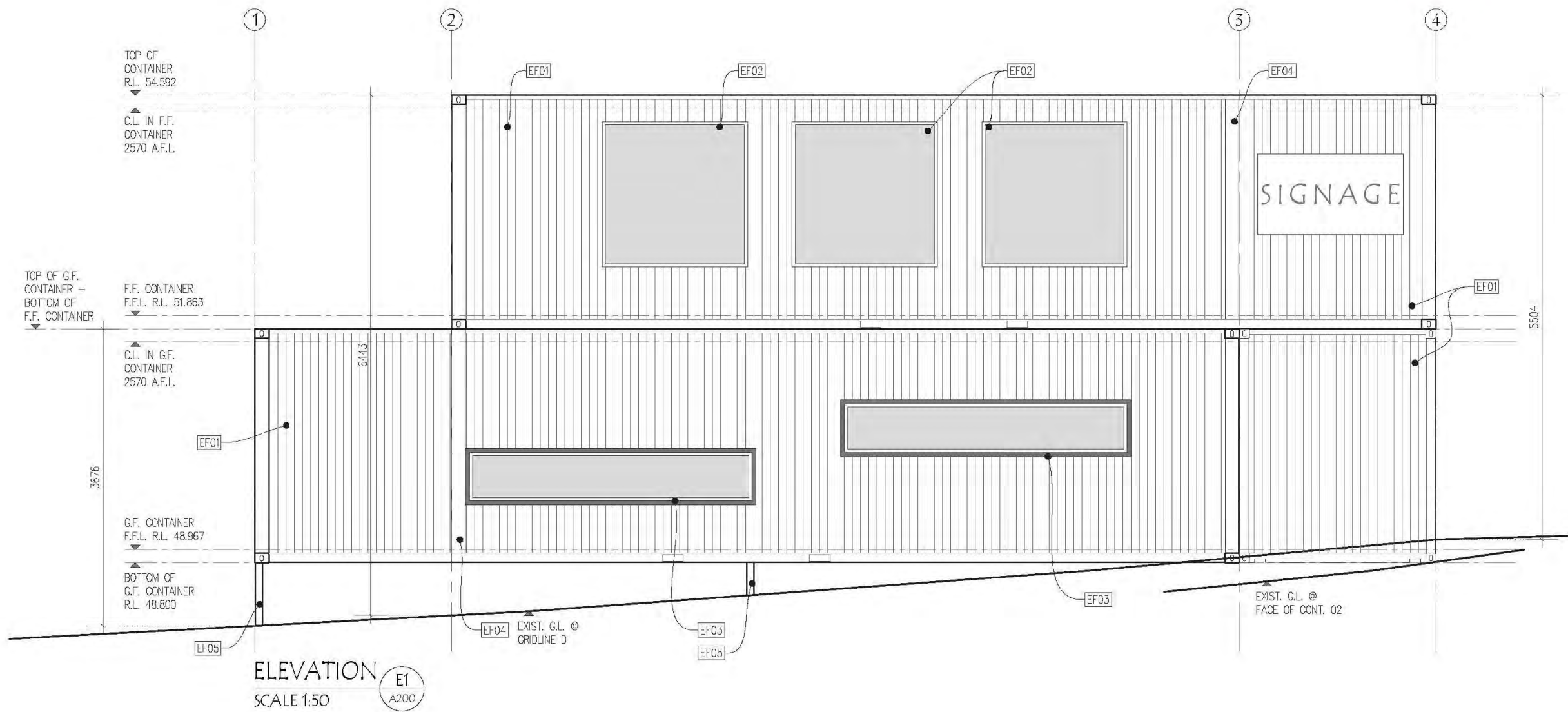
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CONJUNCTION WITH NOTES ON DRAWING A100

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C	10/08/20	DEVELOPED CONCEPT ISSUED FOR CLIENT COMMENT	CLIENT:	O'CONNOR W.A. 6163
B	03/07/20	CONCEPT ISSUED FOR CLIENT COMMENT	BBOY	DRAWING No. : A201
A	25/06/20	CONCEPT ISSUED FOR CLIENT COMMENT	JN : 20.017 BBOY	REV.: D
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				PAGE SIZE: A3

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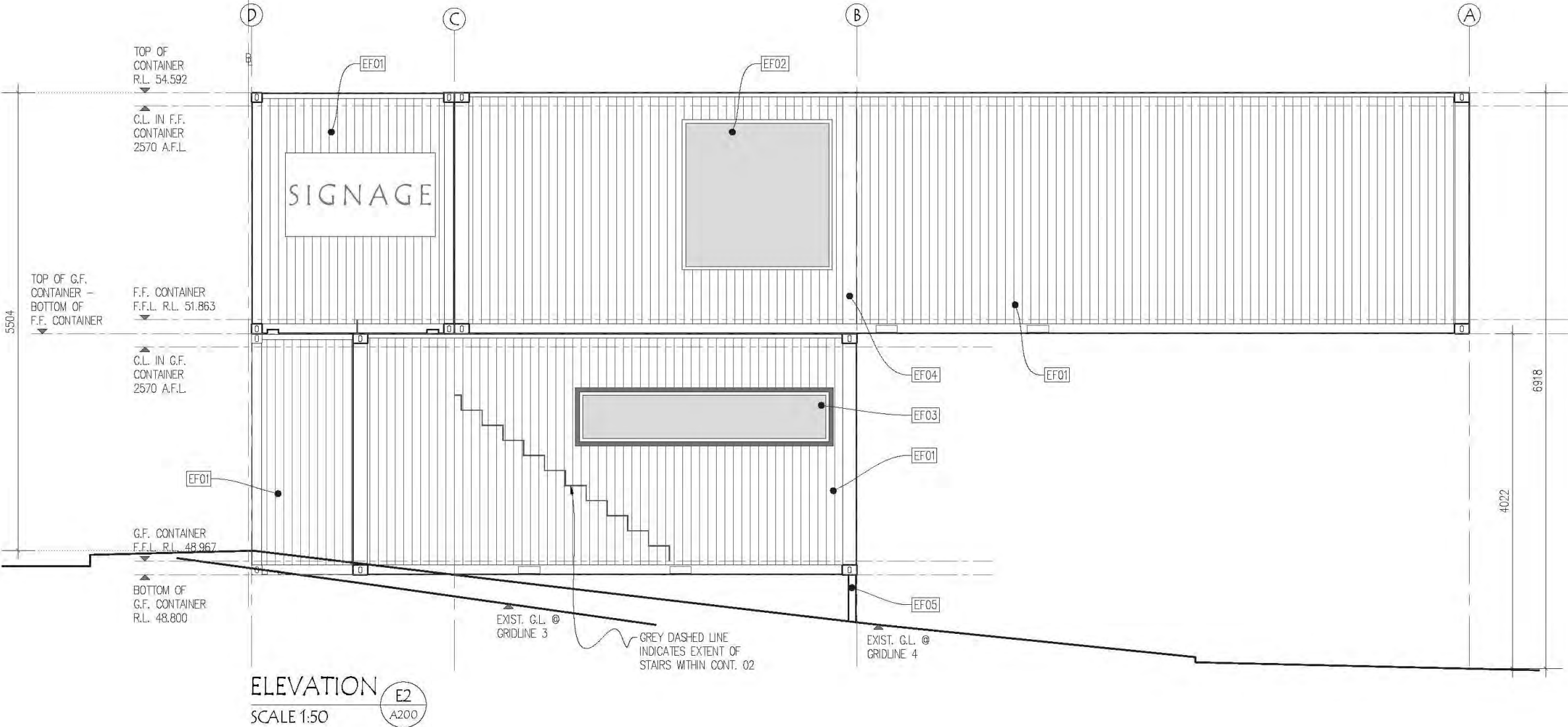
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C	10/08/20	DEVELOPED CONCEPT ISSUED FOR CLIENT COMMENT
B	03/07/20	CONCEPT ISSUED FOR CLIENT COMMENT

DATE :	23/09/20	PROJECT :	PROPOSED AQUAPONICS BUILDING
CLIENT:	BBOY	AT :	LOT 152 / #2 / 398 SOUTH STREET
JN : 20.017 BBOY			O'CONNOR W.A. 6163
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REV	DATE	DESCRIPTION
D	23/09/20	ISSUED FOR PLANNING APPROVAL
C	10/08/20	DEVELOPED CONCEPT ISSUED FOR CLIENT COMMENT
B	03/07/20	CONCEPT ISSUED FOR CLIENT COMMENT

DATE :	23/09/20
CLIENT:	BBOY
JN :	20.017 BBOY

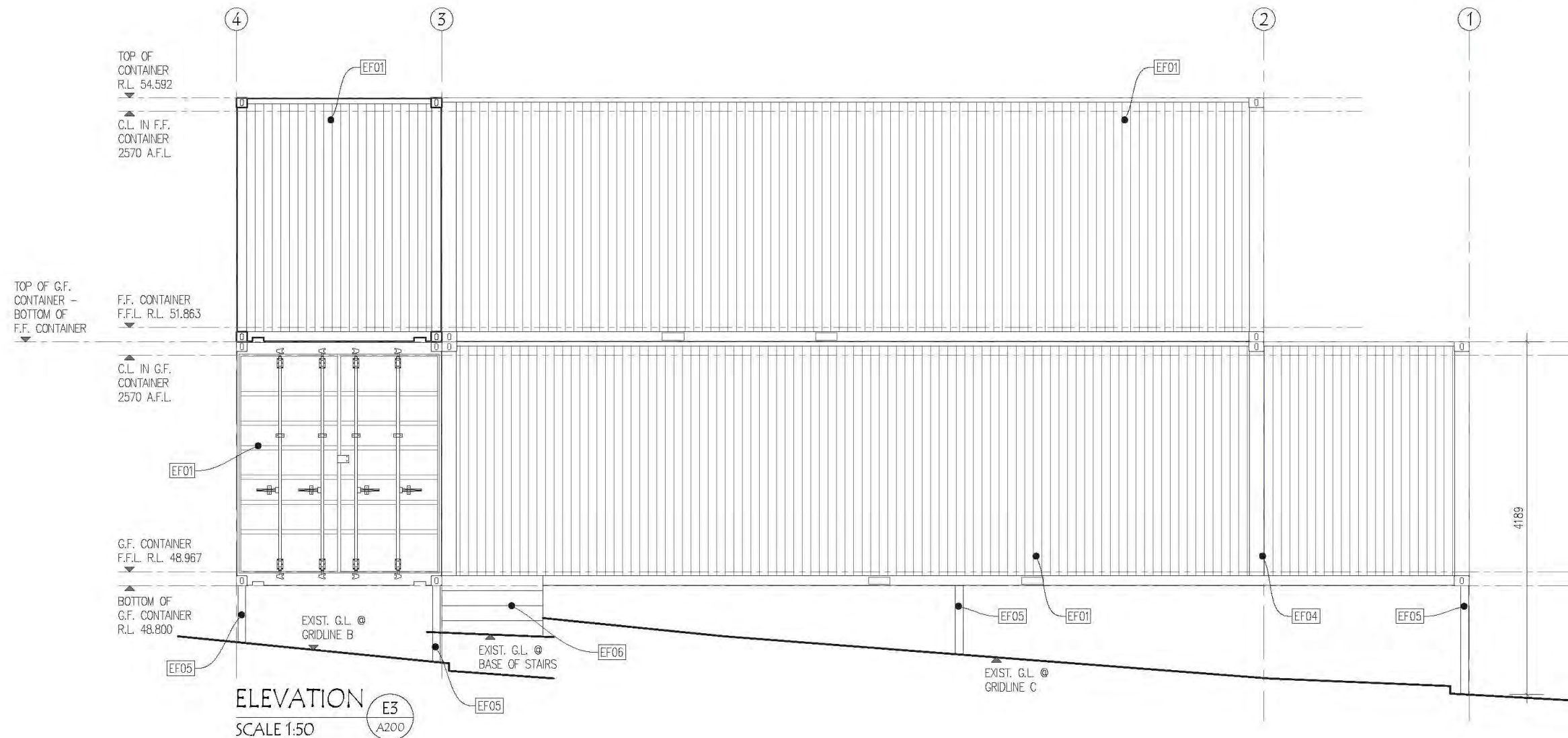
PROJECT : PROPOSED AQUAPONICS BUILDING
AT : LOT 152 / #2 / 398 SOUTH STREET
O'CONNOR W.A. 6163

DRAWING No. :	REV.:	SCALE:	PAGE SIZE:
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NOTE: ALL DRAWINGS TO BE READ IN
CONJUNCTION WITH NOTES ON DRAWING A100

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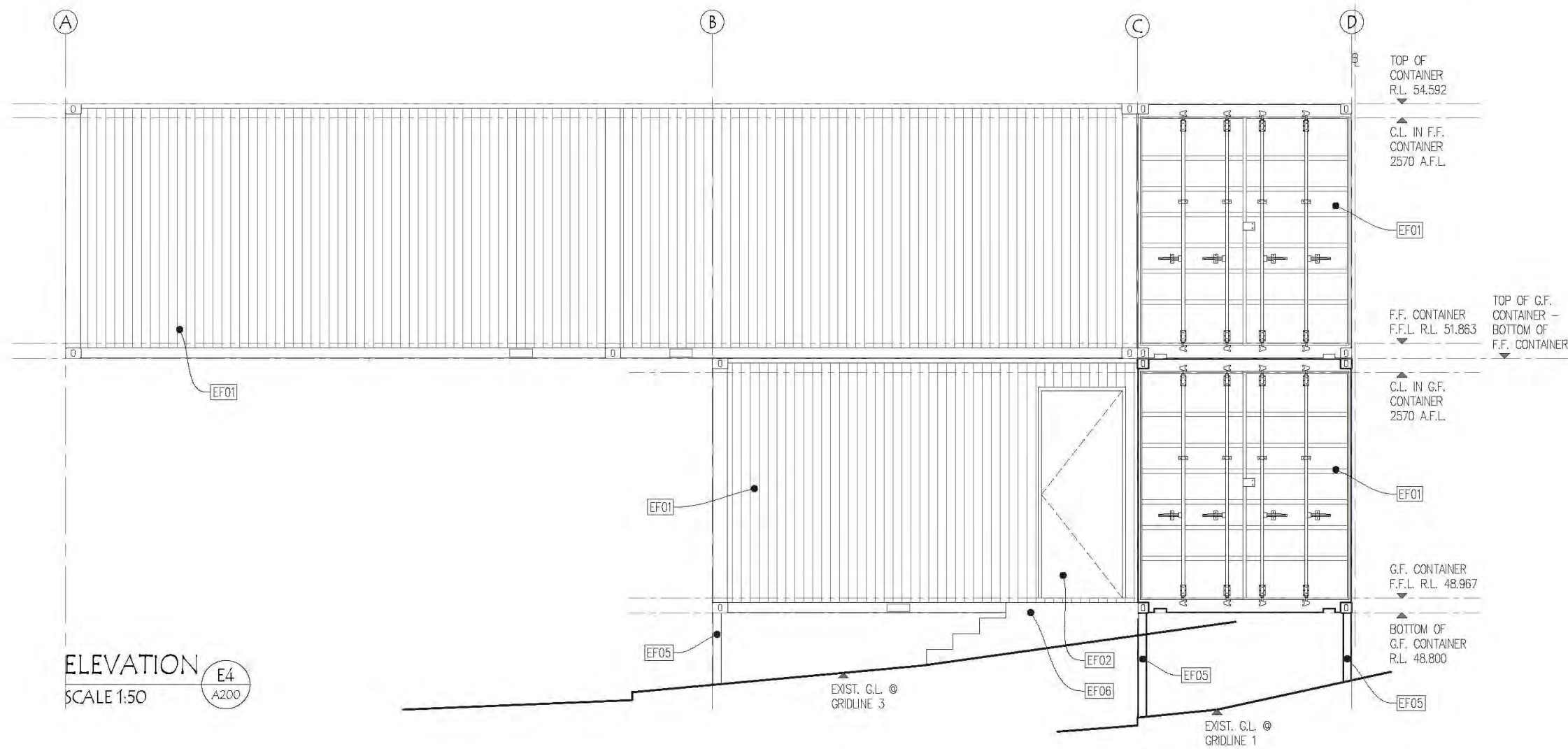
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REV	DATE	DESCRIPTION	DATE :	CLIENT:	PROJECT :	DRAWING No. :	REV.:	SCALE:	PAGE SIZE:
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B	03/07/20	CONCEPT ISSUED FOR CLIENT COMMENT			O'CONNOR W.A. 6163				
			JN : 20.017	BBOY					

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REV	DATE	DESCRIPTION
D	23/09/20	ISSUED FOR PLANNING APPROVAL
C	10/08/20	DEVELOPED CONCEPT ISSUED FOR CLIENT COMMENT
B	03/07/20	CONCEPT ISSUED FOR CLIENT COMMENT

DATE :	23/09/20	PROJECT :	PROPOSED AQUAPONICS BUILDING
CLIENT:	BBOY	AT :	LOT 152 / #2 / 398 SOUTH STREET
JN : 20.017 BBOY			O'CONNOR W.A. 6163
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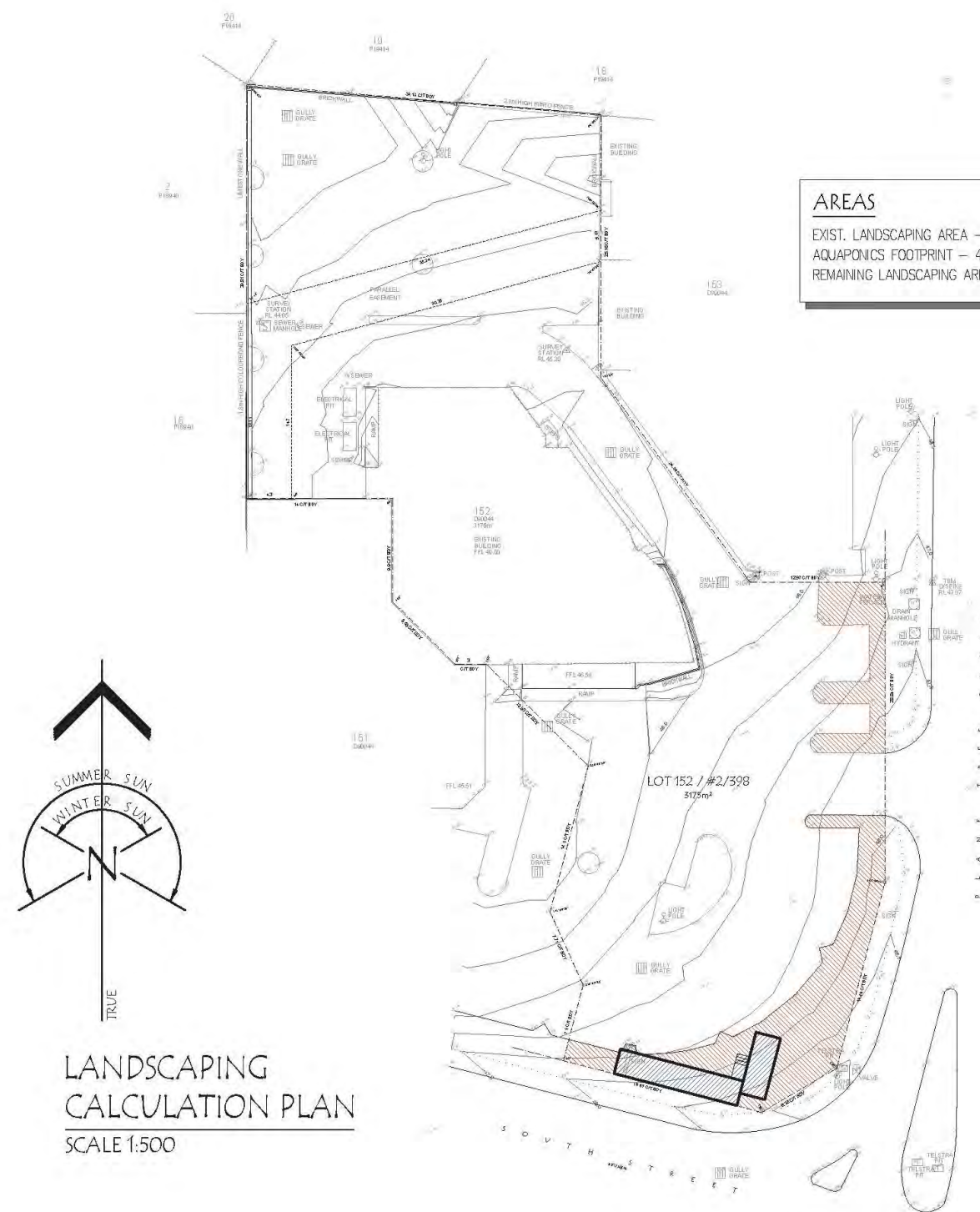


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			PROJECT : PROPOSED AQUAPONICS BUILDING	
			AT : LOT 152 / #2 / 398 SOUTH STREET	
			O'CONNOR W.A. 6163	
			DATE : 09/12/20	
			CLIENT:	
			BBOY	
			JN : 20.017 BBOY	
REV	DATE	DESCRIPTION	DRAWING No. :	REV.:
E	09/12/20	LANDSCAPING CALCULATIONS FOR COUNCIL APPROVAL	A101	E
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			1:500	A3

PC2103-3 CADD STREET NO.7B (LOT 250), BEACONSFIELD - TWO STOREY SINGLE HOUSE (JL DA0488/20)

Meeting attachment 1 – Amended Development Plans

RESIDENTIAL DWELLING FOR:
SAM AND CHELS
7B CADD STREET
BEACONSFIELD
CITY OF FREMANTLE



CITY OF FREMANTLE
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DA0488/20
15 March 2021

D:\Card Street\THO200901_H.rvt



WA OFFICE:
41 Fenlie Street, Warwick, Western Australia

NOTES -
- ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED
- DO NOT SCALE FROM DRAWINGS
- ALL FITTINGS & FIXTURES SHOWN ARE INDICATIVE ONLY - REFER TO SPECIFICATIONS AND SCOPE OF WORKS FOR DETAILS.
- ALL DESIGN CONSTRUCTION MATERIALS TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE (NCC) - CURRENT EDITION
- LOCAL GOVERNMENT PLANS & POLICIES
- CURRENT ISSUES OF THE AUSTRALIAN STANDARDS
- CURRENT MANUFACTURERS SPECIFICATIONS & INSTALLATION DETAILS FOR MATERIALS USED

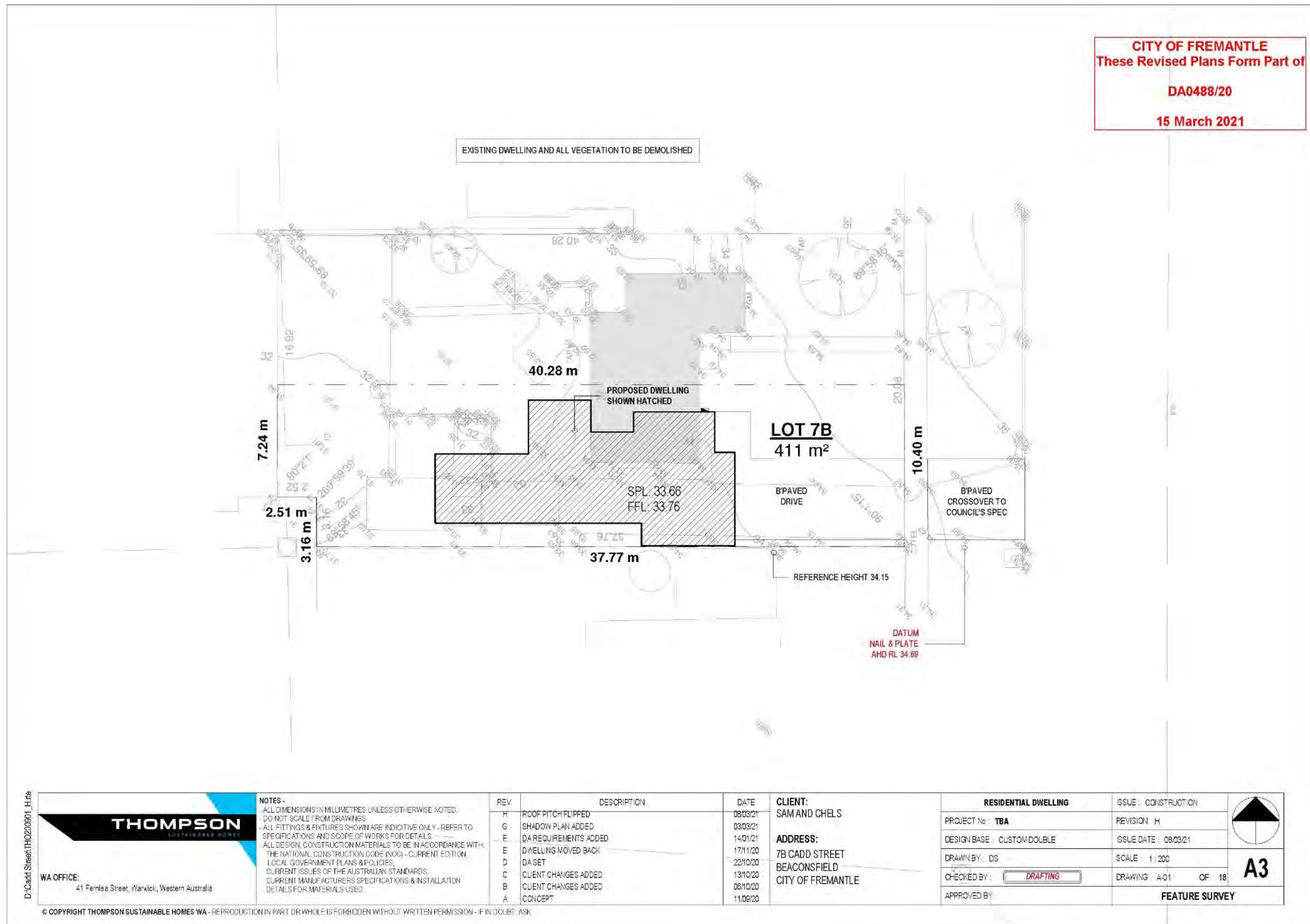
REV	DESCRIPTION	DATE
H	ROOF PITCH FLIPPED	08/03/21
G	SHADOW PLAN ADDED	03/03/21
F	DA REQUIREMENTS ADDED	14/01/21
E	DWELLING MOVED BACK	17/11/20
D	DA SET	22/10/20
C	CLIENT CHANGES ADDED	13/10/20
B	CLIENT CHANGES ADDED	05/10/20
A	CONCEPT	11/09/20

CLIENT:
SAM AND CHELS
ADDRESS:
7B CADD STREET
BEACONSFIELD
CITY OF FREMANTLE

RESIDENTIAL DWELLING	ISSUE: CONSTRUCTION
PROJECT No: TBA	REVISION: 11
DESIGN BASE: CUSTOM DOUBLE	ISSUE DATE: 06/03/21
DRAWN BY: DS	SCALE:
CHECKED BY: DRAFTING	DRAWING: A-00
APPROVED BY:	COVER SHEET

A3

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GENERAL NOTES:

ALL BUILDING WORK TO BE CARRIED OUT IN ACCORDANCE WITH A.S.1684 AND THE B.C.A. AND ALL OTHER RELEVANT CODES AND STANDARDS.

CONTRACT DOCUMENTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS ARE TO TAKE PRECEDENCE OVER THESE PLANS.

ALL ROOF RAINWATER TO BE DIRECTED TO PROPERTY BOUNDARY FOR DISTRIBUTION TO THE ROOF WATER HARVESTING SCHEME AS PER REQUIREMENTS.

ALL EFFLUENT & WASTE WATER TO BE CONNECTED TO COUNCIL SEWERAGE LINE AS PER COUNCIL & ESTATE REQUIREMENTS U.N.O.

ALL DIMENSIONS ARE TO BE VERIFIED ON SITE BY BUILDER PRIOR TO ORDERING OF MATERIALS OR COMMENCEMENT OF CONSTRUCTION.

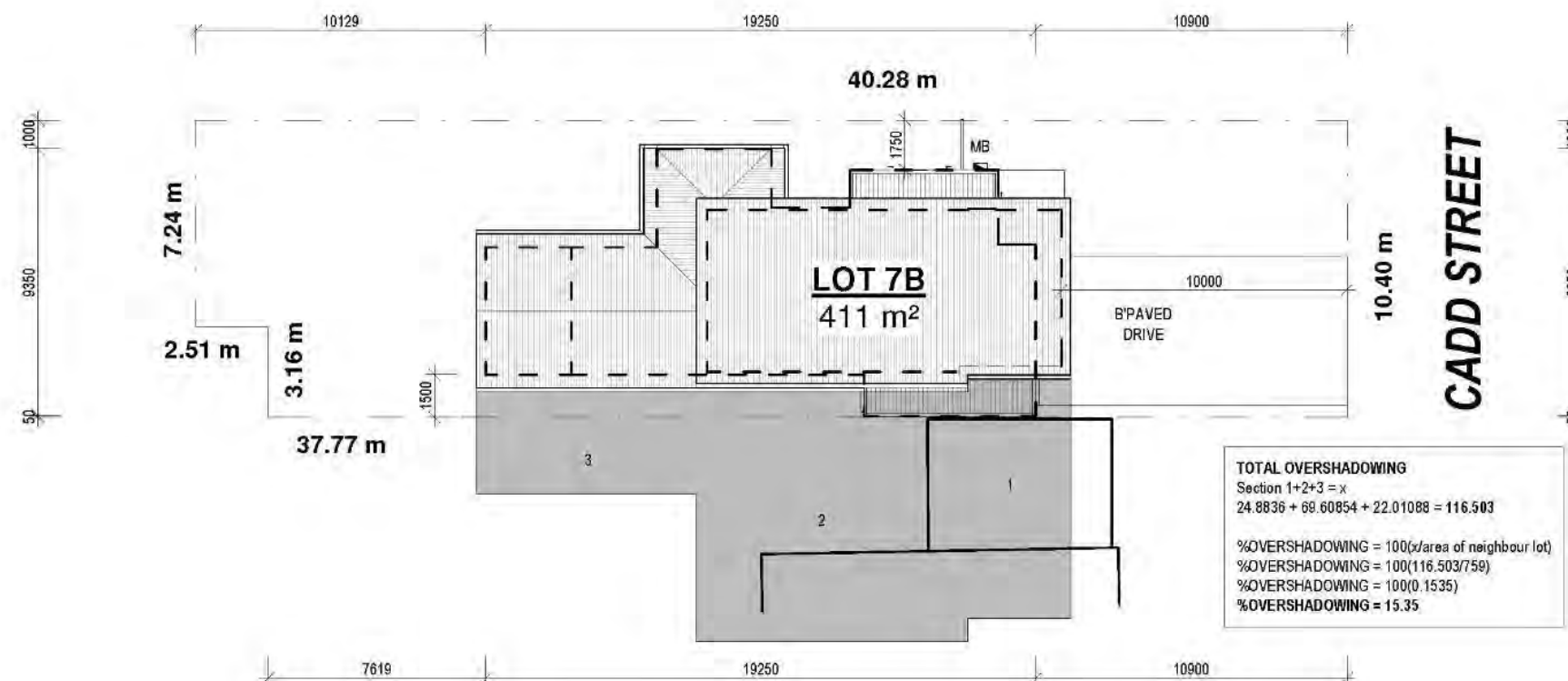
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15 March 2021

SERVICE LOCATIONS TO BE
CONFIRMED ON SITE

ALL DOWNPIPES TO BE DIRECT
CONNECTED TO EXISTING
STORMWATER CONNECTION



TOTAL OVERSHADOWING
Section 1+2+3 = x
24.8836 + 69.60854 + 22.01088 = 116.503

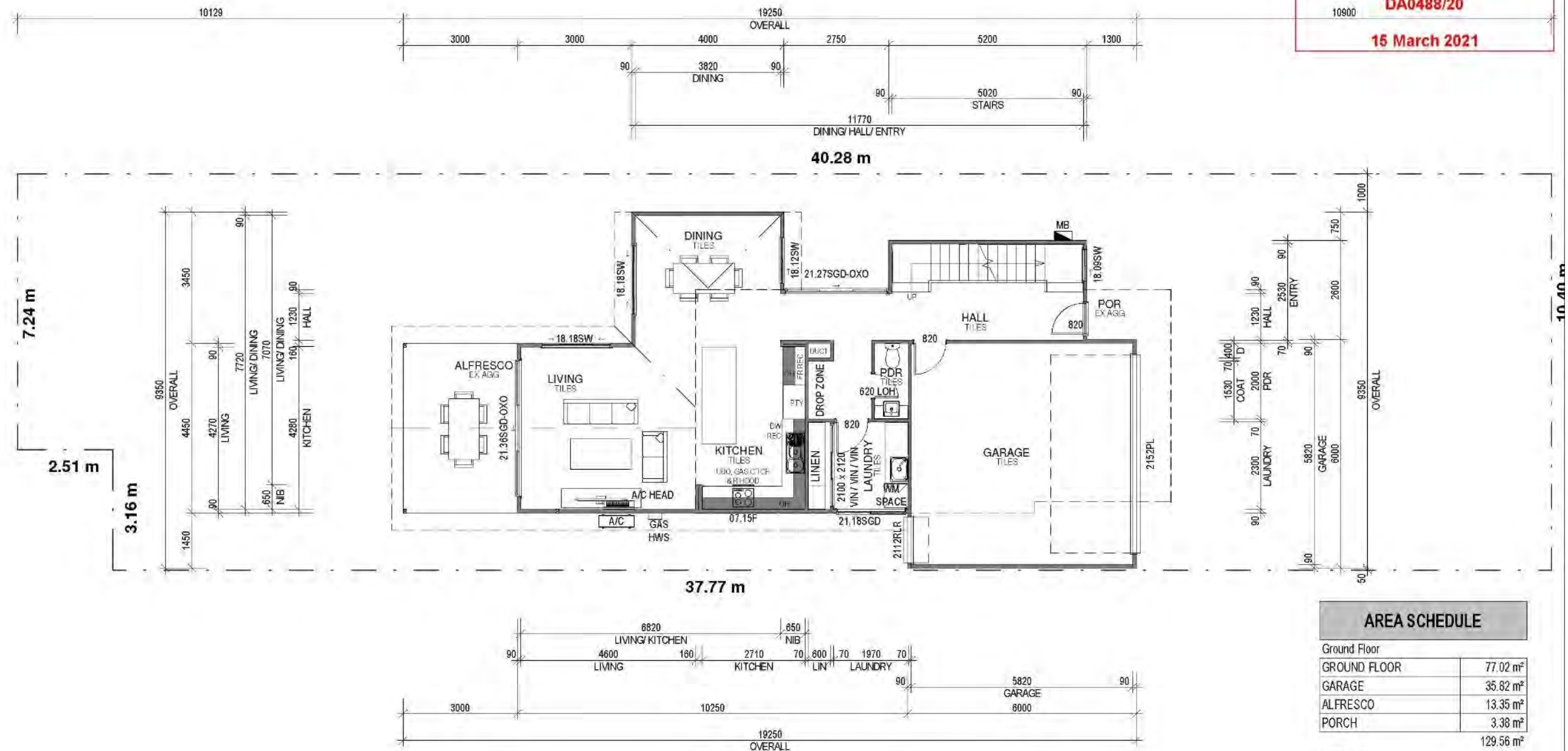
%OVERSHADOWING = 100/(area of neighbour lot)
%OVERSHADOWING = 100/(116.503/759)
%OVERSHADOWING = 100/(0.1535)
%OVERSHADOWING = 15.35

D:\Cadd Street\TH0200901_H.rtf

THOMPSON SUSTAINABLE HOMES WA OFFICE: 41 Fernlea Street, Warricki, Western Australia	NOTES:- - ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED. - DO NOT SCALE FROM DRAWINGS. - ALL FITTINGS & FIXTURES SHOWN ARE INDICATIVE ONLY - REFER TO SPECIFICATIONS AND SCOPE OF WORKS FOR DETAILS. - ALL DESIGN, CONSTRUCTION MATERIALS TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE (NCC) - CURRENT EDITION. - LOCAL GOVERNMENT PLANS & POLICIES. - CURRENT ISSUES OF THE AUSTRALIAN STANDARDS. - CURRENT MANUFACTURERS SPECIFICATIONS & INSTALLATION DETAILS FOR MATERIALS USED.	REV	DESCRIPTION	DATE	CLIENT: SAM AND CHELS	RESIDENTIAL DWELLING	ISSUE: CONSTRUCTION	 A3	
		H	ROOF PITCH FLIPPED	08/03/21			PROJECT No: TBA		REVISION: H
		G	SHADOW PLAN ADDED	03/03/21			DESIGN BASE: CUSTOM DOUBLE		ISSUE DATE: 08/03/21
		F	DA REQUIREMENTS ADDED	14/01/21	ADDRESS:		DRAWN BY: DS		SCALE: 1:200
		E	DWELLING MOVED BACK	17/11/20	7B CADD STREET		CHECKED BY: DRAFTING		DRAWING: A-02 OF 18
		D	DA SET	22/10/20	BEACONSFIELD		APPROVED BY:		SITE PLAN

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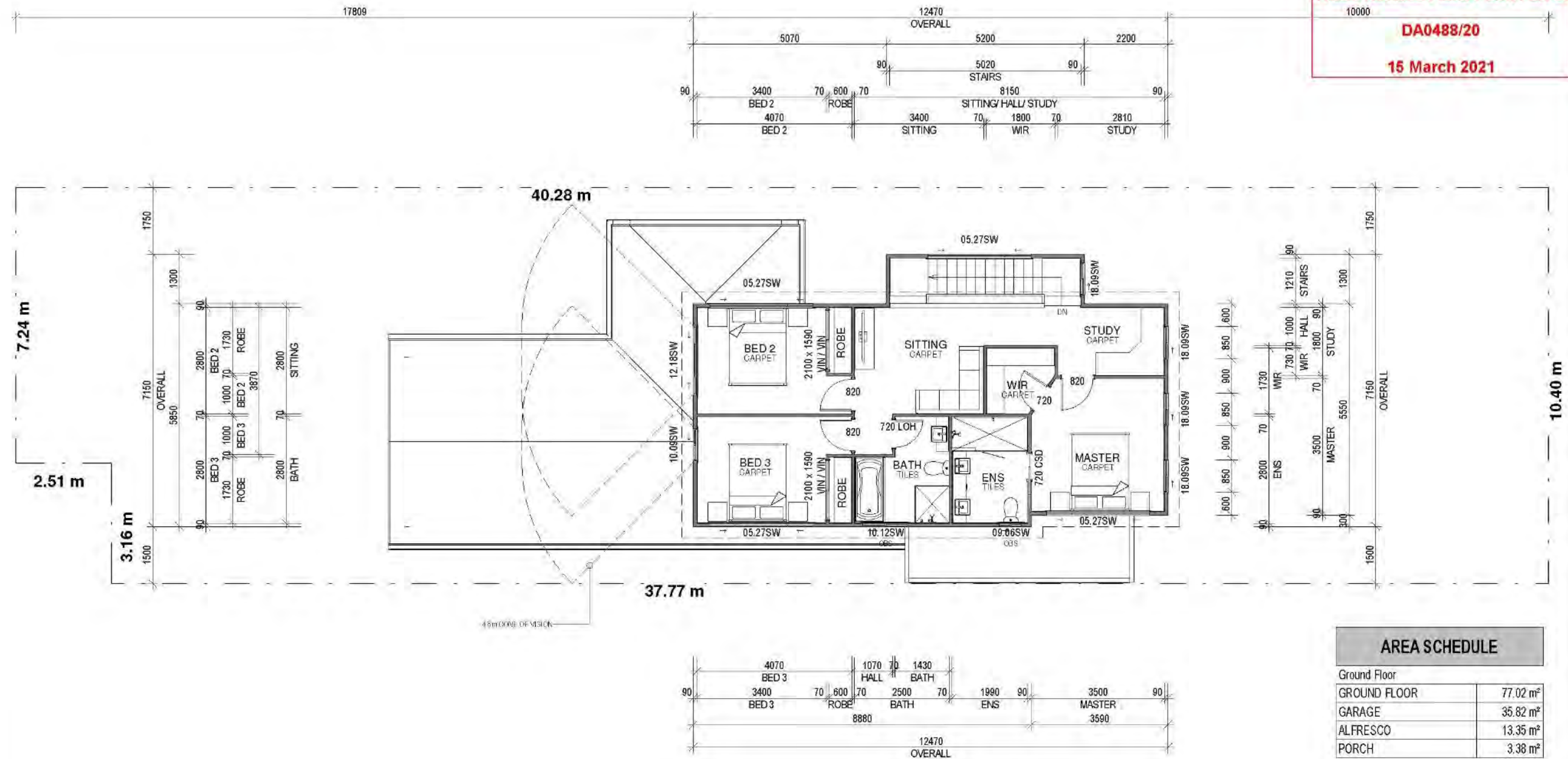


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THOMPSON Sustainable Homes		NOTES - - ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED. - DO NOT SCALE FROM DRAWINGS. - ALL FITTINGS & FIXTURES SHOWN ARE INDICATIVE ONLY - REFER TO SPECIFICATIONS AND SCOPE OF WORKS FOR DETAILS. - ALL DESIGN, CONSTRUCTION MATERIALS TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE (NCC) - CURRENT EDITION. - LOCAL GOVERNMENT PLANS & POLICIES. - CURRENT ISSUES OF THE AUSTRALIAN STANDARDS. - CURRENT MANUFACTURERS SPECIFICATIONS & INSTALLATION DETAILS FOR MATERIALS USED.		REV H G F E D C B A		DESCRIPTION ROOF PITCH FLIPPED SHADOW PLAN ADDED D.A. REQUIREMENTS ADDED DWELLING MOVED BACK D.A. SET CLIENT CHANGES ADDED CLIENT CHANGES ADDED CONCEPT		DATE 08/03/21 03/03/21 14/01/21 17/11/20 22/10/20 13/10/20 08/10/20 11/09/20		CLIENT: SAM AND CHELS ADDRESS: 7B CADD STREET BEACONSFIELD CITY OF FREMANTLE		RESIDENTIAL DWELLING PROJECT No: TBA DESIGN BASE: CUSTOM DOUBLE DRAWN BY: DS CHECKED BY: DRAFTING APPROVED BY:		ISSUE: CONSTRUCTION REVISION: H ISSUE DATE: 08/03/21 SCALE: 1:100 DRAWING: A-03 OF 18 LOWER FLOOR PLAN		 A3	
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CITY OF FREMANTLE
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DA0488/20
15 March 2021



D:\Cadd\Street\THQ200901_H.rvt

 WA OFFICE: 41 Fernlea Street, Warwick, Western Australia	NOTES - - ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED. - DO NOT SCALE FROM DRAWINGS. - ALL FITTINGS & FIXTURES SHOWN ARE INDICATIVE ONLY - REFER TO SPECIFICATIONS AND SCOPE OF WORKS FOR DETAILS. - ALL DESIGN, CONSTRUCTION MATERIALS TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE (NCC) - CURRENT EDITION. - LOCAL GOVERNMENT PLANS & POLICIES. - CURRENT ISSUES OF THE AUSTRALIAN STANDARDS. - CURRENT MANUFACTURERS SPECIFICATIONS & INSTALLATION DETAILS FOR MATERIALS USED.	REV	DESCRIPTION	DATE	CLIENT: SAM AND CHELS	RESIDENTIAL DWELLING		ISSUE : CONSTRUCTION		
		H	ROOF PITCH FLIPPED	08/03/21	ADDRESS: 7B CADD STREET BEACONSFIELD CITY OF FREMANTLE	PROJECT No:	TBA	REVISION : H		
		G	SHADOW PLAN ADDED	03/03/21		DESIGN BASE :	CUSTOM DOUBLE	ISSUE DATE : 08/03/21		
		F	DA REQUIREMENTS ADDED	14/01/21		DRAWN BY :	DS	SCALE : 1:100		
		E	DWELLING MOVED BACK	17/11/20		CHECKED BY :	DRAFTING	DRAWING A-04 OF 18		
		D	DA SET	22/10/20		APPROVED BY :	FIRST FLOOR PLAN			
		C	CLIENT CHANGES ADDED	13/10/20						
		B	CLIENT CHANGES ADDED	08/10/20						
A	CONCEPT	11/09/20								

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NOTE:
- RESTRICTED OPENINGS TO BE FITTED TO ALL UPPER FLOOR WINDOWS AND WHEREVER REQUIRED TO COMPLY WITH FALL FROM HEIGHT LEGISLATION
- FLASHING BETWEEN BOUNDARY WALL AND NEIGHBOURING BOUNDARY WALL WHERE APPLICABLE

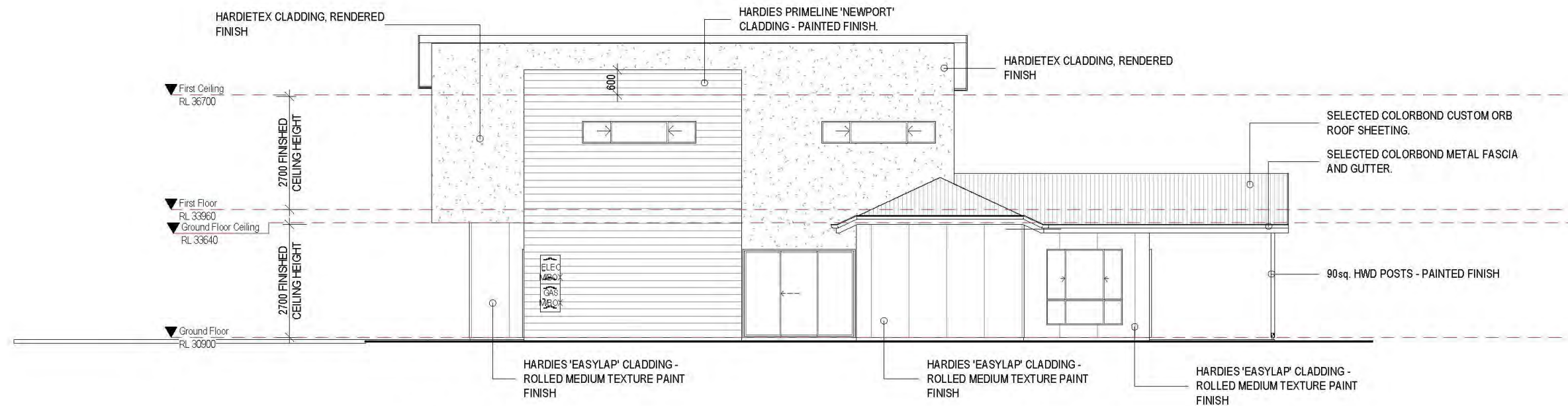


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15 March 2021

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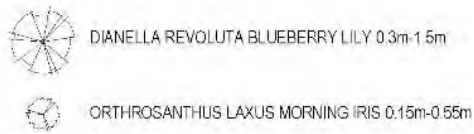


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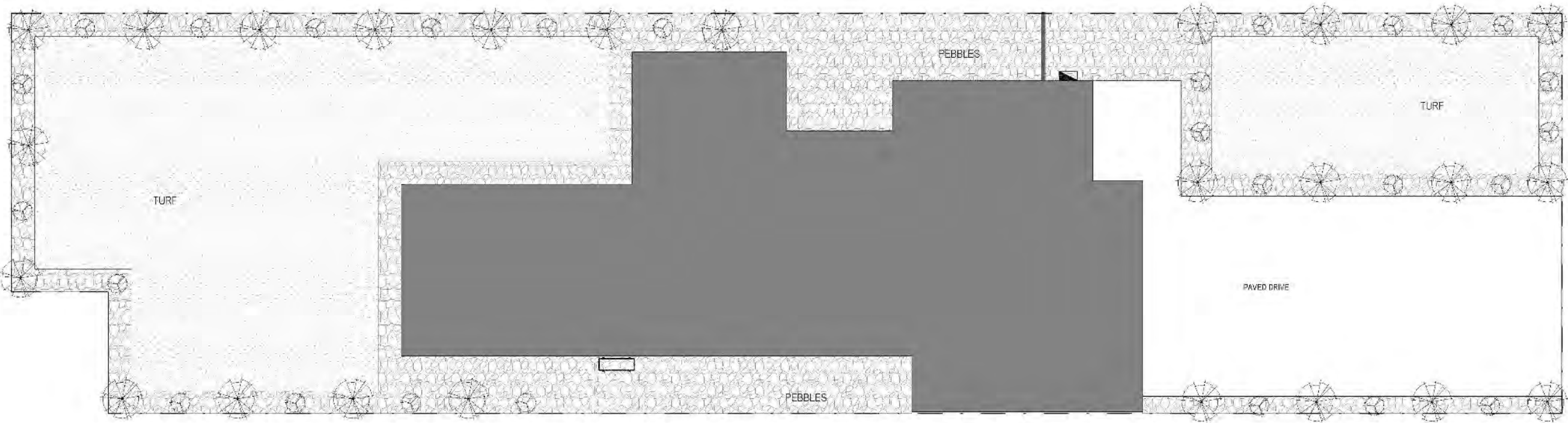
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 WA OFFICE: 41 Fernlea Street, Warwick, Western Australia	NOTES - - ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED. - DO NOT SCALE FROM DRAWINGS. - ALL FITTINGS & FIXTURES SHOWN ARE INDICATIVE ONLY - REFER TO SPECIFICATIONS AND SCOPE OF WORKS FOR DETAILS. - ALL DESIGN, CONSTRUCTION MATERIALS TO BE IN ACCORDANCE WITH: THE NATIONAL CONSTRUCTION CODE (NCC) - CURRENT EDITION, LOCAL GOVERNMENT PLANS & POLICIES, CURRENT ISSUES OF THE AUSTRALIAN STANDARDS, CURRENT MANUFACTURERS SPECIFICATIONS & INSTALLATION DETAILS FOR MATERIALS USED.	REV.	DESCRIPTION	DATE	CLIENT: SAM AND CHELS ADDRESS: 7B CADD STREET BEACONSFIELD CITY OF FREMANTLE	RESIDENTIAL DWELLING		ISSUE : CONSTRUCTION		A3
		H	ROOF PITCH FLIPPED	08/03/21		PROJECT No : TBA	REVISION: H			
		G	SHADOW PLAN ADDED	03/03/21		DESIGN BASE : CUSTOM DOUBLE	ISSUE DATE : 08/03/21			
		F	DA REQUIREMENTS ADDED	14/01/21		DRAWN BY : DS	SCALE : 1: 100			
		E	DWELLING MOVED BACK	17/11/20		CHECKED BY : DRAFTING	DRAWING : A-05 OF 18			
		D	DA SET	22/10/20		APPROVED BY :	ELEVATIONS			
		C	CLIENT CHANGES ADDED	13/10/20						
		B	CLIENT CHANGES ADDED	06/10/20						
		A	CONCEPT	11/09/20						

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PC2103-5 SOUTH TERRACE, NO. 41 (LOT 2090) FREMANTLE – PARTIAL CHANGE OF USE TO HOTEL AND ADDITIONS AND ALTERATIONS TO EXISTING BUILDING (TG DA0410/20)

Meeting attachment 1 – Amended Development Plans

CITY OF FREMANTLE
These Plans Form Part of

DA0410/20

2 Oct 2020



REV	ISSUE	DATE	CHECKED	DATE
A	FOR INFORMATION	05.08.20		
B	FOR INFORMATION	16.09.20		

PROJECT
41 SOUTH TERRACE

DRAWING
LOCATION PLAN

/ Design
Theory

SCALE
1:500

DRAWING NO.
A0400

DRAWN
LG

REV
B

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DA0410/20

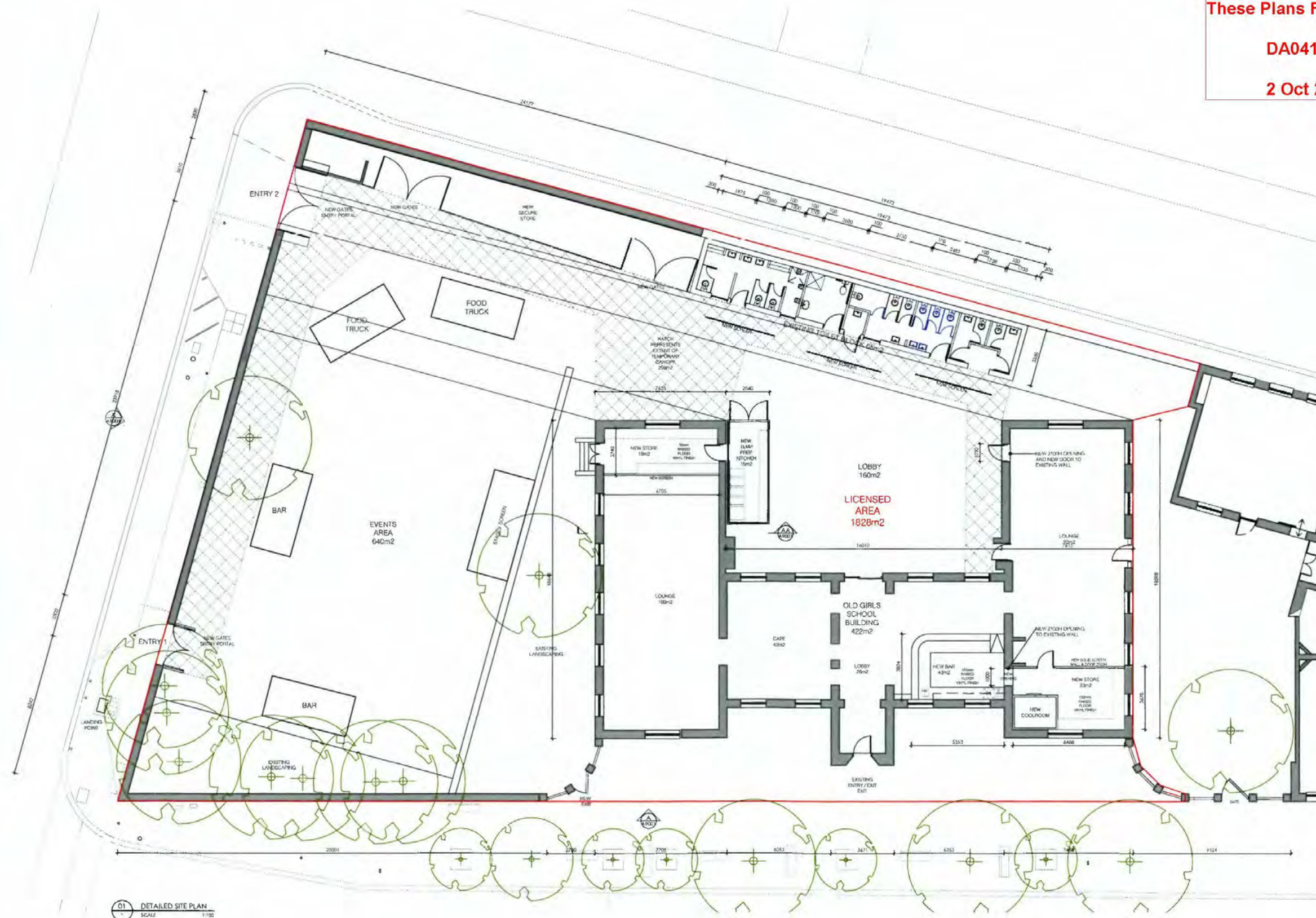
2 Oct 2020



CITY OF FREMANTLE
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DA0410/20

2 Oct 2020



REV	ISSUE	DATE	CHECKED	DATE
A	FOR INFORMATION	26.08.20		
B	FOR INFORMATION	25.09.20		
C	FOR INFORMATION	27.09.20		
D	FOR INFORMATION	28.09.20		
E	FOR INFORMATION	18.09.20		
F	FOR INFORMATION	30.09.20		

PROJECT
41 SOUTH TERRACE

DRAWING
PROPOSED PLAN

/ Design
Theory

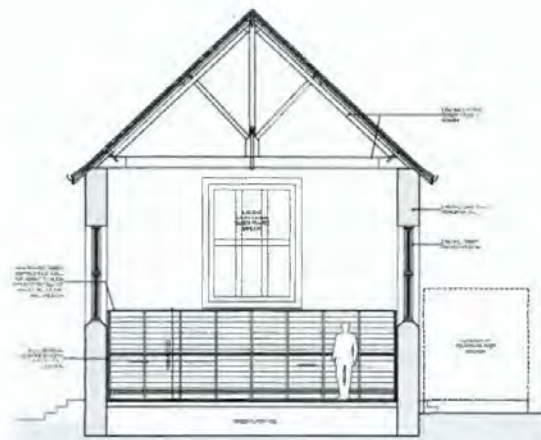
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DRAWING NO.
A1000
REV
F

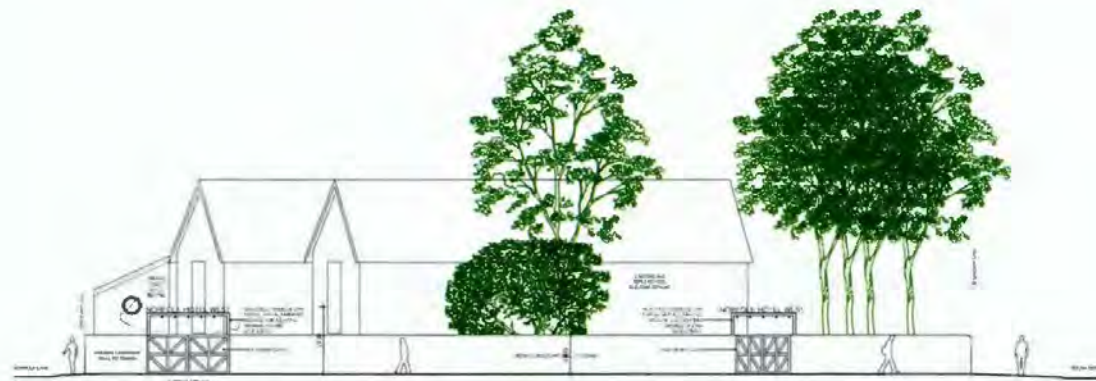
CITY OF FREMANTLE
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DA0410/20

2 Oct 2020



EASTERN ROOM SECTION
SCALE: 1:100



HOSPITAL STREET ELEVATION
SCALE: 1:100



SOUTH TERRACE ELEVATION
SCALE: 1:100

REV. DATE
A. 07/05/20
B. 12/05/20
C. 26/05/20

DESIGNED: DMB

PROJECT: 41 JENNY STREET

DRAWING: ORIGINAL ELEVATIONS

**Design
Theory**

SCALE: 1:100
DRAWING: 1.0
DRAWING NO: A9001
REV: C

CITY OF FREMANTLE
These Plans Form Part of

DA0410/20

2 Oct 2020



/ Design
Theory

41 SOUTH TERRACE
NORFOLK STREET ENTRANCE

CITY OF FREMANTLE
These Plans Form Part of

DA0410/20

2 Oct 2020



/ Design
Theory

**41 SOUTH TERRACE
NORFOLK STREET ENTRANCES**

CITY OF FREMANTLE
These Revised Plans Form Part of
DA0410/20
14 October 2020



REV	ISSUE	DATE	CHECKED	DATE
A	FOR INFORMATION	06.08.20		
B	FOR INFORMATION	23.09.20		
C	FOR INFORMATION	27.09.20		
D	FOR INFORMATION	28.09.20		
E	FOR INFORMATION	14.07.20		
F	FOR INFORMATION	30.07.20		
G	FOR INFORMATION	11.11.20		

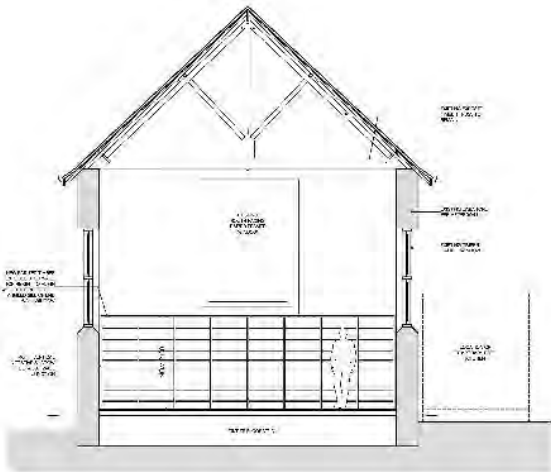
PROJECT
41 SOUTH TERRACE

DRAWING
PROPOSED PLAN

/ Design
Theory

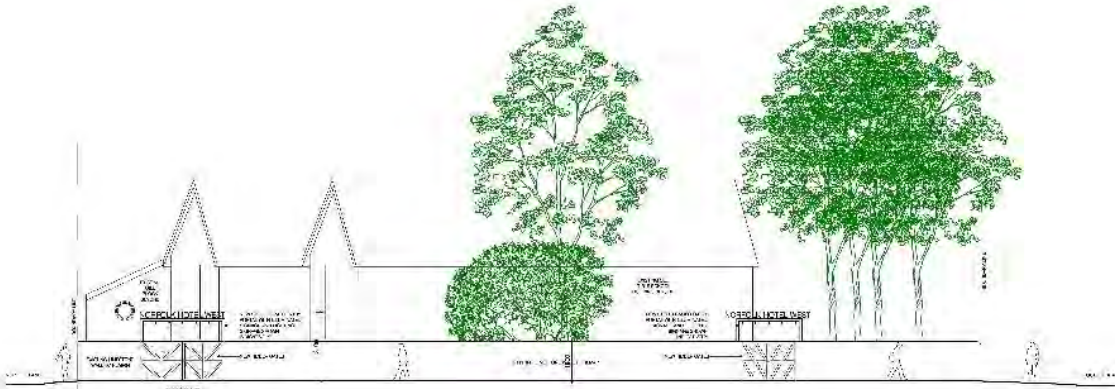
SCALE
1:100
DRAWN
LG

DRAWING NO.
A1000
REV
G



AA EASTERN ROOM SECTION
SCALE 1:25

CITY OF FREMANTLE
These Revised Plans Form Part of
DA4416/20
14 October 2020



A NORFOLK STREET ELEVATION
SCALE 1:100



B SOUTH TERRACE ELEVATION
SCALE 1:100

REV	NO	DATE	BY	CHKD
A	1	10/10/20	DA	DA
B	1	10/10/20	DA	DA
C	1	10/10/20	DA	DA

REV	NO	DATE	BY	CHKD
A	1	10/10/20	DA	DA
B	1	10/10/20	DA	DA
C	1	10/10/20	DA	DA

Design
Theory

**C2102-5 NOTICE OF MOTION – ENCROACHMENT AT MCCABE PARK,
NORTH FREMANTLE – CR DOUG THOMPSON**

Council Minutes – 18 April 2005

**C0504-03 Encroachment – McCabe Park, North Fremantle
Attachment No. 2**

Datworks Reference: McCabe Park, 14 Harvest Road, North Fremantle.

Author: David Duncanson

Actioning Officer: David Duncanson

DECISION MAKING AUTHORITY

Council – Simple Majority

DECLARATION OF INTEREST

None

PURPOSE

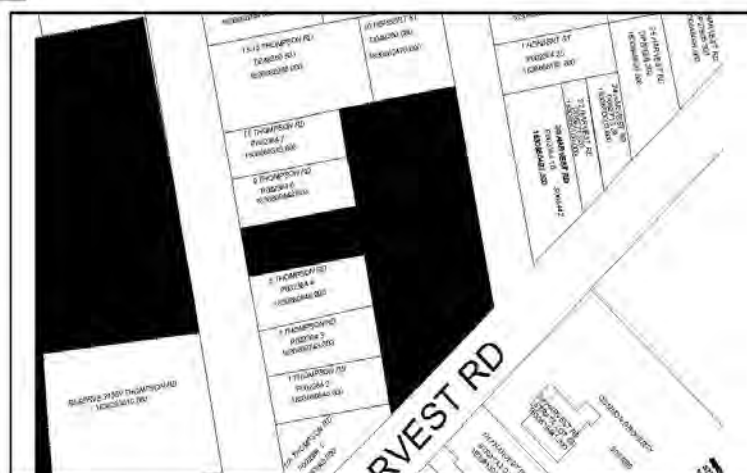
To advise Council of response from property owners to the removal of encroachments from properties adjoining McCabe Park and to make further recommendations

EXECUTIVE SUMMARY

The City of Fremantle owns McCabe Park freehold. It was discovered that a fence had been placed in the wrong position, approximately 30 years ago which has resulted in adjoining property owners land encroaching on the park. Council offered to sell the encroached land to the adjoining property owners who advised that they considered that there was a potential adverse possession claim and that they would not purchase the land. It is therefore recommended that Council transfer the land to the property owners on condition that the property owners pay the legal and subdivision costs.

REPORT

Background



165

Council Minutes – 18 April 2005

At its meeting on 7 February 2005 (item no Co501-03) Council considered a report relating to encroachments by various properties on to McCabe Park, North Fremantle. The report recommended that Council offer the adjoining property owners the opportunity to purchase the encroached land.

Council adopted the following resolution

- 1. Council offers the following McCabe Park adjoining property owners the encroached land as per the attached survey document for the following amounts**
 - **10 Herbert Street - \$1,000**
 - **1A Thompson Road - \$500**
 - **1 Thompson Road - \$1,000**
 - **3 Thompson Road - \$1,000**
 - **5 Thompson Road - \$1,000**
 - **9 Thompson Road - \$1,000**
 - **11 Thompson Road - \$1,000**
 - **13 – 15 Thompson Road - \$1,000**
- 2. the sale of each encroachment is contingent upon the sale and settlement of all the other encroachments listed in this recommendation;**
- 3. proceeds from the sale of these encroachments be used for the improvement of McCabe Park;**
- 4. all legal costs to be borne by the purchasers.**

Since the encroachments have been in place longer than ten years each of the property owners would be entitled to claim adverse possession. Adverse possession is basically where a property owner can claim title to land that they have occupied for more than ten years without any objections from the real owner

There are two reasons why the Council made this offer. The first being, that if each property owners were to claim adverse possession then it would cost them each between \$2,000 and \$5,000 to do so, therefore a more cost effective method would be for the City to sell the land to them individually and undertake a subdivision with the property owners paying the subdivision costs. The other reason was to get them all to address the problem at the same time which means that the City would not have to deal with individual adverse possession claims in the future and that there would be no anomalies left in the boundary line.

The property owners have responded to the offer by advising that they consider that there is potential for a successful adverse possession claim by all the property owners. They therefore do not consider it appropriate for the City to request that they purchase the land. However they are prepared to each donate to the City the amount requested, towards the costs associated with rectifying the boundaries and subsequent subdivision of the land. This amount would not however cover the legal and subdivision costs.

Council Minutes – 18 April 2005

Under the property owners proposal the City would receive a total of \$7,500 as a donation. In order for the City to undertake the subdivision there would be legal costs of \$2,000 and subdivision costs of \$7,731 giving total costs of \$9,731. This would result in a net cost to the City of \$2,231.

Comment

The Property Working Group discussed this matter at its meeting on 30 March 2005 and took the view that it was in the City's interests to have all the encroachment issues sorted out at the same time. It was therefore decided that in order to achieve this an incentive needed to be given to the property owners while at the same time there being no cost to the City.

It was therefore decided that the encroached land should be transferred to the property owners free of charge but that all costs in relation to subdivision and legal costs should be borne by the property owners.

Conclusion

The resolving of this matter is in the interests of the property owners and the City as it is important to overcome any uncertainty in the property boundaries.

The recommendation put forward is contingent on all the property owners agreeing to paying for the legal and subdivision costs with no cost to the City. This proposal has been discussed with the property owners who have agreed that they will pay the legal and subdivision costs if Council adopt the recommendation.

STRATEGIC & POLICY IMPLICATIONS

This matter has general connection to the City Plan

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

None.

Environmental

None

Social

None.

BUDGET IMPLICATIONS

None

LEGISLATIVE AND LEGAL CONSIDERATIONS

Legal considerations have been explained previously in this report.

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

This matter has not been referred to Precincts due to its commercial nature.

Council Minutes – 18 April 2005

PROPERTY WORKING PARTY RECOMMENDATION

That:

1. Council offers the following McCabe Park adjoining property owners the encroached land as per the survey document (attachment to this item), free of charge;
 - 10 Herbert Street
 - 1A Thompson Road
 - 1 Thompson Road
 - 3 Thompson Road
 - 5 Thompson Road
 - 9 Thompson Road
 - 11 Thompson Road
 - 13 – 15 Thompson Road.
2. all legal and subdivision costs to be borne by the property owners
3. the transfer of each encroachment is contingent upon the agreement of all the property owners to pay subdivision and legal costs.

MAYOR P TAGLIAFERRI MOVED THAT THE FOREGOING RECOMMENDATION
NUMBERED C0504-03 BE ADOPTED

SECONDED BY CR D THOMPSON

CR H HEWITT RE-ENTERED THE CHAMBER AT THIS JUNCTURE BEING 8.46 PM

PUT AND CARRIED UNANIMOUSLY 12/0

For	Against
The Mayor, Peter Tagliaferri	
Cr Bob Smith	
Cr Shirley Mackay	
Cr John Alberti	
Cr Kathy Anketell	
Cr Geoff Graham	
Cr Steve Gorman	
Cr Doug Thompson	
Cr Bob Williams	
Cr Helen Hewitt	
Cr Tony Miosich	
Cr Phil Douglas	

FPOL2103-6 ARTIST STUDIO PROGRAM POLICY

Attachment 1 – Artist Studio Program Policy

Council Policy



Artist Studio Program

Overview

The Artist Studio Program (the Program) facilitates the short-term leasing of City of Fremantle owned spaces at low-cost to artists. The Program contributes to the City's Strategic Community Plan 2015-25 objectives to attract and retain diverse quality artists, incubate, support and develop a vibrant arts community, and support work options for artists. The Program offers leases for a maximum of five years with no option to extend, thus enabling the opportunity to be accessed by as many artists as possible.

Policy scope

This policy provides an overarching framework defining how the spaces incorporated within the Program are leased in an open and competitive manner to artists, and the ongoing management of these spaces.

Policy statement

1. The Program aims to be inclusive:
 - a. To be representative of artists diverse in career stage, cultural and linguistic background, gender, artform, media, processes and approach to artmaking
 - b. The curation of a dynamic mix of artists aims to encourage mentorship, cross-pollination, plus resource, knowledge and skill sharing
2. The Program aims to encourage experimental and exploratory work
3. The City's artist studios are working spaces available for a maximum five-year term with no option of extension
4. The portfolio of properties has potential for expansion and retraction
5. The applicant that aligns with the selection criteria to both a satisfactory and the greatest degree will be awarded the space.
6. Fees will be resolved by the City in relation to market value:
 - a. 'Market value' is described as relative to and competitive with similar offerings within the region.
 - b. Fees will inherently consider several factors including though not exclusive to floor area, availability of services and facilities, exclusive versus shared use, security and quality of light with annual adjustment in accordance with Consumer Price Index.

Eligibility

To be eligible for a lease all applicants must:

- a. Be 18+ years old
- b. Be a professional artist, defined as demonstrating commitment to and evidence of an ongoing artistic practice
- c. Have no outstanding City of Fremantle debts
- d. Be prepared to adhere to a studio agreement and relevant City of Fremantle policies
- e. Demonstrate ability to meet financial requirements.

Assessment

Expressions of interest are assessed in accordance with the following selection criteria:

- a. Artistic merit
- b. Sustained development of practice; exploration and experimentation
- c. Suitability of space to scope of practice
- d. Commitment to regularly utilise space
- e. Contribution to diversity within the program
- f. Commitment to be a cooperative and cohesive part of the Program.
- g. Preference will be given to applicants who have not previously been tenants within the Program.

Terms of lease

The following conditions apply to use of the artist studios:

- a. Cannot be used for residential purposes or primarily for storage
- b. Cannot be used for events and workshops, regular and/or commercial in nature. An exemption may be made in relation to City of Fremantle public programming
- c. Artists must be willing to be a cooperative and proactive member of the studio program when asked to contribute to City of Fremantle public programming
- d. Artists must utilise the space on an ongoing basis for most of the working

week

- e. Media and processes must be appropriate for the space i.e. no fumes in unventilated spaces.

Responsibility and review information	
Responsible officer:	Manager/Director/CEO
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#

FPOL2103-7 BUDGET REVIEW 2020-2021

ATTACHMENT 1 - RATE SETTING STATEMENT – BY NATURE AND TYPE

RATE SETTING STATEMENT - BY NATURE AND TYPE

FOR THE PERIOD ENDED 31 DECEMBER 2020

Ref Not	2020/21 Adopted Budget (a)	2020/21 Amended Budget (b)	2020/21 Predicted Budget (c)	2020/21 YTD Actual (d)	Available Budget (c) - (d)	Budget Amendment (c)-(b)
	\$	\$	\$	\$	\$	\$
Net current assets at start of financial year -	1,596,154	2,026,794	3,562,677	3,562,677	-	1,535,883
Revenue from operating activities (excluding rates)						
Rates - Specified Area	158,429	158,429	158,429	166,851	8,422	-
Service Charges (Underground Power)	11,919	11,919	11,919	7,192	(4,727)	-
Operating Grants, Subsidies and Contributions	3,201,209	3,584,927	3,678,307	1,832,589	(1,845,718)	93,380
Fees and Charges	19,216,009	19,176,009	19,565,854	10,707,586	(8,858,268)	389,845
Interest Earnings	793,686	793,686	738,686	598,186	(140,500)	(55,000)
Profit on Sale of Assets	757,000	777,000	777,000	-	(777,000)	-
Reimbursement Income	714,760	1,036,760	862,426	325,590	(536,836)	(174,334)
Other Revenue	91,750	91,750	218,750	203,450	(15,300)	127,000
	24,944,762	25,630,480	26,011,371	13,841,444	(12,169,927)	380,891
Expenditure from operating activities						
Employee Costs	(38,637,915)	(38,913,063)	(38,538,443)	(17,626,749)	20,911,694	374,620
Employee costs - Agency Labour	(346,000)	(346,000)	(746,000)	(298,171)	447,829	(400,000)
Materials and Contracts	(23,335,082)	(23,792,249)	(24,541,634)	(8,756,713)	15,784,921	(749,385)
Depreciation on Non Current Assets	(7,850,958)	(7,850,958)	(7,850,958)	(3,924,727)	3,926,231	-
Interest Expenses	(760,713)	(760,713)	(760,713)	(274,060)	486,653	-
Utility Charges (gas, electricity, water)	(2,049,150)	(2,049,150)	(1,980,150)	(717,634)	1,262,516	69,000
Loss on Sale of Assets	(63,265)	(63,265)	(63,265)	-	63,265	-
Insurance Expenses	(882,734)	(882,734)	(882,734)	(874,482)	8,252	-
Other Expenditure	(2,198,354)	(2,253,354)	(3,466,793)	(885,885)	2,580,908	(1,213,439)
	(76,124,171)	(76,911,486)	(78,830,690)	(33,358,420)	45,472,270	(1,919,204)
Operating activities excluded from budget						
(Profit)/Loss on Asset Disposals	(693,735)	(713,735)	(713,735)	-	713,735	-
Depreciation on Assets	7,850,958	7,850,958	7,850,958	3,924,727	(3,926,231)	-
Non Current Rates Debtors Movement	-	-	-	10,273	10,273	-
Amount attributable to operating activities	(42,426,032)	(42,116,989)	(42,119,419)	(12,019,299)	30,100,120	(2,430)
Investing Activities						
Capital Revenue						
Capital Grants and Subsidies/						
Contributions for the development of Assets	7,771,822	11,806,293	12,522,848	710,253	(11,812,595)	716,555
Proceeds from Disposal of Assets	5,080,000	5,100,000	5,100,000	115,990	(4,984,010)	-
	12,851,822	16,906,293	17,622,848	826,243	(16,796,605)	716,555
Capital Expense						
Purchase Investment Land and Buildings	(25,000)	(11,915)	(11,915)	-	11,915	-
Purchase Community Land and Buildings	(25,330,237)	(30,359,509)	(31,483,509)	(10,877,851)	20,605,658	(1,124,000)
Purchase Infrastructure - Roads	(700,828)	(704,261)	(847,407)	(200,035)	647,372	(143,146)
Purchase Infrastructure - Drainage	-	(70,000)	(70,000)	-	70,000	-
Purchase Infrastructure - Parks	(2,970,323)	(3,071,575)	(3,623,650)	(441,015)	3,182,635	(552,075)
Purchase Infrastructure - Other	(790,682)	(4,071,522)	(4,076,522)	(115,092)	3,961,430	(5,000)
Purchase Plant and Equipment	(22,500)	(80,929)	(86,833)	(36,322)	50,511	(5,904)
Purchase Furniture and Fittings	(411,478)	(411,478)	(411,478)	-	411,478	-
	(30,251,048)	(38,781,189)	(40,611,314)	(11,670,315)	28,940,999	(1,830,125)
Amount attributable to investing activities	(17,399,226)	(21,874,896)	(22,988,466)	(10,844,071)	12,144,395	(1,113,570)
Financing Activities						
Repayment of Debentures	(2,331,239)	(2,331,239)	(2,331,239)	(1,193,010)	1,138,229	-
Repayment of Operating Lease	(474,720)	(474,720)	(474,720)	(141,400)	333,320	-
Proceeds from New Debentures	500,000	500,000	500,000	-	(500,000)	-
	(2,305,959)	(2,305,959)	(2,305,959)	(1,334,410)	971,549	-
Reserve Transfers						
Transfer to Reserves (Restricted) - Capital	(5,000,000)	(5,020,000)	(4,988,000)	(15,679)	4,972,321	32,000
Transfer to Reserves (Restricted) - Operating	(63,965)	(63,965)	(63,965)	(59,236)	4,729	-
Transfer from Reserves (Restricted) - Capital	20,087,124	24,223,751	24,223,751	10,019,270	(14,204,481)	-
Transfer from Reserves (Restricted) - Operating	56,919	106,919	106,919	31,525	(75,394)	-
Transfer to/from reserves	15,080,078	19,246,705	19,278,705	9,975,881	(9,302,824)	32,000
Amount attributable to financing activities	12,774,119	16,940,746	16,972,746	8,641,471	(8,331,275)	32,000
Budgeted deficiency before general rates	(47,051,139)	(47,051,139)	(48,135,139)	(14,221,900)	33,913,239	(1,084,000)
General rates estimated to be raised	(47,051,139)	(47,051,139)	(48,135,139)	(48,084,564)	(50,575)	(1,084,000)
Closing Funding Surplus (Deficit)	-	-	-	33,862,664	33,862,664	-

ATTACHMENT 2 - NET CURRENT ASSETS REPORT

ADJUSTED NET CURRENT ASSETS FOR THE PERIOD ENDED 31 DECEMBER 2020

	31-Dec-2020 (a)	30-Jun-2020 (b)	Movement (c) = (a) - (b)
	\$	\$	\$
Current Assets			
Cash Unrestricted	39,511,558	20,913,150	18,598,408
Cash Restricted	19,245,137	29,221,017	(9,975,881)
Rates Outstanding	13,731,956	982,533	12,749,423
Sundry debtors	1,312,553	722,457	590,097
GST Receivable	403,631	565,989	(162,357)
Land held for sale	4,243,000	4,243,000	-
Accrued income	119,030	126,768	(7,738)
Inventories	130,960	107,628	23,332
	78,697,826	56,882,542	21,815,284
Less: Current Liabilities			
Trade and other payables	(15,322,201)	(13,831,023)	(1,491,178)
Long term borrowings	(1,840,895)	(3,033,904)	1,193,010
Lease liability - Current	(276,617)	(396,717)	120,100
Provisions	(6,024,824)	(6,024,824)	-
	(23,464,537)	(23,286,469)	(178,069)
Unadjusted Net Current Assets	55,233,288	33,596,073	21,637,215
Adjustments and exclusions permitted by FM Reg 32			
Add: Loan Repayments (Current)	2,117,512	3,430,622	(1,313,109)
Less: Cash - Reserves - Restricted	(19,245,137)	(29,221,017)	9,975,881
Less: Land held for sale	(4,243,000)	(4,243,000)	-
Adjusted Net Current Assets	33,862,664	3,562,677	30,299,987

SIGNIFICANT ACCOUNTING POLICIES

Please see Information attachment on significant accounting policies relating to Net Current Assets.

KEY INFORMATION

The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.

ATTACHMENT 3 - List of Budget Amendments for Budget Review

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/-Exp-)	Budget Amendment (Saving +)	Proposed Budget (Rev +/-Exp-)	Manager Comments
	Opening Surplus	Opening Surplus	2,026,794	1,535,883	3,562,677	Balance of opening surplus from 2019-2020 financial year to be allocated
Office of the Chief Executive – Budget savings of \$57,300						
100397.6823	Display and store city art collection	Operating Expenditure	(74,442)	10,900	(63,542)	Savings in storage cost for art collection
100406.6831	Operate Fremantle arts centre	Operating Expenditure	(11,000)	5,500	(5,500)	No FACPA mailouts
100406.6856		Operating Expenditure	(185,000)	87,000	(98,000)	Fewer events due to covid restrictions resulting in less trading stock required for events
100408.4411	Conduct South lawn events	Operating Revenue	15,000	(11,230)	3,770	Reduction in South Lawn Events due to current Covid Restrictions
100408.4461		Operating Revenue	185,000	(120,300)	64,700	
100408.4521		Operating Revenue	530,000	(374,890)	155,110	
100408.6877		Operating Expenditure	(50,000)	29,430	(20,570)	
100408.6830		Operating Expenditure	(95,000)	60,660	(34,340)	
100410.4411	Provide arts centre education services	Operating Revenue	603,623	300,000	903,623	Increase in revenue due to more courses at Fremantle Art Centre
100410.6823		Operating Expenditure	(12,000)	(3,000)	(15,000)	Additional cost from increase in courses at Fremantle Art Centre
100410.6865		Operating Expenditure	(43,500)	(13,000)	(56,500)	
100410.6877		Operating Expenditure	0	(3,000)	(3,000)	
100414.4521	Conduct Sunday music program	Operating Revenue	47,500	72,500	120,000	Increase in revenue from Sunday Music program
100414.6822		Operating Expenditure	(12,150)	(14,960)	(27,110)	Additional cost from increase in Sunday Music program
100414.6877		Operating Expenditure	(12,700)	(29,360)	(42,060)	
100414.6830		Operating Expenditure	(10,150)	(17,300)	(27,450)	
100415.6823	Coordinate arts centre exhibitions	Operating Expenditure	(46,500)	20,500	(26,000)	Cost saving in contract expenditure for art centre exhibitions
100415.6831		Operating Expenditure	(15,000)	(10,000)	(25,000)	Additional postage budget requested for art centre exhibitions, funded from cost savings in material and contract expenditure.
100415.6865		Operating Expenditure	(36,000)	12,500	(23,500)	Cost saving in material expenditure for art centre exhibitions
100417.4411	Conduct Bazaar Christmas markets	Operating Revenue	28,500	8,130	36,630	Additional revenue received as larger Christmas Bazaar with more stalls than estimated
100417.4431		Operating Revenue	67,500	52,000	119,500	
100417.6830		Operating Expenditure	(4,500)	(3,420)	(7,920)	Additional costs associated with larger Christmas Bazaar than expected
100419.6311	Conduct arts centre marketing activities	Operating Expenditure	(59,000)	5,000	(54,000)	Increased website costs, partially funded from cost savings from printing and advertising
100419.6821		Operating Expenditure	(84,500)	5,000	(79,500)	
100419.6823		Operating Expenditure	(25,000)	(15,000)	(40,000)	
100537.4411	Conduct art centre small concerts	Operating Revenue	0	1,450	1,450	Additional revenue due to more small concerts than expected
100537.4521		Operating Revenue	45,000	16,000	61,000	
100537.4541		Operating Revenue	0	3,110	3,110	Additional expenditure required for additional small concerts
100537.6877		Operating Expenditure	(7,000)	(9,370)	(16,370)	
100537.6881		Operating Expenditure	0	(1,020)	(1,020)	
100537.6830		Operating Expenditure	(11,000)	1,470	(9,530)	Savings in security costs for small concerts
100635.4461	Conduct arts centre workshops	Operating Revenue	10,000	(10,000)	0	Reduction of workshops revenue as no workshops due to Covid restrictions
100635.6865		Operating Expenditure	(2,000)	2,000	0	
	Arts and Culture Total	Net Savings		57,300		
City Business Directorate – Budget Savings of \$520,840						
100085.6816	Lead city business directorate	Operating Expenditure	(10,000)	(100,000)	(110,000)	Additional budget requested for legal fees regarding Fremantle Markets and High Street
100085.6824		Operating Expenditure	(70,000)	25,000	(45,000)	Savings in consulting costs to partially fund increased legal cost.
	City Business Leadership Total	Net Deficit		(75,000)		
100098.4561	Operate car park 20 Essex Street Fremantle	Operating Revenue	139,500	(68,000)	71,500	Maintenance work in car park resulting in reduced revenue during Sep-Dec
100099.6311	Operate and maintain parking ticket machines	Operating Expenditure	(15,000)	(26,000)	(41,000)	Additional budget required to purchase enough parking tickets to last into next financial year as 3 months lag time between ordering and delivery.

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/Exp -)	Budget Amendment (Saving +)	Proposed Budget (Rev +/Exp -)	Manager Comments
100100.4561	Operate car park 21 Marine Terrace Fremantle	Operating Revenue	105,500	(19,000)	87,500	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100102.4561	Operate car park 18 Ferry Terminal Fremantle	Operating Revenue	47,000	8,000	55,000	Parking revenue back to pre-covid level earlier than anticipated
100103.4561	Operate car park 15 Josephson Street Fremantle	Operating Revenue	85,000	12,000	97,000	Parking revenue back to pre-covid level earlier than anticipated
100104.4561	Operate car park 43 Essex Street Fremantle	Operating Revenue	35,500	(5,000)	30,500	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100105.4561	Operate car park 56 Norfolk Street Fremantle	Operating Revenue	52,900	(18,000)	34,900	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100106.4561	Operate car park 03 Ellen Street Fremantle	Operating Revenue	86,000	15,000	101,000	Parking revenue back to pre-covid level earlier than anticipated
100107.4561	Operate car park 12A, and 12B beach Street Fremantle	Operating Revenue	102,000	29,000	131,000	Parking revenue back to pre-covid level earlier than anticipated
100110.4561	Operate car park 22 Cliff Street Fremantle	Operating Revenue	84,900	(26,000)	58,900	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100111.4561	Operate car park 02 Marine Terrace Fremantle	Operating Revenue	270,000	(17,000)	253,000	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100115.4561	Operate car park 29 Fremantle Prison Fremantle	Operating Revenue	145,500	(67,000)	78,500	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100115.6871		Operating Expenditure	(81,480)	37,520	(43,960)	Reduction in leasing fees due to reduction of estimated parking revenue as lease fees based on parking revenue under agreement.
100116.4561	Operate car park 16 Markets Fremantle	Operating Revenue	37,000	6,000	43,000	Parking revenue back to pre-covid level earlier than anticipated
100117.4561	Operate car park 11 Esplanade Fremantle	Operating Revenue	732,000	(38,000)	694,000	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100118.4561	Operate car park 01 Parry Street Fremantle	Operating Revenue	503,500	(11,000)	492,500	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100120.4561	Operate car park 24 William Street Fremantle	Operating Revenue	87,000	14,000	101,000	Parking revenue back to pre-covid level earlier than anticipated
100122.4561	Operate car park 19 Roundhouse Fremantle	Operating Revenue	297,500	(26,000)	271,500	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100123.4561	Operate car park 31 Fishing Boat Harbour Fremantle	Operating Revenue	1,340,000	(109,000)	1,231,000	Parking revenue budget assumed recovery to 100% of previous year level from October onwards, however Parking Revenue not yet back to pre- covid level.
100123.6871		Operating Expenditure	(643,200)	52,320	(590,880)	Reduction in leasing fees due to reduction of estimated parking revenue as lease fees based on parking revenue under agreement.
100108.4561	Operate on street paid parking	Operating Revenue	3,396,500	200,000	3,596,500	Revenue back to pre-covid levels earlier than expected
100534.6821	Administer investment properties	Operating Expenditure	(6,500)	(18,500)	(25,000)	Advertising cost for properties for lease in new Walyalup Civic Centre
100535.6821	Administer non-investment (community) properties	Operating Expenditure	(6,500)	5,000	(1,500)	Cost savings to partially fund advertising cost for properties for lease in new Walyalup Civic Centre

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/-Exp-)	Budget Amendment (Saving +)	Proposed Budget (Rev +/-Exp -)	Manager Comments
100715.4561	Operate car park cappuccino strip	Operating Revenue	309,000	85,000	394,000	Parking revenue back to pre-covid level earlier than Oct
100721.4561	Operate car park 6 Point Street	Operating Revenue	100,500	11,000	111,500	Parking revenue back to pre-covid level earlier than Oct
100724.4561	Operate car park 6a	Operating Revenue	101,300	14,000	115,300	Parking revenue back to pre-covid level earlier than Oct
200494.4218	P-11973 Entrepreneurs Program- Expert in Residence	Operating Revenue	0	48,480	48,480	Programme funded from Department of Industry grant (\$48,480) and unspent grant from MOU Notre Dame (\$42,080).
200494.4399		Operating Revenue	0	42,080	42,080	
200494.6824		Operating Expenditure	0	(90,560)	(90,560)	
	Economic Development and Marketing Total	Net Savings		41,340		
100225.6823	Monitor and remediate contaminated sites	Operating Expenditure	0	(5,500)	(5,500)	Additional budget required for expenditure on contaminated site- Depot
100230.6816	Undertake planning compliance	Operating Expenditure	(15,000)	(10,000)	(25,000)	Legal costs associated with ongoing prosecutions
100236.4561	Issue parking permits	Operating Revenue	110,000	30,000	140,000	Revenue greater than expected from hood hires, pipes work and building developments
100491.6816	Undertake building compliance inspections	Operating Expenditure	(15,000)	(10,000)	(25,000)	Legal costs associated with ongoing prosecutions
100546.6816	Administer parking compliance operations	Operating Expenditure	(2,000)	(23,000)	(25,000)	Legal costs associated with changes to Parking Local Law
	Field Services Total	Net Deficit		(18,500)		
100034.5964	Coordinate debt recovery of rates and accounts receivable	Operating Expenditure	0	(250,000)	(250,000)	Provision made for potential bad debts as at 30 June 2021, in particular for Covid 19 relief provided to commercial properties
100035.4582	Coordinate revenue	Operating Revenue	180,000	(20,000)	160,000	Reduction in fees as more ratepayers using direct debit payments
100240.4111	Raise rate income	Operating Revenue	47,050,569	23,000	47,073,569	Changes to rates book after setting rates resulted in additional rates being raised
100240.4112			200,000	1,100,000	1,300,000	Interim rates income is more than anticipated due to increased valuation for a couple of improved city centre properties and several industrial properties at Rous Head
100240.4161			260,000	15,000	275,000	Interest income from rates instalment option more than anticipated
100240.4162			70,000	30,000	100,000	Interest income from penalty interest is more than anticipated
100240.4584			30,000	10,000	40,000	Increase in the number of property enquires received than estimated.
100240.5969		Operating Expenditure	(199,430)	(39,000)	(238,430)	Increase in rates concessions as approved by council e.g. Italian club
100527.4172	Receive investment income - Unrestricted Funds	Operating Revenue	449,686	(100,000)	349,686	Actual interest rates on term deposits lower than estimated
	Financial Services Total	Net Savings		769,000		
100011.6281	Maintain business systems - Technology One	Operating Expenditure	(216,000)	(2,000)	(218,000)	Additional budget request for TechOne licence fee.
100072.6823	Maintain fixed and wireless network infrastructure	Operating Expenditure	(20,000)	(16,000)	(36,000)	Additional cost associated with containers for change
100012.6824	Maintain business systems - Other	Operating Expenditure	(5,000)	(20,000)	(25,000)	Additional cost to bring in a consultant to undertake IT policies in line with AOG audit recommendations
100011.6824	Maintain business systems - Technology One	Operating Expenditure	(10,000)	(5,000)	(15,000)	Additional cost associated with maintain Technology One.
100720.7313	Recruit employees - Information Technology	Operating Expenditure	0	(15,000)	(15,000)	Additional budget request for recruitment cost in IT in regard to relocation cost and recruitment agency costs.
100758.6281	Maintain Business Systems- M Files	Operating Expenditure	0	(138,000)	(138,000)	Additional budget request for M-File licence fee.
	Information Technology Total	Net Deficit		(196,000)		
Community Development Directorate – Budget Savings of \$266,350						

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/Exp -)	Budget Amendment (Saving +)	Proposed Budget (Rev +/Exp -)	Manager Comments
100127.6823	Monitor develop and promote the city website	Operating Expenditure	(10,000)	(20,000)	(30,000)	Additional budget request for Pre-Paid service contract for CoF website
	Communications and Media Total	Net Deficit		(20,000)		
100452.4411	Operate Samson recreation centre	Operating Revenue	48,410	15,000	63,410	Increase in revenue from netball teams
100452.4461			52,040	10,000	62,040	Increase from new bookings in Annexe
100453.4411	Operate Fremantle leisure centre health club	Operating Revenue	535,750	184,250	700,000	Revenue back to pre-covid levels earlier than expected
100455.4411	Operate Fremantle leisure centre swim school	Operating Revenue	999,452	100,000	1,099,452	Revenue back to pre-covid levels earlier than expected
100456.4461		Operating Revenue	1,500	1,000	2,500	Revenue back to pre-covid levels earlier than expected
100456.4521	Operate Fremantle leisure centre (administration)	Operating Revenue	158,750	20,000	178,750	
100456.6856		Operating Expenditure	(80,000)	(10,000)	(90,000)	Additional sales of merchandise require purchase of additional stock
100457.4411	Operate Fremantle leisure centre aquatics	Operating Revenue	909,400	80,600	990,000	Revenue back to pre-covid levels earlier than expected
100457.4541		Operating Revenue	12,000	7,000	19,000	
100548.4541	Operate community legal centre	Operating Revenue	15,150	18,000	33,150	Grant revenue received more than budgeted amount
200490.4321	P11955 - Software Legal Centre	Operating Revenue	0	20,000	20,000	Grant received from Attorney-General Commonwealth to upgrade software at legal centre
200493.4227	MP - Age Friendly Communities - Together Again Cafe Project	Operating Revenue	0	15,000	15,000	FUNDED PROJECT
200493.6823		Operating Expenditure	0	(15,000)	(15,000)	Grant to be received from Department of Communities for programme Together again Cafe.
300188.1606	P11964 - Purchase - Leisure Centre - Leak Monitoring	Capital Expenditure	0	(30,000)	(30,000)	NEW PROJECT As required by Australia Standard AS29237:2019 - The storage and handling of liquified chlorine gas. The leak monitoring system is required to be able to alert / notify an operator that there is a leak 24/7.
300189.1606	P-11965 Purchase - Leisure Centre - Disinfectant System	Capital Expenditure	0	(50,000)	(50,000)	NEW PROJECT Replace existing System 3 (Program Pool) Ultraviolet Light Disinfectant System. Current unit is old and damage wipers are not working / motherboard is not working.
300193.1606	P-11968 Purchase - Leisure Centre - Pool blankets	Capital Expenditure	0	(94,000)	(94,000)	NEW PROJECT Replacement of failing pool blankets. Current blankets pose an OSH risk.
	Community Development Total	Net Savings		251,850		
200159.6824	Project-10186 Prepare a community facilities plan	Operating Expenditure	0	(30,000)	(30,000)	FUNDED PROJECT Budget required for consultancy cost to prepare a community facility plan; funded from salary savings in Asset Management.
	Community Development Leadership Total	Net Deficit		(30,000)		
100483.6823	Maintain history collection	Operating Expenditure	(8,500)	(3,500)	(12,000)	Additional costs of software for new interactive surface screen within History Centre
100489.6823	Service cruise ships	Operating Expenditure	(8,000)	8,000	0	Budget savings as no cruise ships expected whilst international borders remain closed
	Service and Information Total	Net Savings		4,500		
Strategic Planning and Projects Directorate – Additional Budget Requested \$79,775						
100490.4481	Building services	Operating Revenue	265,000	(40,000)	225,000	Building revenue is slightly behind expected, due to budgeting equally across all months in the financial year. BU expects to receive targeted income for the rest of the year but is unlikely to make up the current deficit.

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/-Exp-)	Budget Amendment (Saving +)	Proposed Budget (Rev +/-Exp -)	Manager Comments
100500.4481	Statutory Planning services	Operating Revenue	400,000	75,000	475,000	Additional revenue due to an 25% (approx.) increase in the volume of Planning Applications received by the City (compared to July - Sept of 2019). This is due to the various Government incentives, including the Australian & WA Government Home Builder Grants
	Development Approvals Total	Net Savings		35,000		
300199.1606	P11974 - Contribution - Knutsford St Precinct Infrastructure	Capital Expenditure	0	(114,775)	(114,775)	NEW PROJECT The City's share of the Knutsford St infrastructure upgrade works
	Strategic Planning Total	Net Deficit		(114,775)		
Infrastructure and Projects Directorate – Additional Budget Requested \$1,242,159						
101147.7222	Manage salary of Asset Management Team	Operating Expenditure	0	30,000	30,000	FUNDED PROJECT Salary vacancy savings used to fund consultancy cost for Communities Facilities Plan P10186
300185.1606	P-11962 Purchase - South Beach - Generators	Capital Expenditure	(40,000)	40,000	0	Project is removed from this year's budget, WHY ?? Add a reason
300190.1606	P-11670 Design and construct - Leisure Centre Pool Roof	Capital Expenditure	0	(900,000)	(900,000)	NEW PROJECT Refurbish existing roof structure and replace roof sheeting. Current sheeting has reach end of life and is a risk to pool users. The project will also reduce energy usage and create a better environment for pool users and staff.
	Asset Management Total	Net Deficit		(830,000)		
100242.6823	Maintain City Works Depot buildings Knutsford Street	Operating Expenditure	(70,700)	(30,000)	(109,700)	Additional budget request for OSH and security requirements. The site is regularly broken into so the provision of extra security lighting, extension to the CCTV system and security systems have had to be undertaken. Other required works include the installation of an emergency exit for compliance, resite stores area and compliance works for the waste license.
100281.6823	Maintain Roundhouse cottages Arthur Head 9-12a Captains Lane	Operating Expenditure	(15,775)	(20,000)	(35,775)	Additional maintenance budget for Roundhouse: \$10k clear trees and shrubs due to antisocial behaviour \$6k replace heritage fence \$2.5k Replace electric distribution board \$2k Plumbing repair
100281.6826	Maintain & operate public toilets	Operating Expenditure	(383,016)	(16,000)	(399,016)	Change to contract anticipated increased costs. Inertia in actuals due to invoicing (Not related to Tent city)
100284.6823	Maintain Fremantle Leisure Centre	Operating Expenditure	(140,950)	(39,000)	(179,950)	Further works planned for leisure centre as significant issues with shades sails and wind guards to indoor pool which are deemed essential for operating the pool.
100375.4581	Collect & dispose waste - commercial	Operating Revenue	700,000	(40,000)	660,000	Reduced commercial customers post COVID
100375.6823		Operating Expenditure	(400,000)	20,000	(380,000)	Cost savings due to lower disposal volumes
100380.4551	Collect waste - domestic	Operating Revenue	45,700	23,150	68,850	Increased income related to Waste Charge from non rateable properties
100599.4541	Operate recycling facility	Operating Revenue	80,000	(20,000)	60,000	Shop temporarily closed due to Covid and new fit out
100600.6823	Remove graffiti	Operating Expenditure	(136,400)	15,000	(121,400)	Cost savings due to early year reduction in graffiti removal activities. It's now back to normal service level.
100606.6823	Operate Depot	Operating Expenditure	0	(26,000)	(26,000)	Additional budget required for hired facilities for Community hub (\$16,200) and hire of ablutions for depot (\$9,100). Next year budget of \$27K will be required for the ablution block for the full year. The community hub will be replaced by the WCs for Kings Square.

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/-Exp-)	Budget Amendment (Saving +)	Proposed Budget (Rev +/-Exp -)	Manager Comments
100691.4188	Support service units - Containers for Change	Operating Revenue	0	1,000	1,000	CoF Scheme ID income -refund received by COF for collected containers recycled.
100691.4382			322,000	(147,000)	175,000	Budget split across CoF Scheme ID income/ Handling Fee income/WARRRL funds received for payments made in cash to customers
100691.6823		Operating Expenditure	(157,000)	122,500	(34,500)	Annual operational cost of \$12,500 plus start-up cost which to be recovered slowly over years.
100691.6843			0	(156,200)	(156,200)	Payments made in cash to customers for containers is reimbursed by WARRRL (WA Return Recycle Renew Ltd).
100727.6834	Contingency - reactive necessary works – Facilities	Operating Expenditure	0	(20,000)	(20,000)	Costs to be transferred for collapsed ceiling at the education centre and water damage to Victoria Pavilion gym. Further funding required for the replacement of the AC at the Beer Emporium (\$30k – already spent circa \$10k trying to keep the system going) and replacement of the AC at the education centre \$10k, these would need to be capitalised. Further unidentified projects still anticipated in year.
100757.5821	Maintain Walyalup Civic Centre	Operating Expenditure	(50,000)	25,000	(25,000)	Utility Expenses reduced due to delay in occupancy
300160.1606	P11884 -Design and Construct -Recycle Shop	Capital Expenditure	(5,888)	(8,000)	(13,888)	Increased expense for amendment to containers, security lighting and electrical supply.
300161.1606	P-11883 -Design and construct-Container Deposit Setup	Capital Expenditure	(60,761)	(10,000)	(70,761)	Budget requested for extra OSH works required
100361.6823	Sweep suburbs and dispose of tailings	Operating Expenditure	(40,000)	(7,000)	(47,000)	For the seasonal cleaning of Doepel, Samson and Plane tree grove.
100691.4197	Support service units - Containers for Change	Operating Revenue	0	105,000	105,000	Slow start experienced by all refund points as many people didn't start to bring in collected containers until December.
	Facilities and Environment Total	Net Deficit		(227,550)		
100383.4382	Lead Infrastructure and project delivery directorate	Operating Revenue	0	16,666	16,666	2020 legal budget required for SWIRC legal advice (invoice split between CoF/ CoW/ CoEF), offset by reimbursement income of \$16,666 from City of Melville and City of East Fremantle. The net cost for the City is \$0.00.
100383.6816		Operating Expenditure	(1,000)	(25,000)	(26,000)	
	Infrastructure and Project Leadership Total	Net Deficit		(8,334)		
100364.6823	Maintain roads	Operating Expenditure	(105,000)	(40,000)	(145,000)	Budget request for emergency works to East Street cliff face. Works include removal of loose rock and vegetation in order to re-open East Street public footpath and remove the temporary speed reduction.
100390.6824	Investigate traffic improvements & prepare eng plans	Operating Expenditure	(54,500)	(17,000)	(71,500)	Re-balance pre-COVID budget. Engineering team requires this budget to assist with progressing request from Council for drainage investigations at the Fremantle Sailing Club, 40km/hr Speed Zone Drawings and a petition (Jan FPOL) for improvements to the traffic signals at Marine Terrace and Scott Street Intersection.
300003.1606	P-11718 Design and construct Stirling Highway crossing	Capital Expenditure	(99,230)	39,384	(59,846)	Pedestrian crossing delivered under budget. MRWA covered more of the costs to deliver this project than anticipated.
300132.1606	P-11851 Resurface MRRG-Ord St	Capital Expenditure	(35,135)	(29,755)	(64,890)	Additional budget required for Ord St protected bike lane.
300141.1606	P-11328 Purchase-Plant and Equipment	Capital Expenditure	(4,261)	(5,904)	(10,165)	Budget required for urgent replacement of deplot compressor as it's broken down beyond repair.
300191.1606	P-11966 Design and Construct - Montreal St - Traffic Calming	Capital Expenditure	0	(10,000)	(10,000)	NEW PROJECT Installation of traffic calming on Montreal Street in conjunction with Fremantle Golf Course realignment and High Street projects NEW PROJECT

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/-Exp-)	Budget Amendment (Savings +/-)	Proposed Budget (Rev +/-Exp -)	Manager Comments
300200.1606	P-11976 Install - Kellow Place - Solar Lighting	Capital Expenditure	0	(5,000)	(5,000)	Kellow Place in Fremantle has a PAW (public access way) which was closed to the public for a trial period by the City. The trial has now finished, and the Department of Planning has ordered the access way be re-opened. A recommended condition of opening is to install lighting. This PID is for the supply and installation of suitable lighting to comply with the recommended condition before opening up the PAW to the public.
300201.1606	P-11977 - Design and Construct - CBS Crossing	Capital Expenditure	0	(28,000)	(28,000)	FUNDED PROJECT
300201.4214		Capital Revenue	0	28,000	28,000	To design and construct a new guarded school crossing on High Street between Parry Street and Stirling Street, to improve safety for pedestrians and schoolchildren. Fully funded project by Christian Brothers College
	Infrastructure Engineering Total	Net Deficit		(68,275)		
100221.6823	Maintain former South Fremantle Landfill Site	Operating Expenditure	(26,500)	(25,000)	(51,500)	New site acquired, undertake fire hazard reduction works and rubbish removal from the former leased portion of Daly St.
100315.6823	Maintain other community land	Operating Expenditure	(28,000)	(10,000)	(38,000)	Budget request for maintenance works at North Fremantle Community Centre and Fremantle Leisure Centre.
100320.6865	Maintain Soft Landscaping - Recreation Reserves	Operating Expenditure	(90,000)	(20,000)	(110,000)	Budget requested to meet community requirement for dog waste bags.
100360.6823	Maintain Play Equipment	Operating Expenditure	(40,000)	(55,000)	(95,000)	Higher than budgeted reactive maintenance and compliance repair works.
100666.6823	Maintain Skateparks	Operating Expenditure	(20,000)	10,000	(10,000)	Esplanade Youth Plaza skate park maintenance works (budget rebalance, works were cancelled in 19/20 due to Covid-19 budget impacts).
300197.1606	P-10412 - Design and Construct - Booyembara Park Masterplan	Capital Expenditure	0	(404,075)	(404,075)	FUNDED PROJECT
300197.4398		Capital Revenue	0	404,075	404,075	Review of the Booyembara Park masterplan (1999) and design and construct outstanding elements. Commencement of Stage 1 works at Booyembara Park funded by cash-in-lieu contribution from East Village subdivision.
300198.1606	P-11819 - Design and Construct - Dick Lawrence - Playspace	Capital Expenditure	0	(180,000)	(180,000)	FUNDED PROJECT
300198.4219		Capital Revenue	0	180,000	180,000	Renewal of play space at Dick Lawrence Oval fully funded by Local Roads and Community Infrastructure program.
300202.1606	P- 11978 - Proclamation Tree Plaque	Capital Expenditure	0	(8,000)	(8,000)	Replacement of the Proclamation Tree Plaque
	Parks and Landscapes Total	Net Deficit		(108,000)		
People and Culture Directorate – Additional Budget Requested \$35,000						
100526.6816	Monitor human resource management processes	Operating Expenditure	0	(15,000)	(15,000)	Additional budget request for legal advice
200245.6823	P-11655 Plan - Kings Square change management	Operating Expenditure	0	(20,000)	(20,000)	Stage 1 of project for post-move change, culture and utilisation survey and recommendations report to collect pre-move data in order to measure the impact of the move. The City has not undertaken a change, engagement or culture survey since 2018. The data collected will enable the City to better adapt and match our workplace to our staff needs, this is the critical next phase of a transition to ABW.
	People and Culture Leadership Total	Net Deficit		(35,000)		
100034.596	Revenue Provision	Operating Expenditure		(905,000)		Contingency for potential impact on revenue due to COVID
	Staff Establishment	Nil overall				
	Staff Establishment	Net Savings		905,000		Net staff establishment savings

Attachment 3:
List of Budget Amendments for Budget Review

Account Code	Activity Description	Category	Amended Budget (Rev +/Exp-)	Budget Amendment (Saving +)	Proposed Budget (Rev +/Exp -)	Manager Comments
	Agency Labour/Consultancy	Net Deficit		(400,000)		Additional budget of \$400,000 requested for agency labour/Consultancy, funded from salary savings.
	New Positions	Net Deficit		(285,000)		Additional budget of \$285,000 requested for new positions, funded from salary savings.
	Leave Provision & Long Service Leave Transfer Required	Net Deficit		(220,000)		Additional budget of \$170,000 requested for leave accruals and additional budget of \$50,000 required for long service leave transfer to other councils, funded from salary savings.
	Grand Total			-		

ATTACHMENT 4 - List of Budget Amendments with Nil Overall Impact for Budget Review

Attachment 4

List of Budget Amendments with Nil Overall Impact for Budget Review

Account Code	Activity Description	Category	Budget Amendment	Manager Comments
Office of the Chief Executive				
100398.6822	Conduct heritage festival	Operating Expenditure	(20,000)	Contract Expenditure budget transfer from general contracted services to artists cost.
100398.6823			20,000	
100399.4411	Conduct Music festival	Operating Revenue	23,075	Additional revenue from hidden treasures offset by increase in cost for 2nd hidden treasures music festival
100399.6821		Operating Expenditure	(8,025)	
100399.6822			(12,150)	
100399.6823			3,000	
100399.6877			(5,900)	
100400.4225	Conduct Fremantle festival	Operating Revenue	30,000	Additional budget request for 2021 Fremantle Festival, funded by Grant awarded from DLGSC (Department of Local Government, Sport and Cultural Industries).
100400.6822		Operating Expenditure	(21,725)	
100400.6865			(1,150)	
100400.6877			(7,125)	
100401.4387	Conduct Street arts festival	Operating Revenue	(45,000)	Scope of street arts festival reduced due to reduction in grant revenue
100401.6822		Operating Expenditure	45,000	
100415.4387	Coordinate arts centre exhibitions	Operating Revenue	23,000	Additional budget request for art centre exhibitions, funded by additional revenue from PIAF
100415.6822		Operating Expenditure	(23,000)	
100418.6311	Conduct Print award exhibitions	Operating Expenditure	(6,500)	Reallocation of budget cost items for Print award exhibitions
100418.6822			(29,400)	
100418.6823			(2,400)	
100418.6865			(3,000)	
100418.6877			(1,500)	
100418.6888			42,800	
Arts and Culture Total			-	
City Business Directorate				

100723.4399	MOU Notre Dame	Operating Revenue	(42,080)	Transfer budget from MOU Notre Dame to P-11973 Entrepreneurs Program-Expert in Residence
100723.6823		Operating Expenditure	42,080	
300047.1606	P-10458 Disposal-7 Quarry St	Capital Expenditure	(32,000)	Additional budget for legal and advertising costs for selling Quarry Street properties
300047.3919		Reserve Transfer	32,000	Reduction of reserve transfer of net proceeds from sale of Quarry street due to selling cost associated with the property.
300112.1606	P-11829 Design and construct-Kings Square Commercial tenancy	Capital Expenditure	500,000	Part budget for this project transferred to P-10297
300112.3923		Reserve Transfer	(500,000)	Construct-Walyalup Civic Centre and Library (KS)
Economic Development and Marketing Total				
100068.4186	Maintain CCTV cameras servers and network infrastructure	Operating Expenditure	21,000	Cost of replacement of damaged CCTV cameras recovered through insurance claim
100068.6823			(21,000)	
100068.6824	Maintain CCTV cameras servers and network infrastructure	Operating Expenditure	5,000	Various cost savings to fund the Agency Labour budget request for Environment Health team to conduct health inspections on food businesses.
100226.6823	Conduct health inspections and analyse samples		2,000	
100226.6825			(15,000)	
100231.6823	Manage field services group		3,000	
100231.6865			1,000	
100233.7322	Train and develop employees - Field Services		4,000	
Field Services Total				
Community Development Directorate				
100441.6822	Operate Walyalup cultural centre	Operating Expenditure	10,000	Budget savings in Walyalup Aboriginal Centre to fund contract expense for Youth Plan
100441.6823			10,000	
100464.6823	Support youth engagement and participation		(20,000)	
100443.4318	Implement access and inclusion plan (AIP)	Operating Revenue	1,000	International Day for People funded from a Disability Grant from Developmental Disability WA.
100443.6823			(1,000)	
100447.7111	Provide domestic violence legal aid - State	Operating Revenue	(44,380)	Grant received from Attorney - General of WA to fund an education and engagement officer at community legal centre
100447.4320		Operating Expenditure	44,380	

100461.4226	Deliver Community Wellbeing Programs	Operating Revenue	2,000	Bike week program funded from Department of Transport grant
100461.6823		Operating Expenditure	(2,000)	
100462.4225	Support sporting groups	Operating Revenue	9,000	Every Club Grant awarded plus \$5000 in 2021-22
100462.6823		Operating Expenditure	(9,000)	
Community Development Total				
100473.4461	Operate the Meeting Place	Operating Revenue	5,000	Additional revenue from Hire Rent to offset the increased cost of agency commission and additional export swipe cards.
100473.6836		Operating Expenditure	(2,500)	
100473.6855			(2,500)	
100482.6855	Operate Fremantle library	Operating Expenditure	(3,500)	Purchase of bar code scanner, funded from equipment lease savings
100482.6874			3,500	
Service and Information Total			-	
Infrastructure and Projects Directorate				
300000.1606	P-10297 Construct-Walyalup Civic Centre and Library (KS)	Capital Expenditure	(500,000)	Additional budget is funded from P-11829 Design and construct-Kings Square Commercial tenancy
300000.3923		Reserve Transfer	500,000	
Asset Management Total				
100628.4388	Undertake Private Works - Engineering	Operating Revenue	50,000	Private works for Fire Clean up, reimbursed by City of Melville
100628.6823		Operating Expenditure	(50,000)	
Infrastructure Engineering Total				
Grand Total				

FPOL2103-8 CLIMATE CHANGE ENGAGEMENT

ATTACHMENT 1 - Climate Change Engagement Report 2020



Community Engagement Report

November 2020

This document is available in alternative formats on request.



Climate Change: What's Next for Fremantle?

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Climate Change: What's Next for Fremantle?

Introduction

In May 2019, Fremantle Council unanimously supported a letter from the Fremantle Youth Network and declared that the world is in a state of climate and biodiversity emergency.

Given the role local government can play in the wider context of climate change, the City of Fremantle wanted to provide a space for our community to express their thoughts, concerns and hopes around climate change. The outcomes of this engagement will also help to design the City's response by highlighting topics and participation methods of interest, as well as priorities for the City to focus on in response to the climate emergency.

Community Engagement

Community engagement took place between 10 September and 18 October 2020,

Engagement was undertaken via:

- An online survey on My Say Freo
- A quick comment board at the City-hosted seminar *Speeding up the low carbon transition*, 22 September 2020 at the Fremantle Town Hall.
- A quick comment board in the Fremantle Library.

Awareness and promotion was undertaken via:

- City's Newsbites advertisement in the Fremantle Herald
- My Say Freo and Freo Weekly newsletters
- City's Facebook page
- Posters placed at City offices, Fremantle Library, The Meeting Place, Samson Recreation Centre and Fremantle PCYC
- Direct email to all precinct group convenors
- Initial comments and the opportunity to contribute mentioned in the Mayor's presentation at the *Speeding up the low carbon transition*.

Findings

From 10 September 2020 to 18 October 2020 the My Say Freo page was visited by 385 people and 76 contributions were made. Several comments were also made on the comment boards.

Key findings:

- When asked if climate change is an **important issue** to them, to 93% of survey respondents said it is. Themes that consistently arose were the wide-reaching nature of the impacts, concern for future generations, deep concern with destruction and existential threat, a need to take responsibility and wanting a better future. For those who said it isn't an issue of concern the main reason was

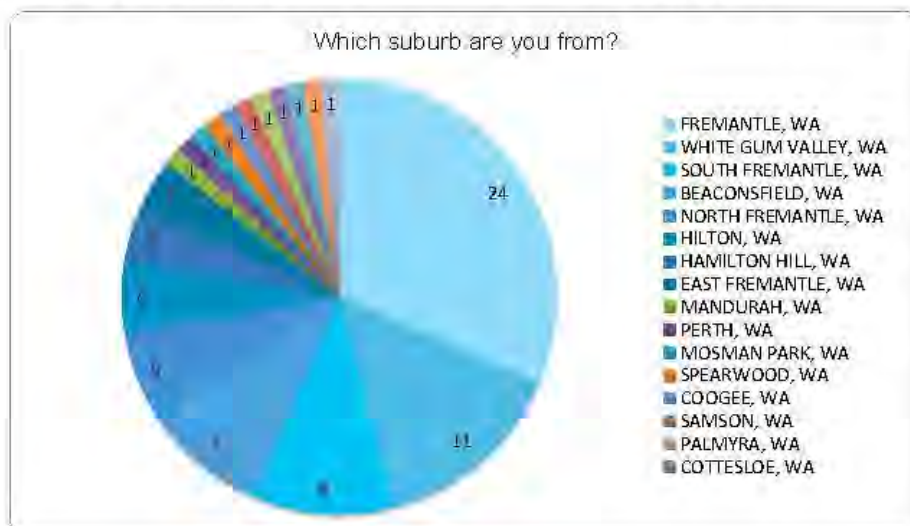
Climate Change: What's Next for Fremantle?

concern over pressing day-to-day issues or that climate change shouldn't be a concern of Council.

- The most popular topics that respondents wanted to **learn** about were economy and built environment, followed by politics and personal action.
- The most preferred methods of **participation** were in-person seminars and practical actions, followed by field trips and webinars.
- **Lobbying** state and federal governments for climate change action and adaptation was the top action that respondents believe the City of Fremantle should prioritise in order to respond to climate change. Many other suggestions for action were made.

My Say Freo submissions

The majority of submitters were from the suburb of Fremantle (25), followed by White Gum Valley (11), South Fremantle (8), Beaconsfield (7), North Fremantle (5), Hilton (4) and Samson (1). Outside of the City of Fremantle, submissions came from Hamilton Hill (3) and East Fremantle (3), with one submission each from Mandurah, Perth, Mosman Park, Spearwood, Coogee, Palmyra, Cottesloe, Alfred Cove and Bicton.



Comments on climate change

Climate change was an important issue to 71 submitters and not an important issue to 5. For those who didn't think climate change was important, 3 were more interested in day-to-day issues and did not think climate change should be a concern of Council, and 2 submitters believed current climate change to be part of a natural cycle.

"It is life! Tackling this issue means that we will improve every aspect of life on earth, from human health, to animal, mineral, environment. It will ensure longevity for us, our kids, and future generations."

Climate Change: What's Next for Fremantle?

Among people who believe climate change to be important, several themes arose:

Many respondents recognised the **wide-reaching nature** of the impacts of climate change, affecting every being on the planet (19 responses). Many comments were centred generally on **the potential destruction and disruption** climate change could cause.

Concern for **future generations**, particularly children and grandchildren came through in many responses (19). People wanted to see a **better future** in a safe and healthy world, and improved quality of life (13).

The comments showed a strong theme of stewardship and **taking responsibility**, and a sense of climate change being 'everyone's problem' (16). There were also several comments around needing to unite and **work together**.

Several people spoke about it as an **existential threat** to all life (11). Many comments centred on the **immediacy** of this issue and the need to act now (10) or described climate change as the **most significant issue** facing humanity (9).

Many respondents touched on the three pillars of sustainability, with comments made about the **environment, social injustice and economic security**. There were specific comments about **natural disasters** and physical and mental **health**.

Government was mentioned by several respondents, particularly in relation to the need for action or leadership (7). A small number of respondents spoke about corporations and the need to prioritise **people over profit**.

A small number of respondents were also concerned that we would '**fall behind**' or miss reaping the benefits of early adoption of new solutions.

"I am fearful the ocean will rise over our beautiful Freo."

"There are many "important issues" in life. I believe it is better to prioritise issues we can have a measurable impact on: our health, our family, our home, our community and our local area. I wish the council would do the same."

"Because I've got children and I would like for them to grow up and live in a safe and healthy world; having the opportunity to see the world, it's animals and natural environments in person, rather than in a history book."

"We are heading for inadequate emission reductions, higher energy prices, stranded assets and falling decades behind other advanced countries."

"Climate change is real and happening but to call it an emergency is just alarmist. It upsets me to see kids genuinely afraid of the future... I'd like to see more positivity about the future."

"It keeps me awake at night. It is, in my opinion the only major issue needing immediate action."

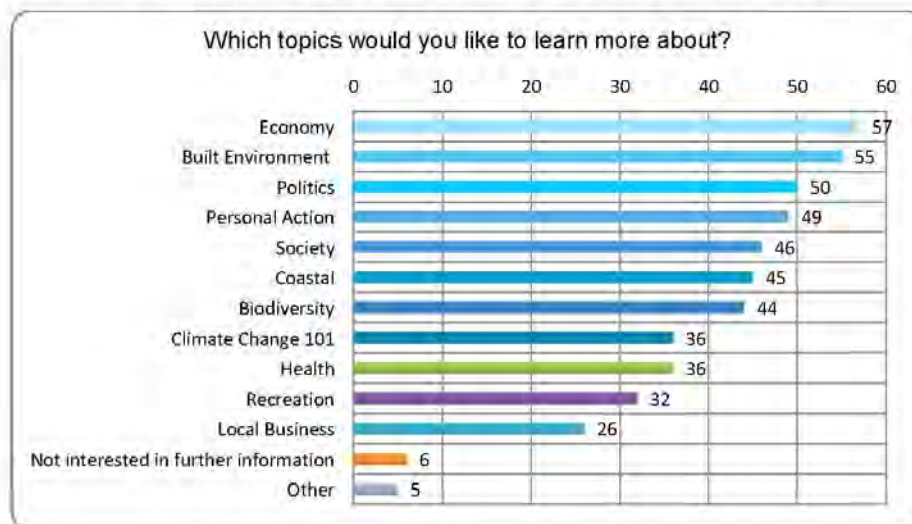
Climate Change: What's Next for Fremantle?

Several submitters expressed support toward the City for engaging on climate change and declaring a climate emergency.

Topics of Interest

The top five most frequent topics that people wanted to learn more about were:

1. **Economy** (low carbon economic transition for WA; possibilities for Fremantle).
2. **Built environment** (climate proofing the City, home energy efficiency, renewable energy, transport, walking city).
3. **Politics** (state and federal policies, activism, meeting the Paris Agreement targets).
4. **Personal action** (climate proofing your household, ways to reduce your impact, communicating about climate change).
5. **Society** (climate change and young people; impacts on vulnerable groups).



Other suggestion for topics included geographic community, waste and recycling, ecocide law, eco-anxiety, information about specific action groups (such as Extinction Rebellion) and moral / philosophical discussion.

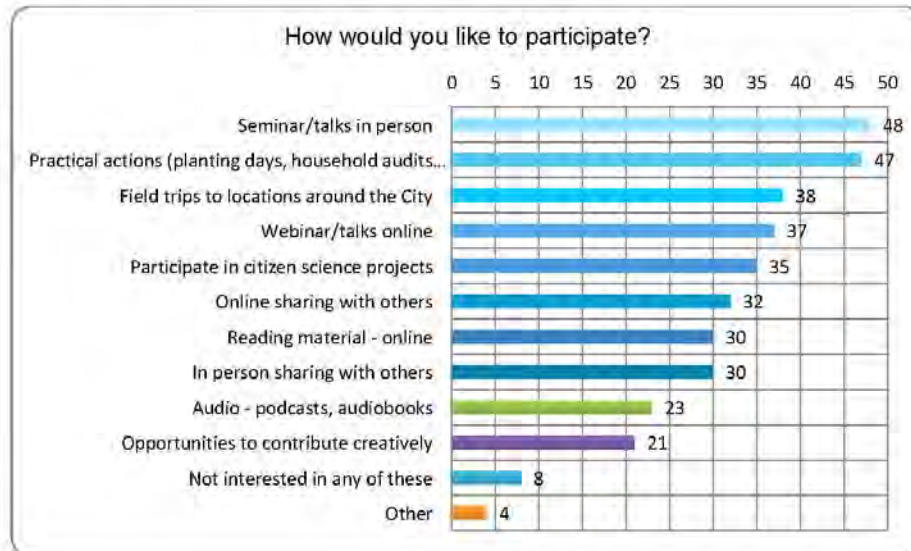
Methods of participation

The top five most frequent ways that people wanted to participate in further learning were:

1. In-person talks and seminars.
2. Practical actions (planting days, household audits etc).
3. Field trips to location of climate change impact around the City, with subject experts.
4. Webinars.
5. Citizen science projects.

Climate Change: What's Next for Fremantle?

Other suggestions included a Citizens Assembly/forum process and interactive courses and workshops.



Access requirements for participation

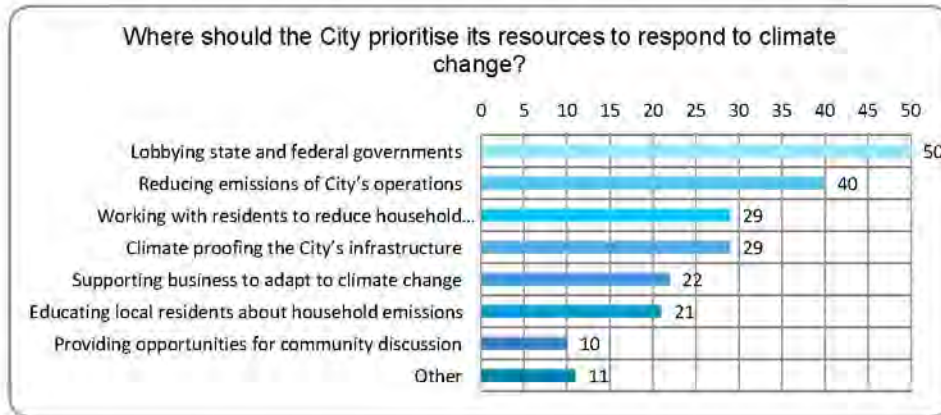
While the majority respondents replied that they do not have accessibility requirements that need to be met to participate in activities and events, we received the following access requests:

- Accessible by public transport.
- Preferably during the day.
- Quiet space available and opportunity to mobilise periodically.
- Sessions recorded so access from home if possible.

Climate Change: What's Next for Fremantle?

The role of the City of Fremantle

Submitters were asked how they believed the City of Fremantle should prioritise time and resources to respond to climate change, by choosing their top three preferences.



The top three responses selected were:

1. Lobby the state and federal governments.
2. Reduce emissions of the City's operations.
3. Work with residents to reduce household emissions / Climate proofing the City's infrastructure (even).

These responses align with the work the City has already been doing with regards to climate change, through various advocacy actions to state and federal government, joining climate action networks, and implementing its Corporate Energy Plan to reduce emissions.

Other suggestions made throughout the survey included;

- Providing opportunities for community truth telling.
- Being a role model.
- Working with State and federal government and advising residents on policies at upper levels of government.
- Investigating renewable energy projects and community power storage and supporting the transition to a low carbon economy, including divesting from fossil fuels.
- Transport-related initiatives, including encouraging public transport, cycling and walking.
- Preserving and planting native vegetation.
- Improved recycling and reuse programs.

Climate Change: What's Next for Fremantle?

Two of those who did not believe climate change to be important stated that no action on climate change was required by the City as it should focus on providing basic services.

Offers of help

The final question in the survey asked people to nominate themselves if they had particularly knowledge of or personal experience of climate change that they were willing to share, to which 20 people responded. The responses covered the following topics (in the context of climate change):

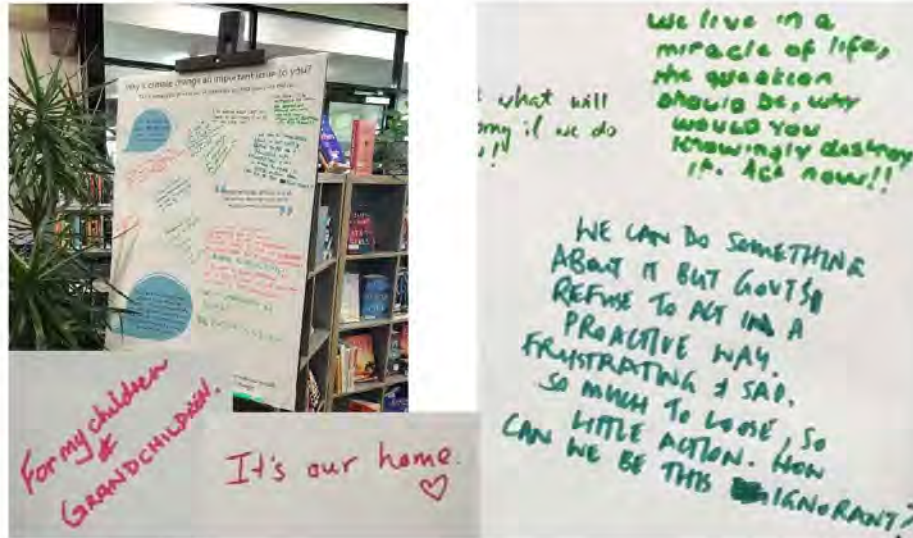
- Building community resilience
- Communicating climate change
- Climate change policy
- Waste education
- Being new to understanding climate change
- Low carbon homes
- Practical actions to reduce emissions
- Investment risk
- Economy
- Creativity
- Climate science
- Activism
- Local government
- Sustainable fishing
- Community housing
- Health impacts
- Impacts on biodiversity and animals
- Regenerative farming
- Community gardens
- Renewable energy

Comment board displays

Two display boards were used to show some of the early feedback and encourage people to answer the question "Why is climate change important to you?". One board was on display at the Fremantle Library and the other used at the City's event *Speeding up the low carbon transition* on 22 September.

Climate Change: What's Next for Fremantle?

Common themes reflected those heard through the online survey, and included concern for future generations, taking responsibility and ways of taking action.



Next Steps

The input we heard will be used to guide our response to engaging on this topic and a report will be presented to Council in early 2021.

The comments we heard were deeply personal and emotive and we appreciate the honesty of the community in sharing on this difficult topic. De-identified comments may be used in future projects.

All submitters who expressed an interest in knowing more and left a valid email address will be added to our database and kept informed of any upcoming events or programs and any items that go to Council.

ATTACHMENT 2: Draft Climate Emergency Position Statement

DRAFT City of Fremantle Climate Emergency Position Statement

In May 2019, elected members for the City of Fremantle voted to show their unanimous support for a declaration of climate and biodiversity emergency, in response to a letter put to them by the Fremantle Youth Network.

The City of Fremantle acknowledges the science-based recommendations in reports by the Intergovernmental Panel on Climate Change (IPCC) that outline the severity of the state of emergency we are in, including that the City of Fremantle is likely to be substantially affected by climate impacts, particularly sea level rise, heat waves, drought and floods.

The City acknowledges that the situation requires urgent action by all levels of government. The City calls upon the State and Federal Governments to acknowledge that there is an emergency and to act accordingly, to rapidly decrease and drawdown greenhouse gas emissions. Any action should align with the Paris Agreement, which aims to cap global heating at 1.5 degrees Celsius above pre-industrial levels.

The best and most efficient way to achieve the rapid emissions reductions required to avert catastrophic climate change is for the federal government to reinstate a market-based mechanism for controlling the release of greenhouse gas emissions, such as an emissions trading scheme. In the absence of this, the Western Australian State Government should build on its existing climate change policy to establish a clear state strategy with a well-defined pathway to state-wide net zero-carbon before 2050. The strategy should include a target of 100% renewable energy by 2030, in line with the minimum targets of other states, and additional targets set at regular intervals to ensure we are on track to meet our decarbonisation goals.

In addition to acting urgently to reduce emissions, action is needed to climate proof our communities. Support is needed for addressing local climate change impacts including coastal erosion, conservation of heritage buildings, worse storms, increased drought impacts and heatwaves.

Most importantly, the City of Fremantle urges all levels of government to base climate change policy on science, including publishing and promoting sound, peer-reviewed research as the basis for climate change positions and strategy.

The City will continue to demonstrate corporate responsibility and leadership in its operations, and its promotion of low carbon living.

Local Government Climate Change Declaration

The City of Fremantle is a signatory of the Local Government Climate Change Declaration. This Declaration stands as a voluntary opportunity for Councils to demonstrate their political commitment to locally appropriate climate change management, and to participate in a sector wide leadership approach. The Declaration is consistent with the intent of the Western Australian Local Government Association's endorsed Climate Change Policy Statement, and it was endorsed at the August 2011 meeting of State Council.

WALGA's Climate Change Policy Statement

Local Government acknowledges:

- I. The science is clear: climate change is occurring and greenhouse gas emissions from human activities are the dominant cause.
- II. Climate change threatens human societies and the Earth's ecosystems.
- III. Urgent action is required to reduce emissions, and to adapt to the impacts from climate change that are now unavoidable.
- IV. A failure to adequately address this climate change emergency places an unacceptable burden on future generations.

Local Government is committed to addressing climate change. Local Government is calling for:

- I. Strong climate change action, leadership and coordination at all levels of government.
- II. Effective and adequately funded Commonwealth and State Government climate change policies and programs.

FPOL2103-9 STRATEGIC COMMUNITY PLAN REVIEW 2022: PROPOSED ENGAGEMENT METHODOLOGY

ATTACHMENT 1: Draft Strategic Community Plan Review – Part 1 - Engagement Methodology

Note: this methodology provides an indication of both engagement methodology and focus: it may be subject to refinement as the project progresses to ensure that it stays responsive to feedback received, and resource availability.

1. Stage 1: 'Understand' (Background and Baseline): July – Nov 2021

Purpose: To summarise where we are at and what we already know so the process can *Build.. on previous engagement processes* (as per Council resolution), and ensure an informed basis for engagement and plan development in the future.

1.1. *Background:*

Summarise and document:

1.1.1. Community profile (snapshot of the city based on Key Focus Areas of Strategic Community Plan). For example:

- who is our community and what trends are we seeing that might change that?
- Where is our economy at and what trends are we seeing that might change that?
- What is our environment like and what trends are we seeing that might change that?
- What is our transport and movement profile and infrastructure and what trends are we seeing that might change that?
- What is our arts, culture and heritage profile and trends are we seeing that might change that?

1.1.2. Previous engagements

- what do we already know from our community?
The starting point for engagement is proposed to be a review of the findings and themes emerging from major engagements undertaken over the last 5 years including:
 - o Freo 2029 visioning exercise
 - o Community Perceptions Surveys.
 - o COVID Recovery Plan feedback (including Community Resilience Scorecard).
 - o Themes emerging from EM door knocks & EM interviews
 - o Precinct Meeting notes 2015-2020.
 - o Specific engagements including:
 - Climate Change
 - Migrant Heritage
 - WRAP
 - AIP
 - Kings Square
 - Community, Sporting & Recreation Facilities Plan

1.1.3. Demographic, economic, environmental outlook:

- what is coming up? What are the scenarios? (building on 1.1.1 Community profile)
- 1.1.4. Information required for engagement. For example:
 - Summary of local government role & services: What is our fundamental role? What other things do we do?
 - Current strategic direction of the City: What we previously heard and committed to, and what we've been doing about it. Some of the challenges.
 - Financial profile of City:
 - o What we spend on base services (by broad area)
 - o What we spend on add on services (ongoing strategic initiatives)
 - o Asset renewal costs (range)
 - o Major strategic project initiatives
 - o Revenue sources
 - o Future outlook
 - Narrative on the port & Westport
 - Preliminary project branding

1.2. *Baseline (Nov 21)*

Updated community perceptions survey:

- What does a representative random sample of our community think of our current level of service? Has this changed since 2017 (post-Covid)?
- What are the unprompted community priorities and issues raised by a representative random sample of our community?

This information is important baseline data against which to monitor broad community perceptions (whether fair or not) and how we are going, areas people are broadly satisfied with, areas they are not, and areas of most concern. This will be used in discussing priorities and new directions in subsequent stages of the process.

To include question/s to feed into Local Planning Strategy update such as 'what do I most value about where I live?' and others.

2. **Stage 2: 'Define' (Focus Definition) (Nov-Dec 21)**

Purpose: To share with post-election Council and key staff the conclusions of Stage 1 (background and baseline) and use this information to agree on potential focal points for engagement (scenarios or critical questions we want to incorporate into the discussion).

Also builds internal capacity and engagement.

2.1. EM Workshop

2.2. Staff Workshops:

- 2.2.1. Leadership
- 2.2.2. Admin & outcenters
- 2.2.3. Depot

3. **Stage 3: 'Explore, Ideate, Test' (Engagement) (Feb – June 22)**

There are two almost concurrent components proposed in this stage:

- Stage 3A: Broad Engagement (Feb – May 22)
- Stage 3B: Specialist Engagement (Apr to June 22)

Stage 3A: Broad Engagement (Feb – May 22)

Purpose: Using the outputs from stage 1 and 2, *Re-examine community priorities in the post COVID-19 environment* (as per Council resolution), building community awareness, capacity and engagement, and exploring alternatives and trade-offs.

Offer a spectrum of engagement options so people can opt in based on both their level of interest (low to high) and a range of methods to suit their preferences. Precise methods to be determined in consultation with project officer, and but potentially including:

- 3.1. Pop ups (both high traffic areas & less engaged areas): to reach out to those who might not otherwise engage and / or register the project
- 3.2. Kitchen Table Discussion Packs: to allow broader community input, and deliberative process via small group workshops, self facilitated.
- 3.3. Workshops: to allow engagement, ideas exchange and capacity building with those who want to look deeper
- 3.4. Survey & Ideas board: to allow broad high level input, and participation for the time-poor
- 3.5. Potentially, post-cards from the future: follow on from climate emergency engagement
- 3.6. Schools incursion program: as part of governance and community units
- 3.7. Outreach Interviews: to reach out to those who are normally harder to reach, including:
 - Culturally and linguistically diverse (CaLD)
 - Aboriginal community
 - People with a disability
 - Seniors
 - Youth

Stage 3B: Specific Engagement – Deeper Dive (Apr to June 22)

Purpose: Test and explore specific issues / focus areas in more detail, incorporating key stakeholders. The issues / focus for 3B should remain flexible until stage 2 outcomes, but likely to include:

- *iii. Explores implications of Westport for Fremantle (should relocation of the port continue to be maintained as the state's preferred long term option). (as per Council resolution)*
- Strategy pathways and priority actions to achieve Key Focus Area outcomes of the Strategic Community Plan (se per Council resolution).

- 3.7 Interviews with key stakeholders for each Key Focus Area (in conjunction with area managers)
- 3.8 Incorporate into Kitchen Table Discussions above
- 3.9 Incorporate into Workshops above
- 3.10 Focus groups: nominations sought from broad engagement
- 3.11 Potentially, on line forums: addressing posted ideas, queries and trade offs
- 3.12 Potentially, interactive art project

Part 2 of project: Strategy development, may include some further engagement regarding priorities and trade-offs.

SPT2103-2 MEDIUM DENSITY CODE - SUBMISSION

ATTACHMENT 1 - Draft Medium Design Code 2020 – Additional Detailed & Technical Comments

ATTACHMENT 1 - Draft Medium Design Code 2020 – Additional Detailed & Technical Comments

In addition to the key submission points outlined in the Council report on the draft Medium Density Code, the following more detailed and technical comments are offered.

1. The inclusion of greater acknowledgement of the role of planning schemes in relation to the R-Codes throughout Part A is supported as providing clearer and more accurate information, and reducing confusion around planning processes.
2. CI 2.3.4 The requirement to consult only where potentially *significant* impact on amenity is anticipated is reasonable, but is likely to be subject to very different interpretations and therefore could inadvertently generate further debate, undermining the objectives for streamlining assessment processes. Guidance on this might help reduce the incidence of conflicting interpretation and dissatisfaction.
3. CI 2.3.4 The direction that non response from consulted parties should be interpreted as no comment is preferred to an assumption of non-objection. The preference would be to state that non-response will not be interpreted as no objection.
4. CI 3.5.2 a. The status of structure plans which did not obtain WAPC approval prior to the commencement of the Regulations because no approval was then required is queried. Invalidation of development standards in these structure plans would be problematic.
5. **LAND SECTION**
 - 5.1. Some of the design principles in this section don't read as principles. They provide a suitable level of certain and so are supported from that perspective but some slight rewording might assist.
 - 5.2. The reintroduction of an average (reduced) lot size requirement for multiple dwellings is accepted as a pragmatic response to the challenges experienced with the current medium density apartment provisions, and to promote mixed schemes. A form based code could offer better opportunities to achieve both outcomes whilst providing more flexibility for internal dwelling configuration.
 - 5.3. C1.1.3: In addition to the comments in the Council report, the requirement for all grouped dwellings and single house lots to have frontage to a public street promotes narrow lot housing which, whilst suitable and desirable in many locations, is inconsistent with the form of many older and heritage streetscapes. This reinforces the desirability of clearer provision for Code variation through local planning policy for such areas.
 - 5.4. C1.1.3 and 1.1.4: If the density bonus approach proposed is to be maintained, review of the criteria to ensure that the incentive offered supports a suitably high standard is recommended. Fremantle undertook extensive community consultation to understand community views on infill, and what aspects of established areas communities most wanted to 'protect', in its formulation of the 'Freo Alternative' housing scheme. A number of the conclusions from that could inform the Commission's approach. Additional criteria the WAPC might want to consider including in the bonus scheme are:
 - 5.4.1. Increased open space requirements to offset additional building bulk, recognising the increased height available

5.4.2. Increased landscaping and deep soils requirements

5.4.3. Increased sustainability (eg minimum +1 NATHERs, mandatory PVs and provision for car charging) and / or accessibility standards (eg a proportion of Gold standard access).

The equity and simplicity inherent in applying the same standards to infill as to greenfield medium density are appreciated however sometimes result in unsatisfactory compromise between two very different sets of issues. It is hoped that update of local planning frameworks could assist resolving this however uncertainty regarding the extent to which this will be supported remains.

6. THE GARDEN SECTION

6.1. The 'primary garden area' definition would benefit from inclusion of reference to landscaping and tree planting, to better reflect common usage of the term and expectations.

6.2. Table 2.1a: inclusion of a sliding scale of garden area relative to lot size is supported.

6.3. C2.3.4: the need to permit impervious surfaces and roof cover over deep soils areas is queried: this type of variation, where 'deemed to comply', essentially equates to a reduced standard, and so sometimes serves to create confusion and undermine public confidence in planning: this has been a point of regular feedback to the City with regards to the definition of open space, which similarly allows roof cover over areas classed as open space. It is recommended that this be deleted and the deep soils area remain open, unpaved and landscaped.

6.4. C2.3: clarification that new trees to be included should be of a species identified by the local government as suitable to its proposed location is recommended to avoid installation of unsuitable and potentially untenable species. Whilst overregulation is not desirable, in constrained spaces, and in the interests of achieving genuine improvements to amenity and urban canopy it is considered justified. Where in place, Urban Forest Plans might assist in providing direction. Where a satisfactory landscape outcome can be included involving additional paving, this should be considered under the performance criteria.

6.5. C2.3.7: Inclusion of tree planting between uncovered parking bays is supported.

6.6. C2.3.8: The deemed to comply concessions - particularly the automatic street setback reduction - available for retention of significant tree retention are queried. Whilst the retention of significant trees is to be strongly encouraged and so the incentivisation of this is supported, this judgement might be better made against a design principle (including appropriate parameters as per the 5% lot size variation available under P1.1.2).

6.7. Provision of comment in the Guidance document regarding how ongoing retention of trees is to be secured is suggested. Application of a condition of planning approval, and inclusion of a notification on title is suggested.

6.8. For the removal of doubt, it might be prudent to confirm that retention of a significant existing tree replaces the requirement to provide a new tree under C2.3.5.

7. THE BUILDING SECTION

- 7.1. P3.1.2: This design principle is somewhat vague and open to interpretation. It is suggested that it be reviewed and clarified.
- 7.2. Inclusion of minimum ceiling height of 2.7 metres (generally considered an industry standard) for all development (not just for *Site Category 3* development) is recommended, to assist with internal amenity considerations.
- 7.3. 3.4: Inclusion of provision for bicycle and scooter parking is supported
- 7.4. Provision for car charging points should be considered to facilitate transition towards electric vehicles and avoid the often higher costs of post-construction retrofit. Application to other forms of residential development (ie low density and apartments) should also be considered.
- 7.5. P3.9.1: This design principle is vague and open to interpretation. It is suggested that it be reviewed and clarified.
- 7.6. C3.9.1: Inclusion of universal design requirements are supported to facilitate more housing diversity and capacity to age in place, particularly given our aging population. The Liveable Housing Design guidelines are, however, a fairly comprehensive document so to reduce assessment timeframes and burdens, it is suggested that applicants be required to provide information outlining (not just stating) compliance up front.
- 7.7. Table 3.9A: Extension of the requirement for at least one Silver standard dwelling to 3 or 4 dwelling developments is suggested, with a greater proportion of dwellings achieving Gold or Platinum standard.
- 7.8. C3.12.2: *All Aged and Dependent Persons Dwellings* receiving a density bonus should provide for aging in place through provision of universally accessible access into the dwelling.

8. NEIGHBOURLINESS SECTION

- 8.1. C4.4.1: exclusion of retaining for access and drainage as a deemed to comply approach is queried: these elements may be better considered under design principles to ensure exploration of the best design solutions.
- 8.2. Table 4.5a: Garage width provision (80 percent) for development 2 storeys and greater is excessive, eliminates any opportunity for ground floor street surveillance, creates an excessive amount of driveway / crossover and is not appropriate in many older heritage and character streetscapes. If the standard is maintained as 'deemed to comply', acknowledgement of this and support for variation of the deemed to comply standard through local planning policy is requested.
- 8.3. P4.7.2: this design principle requires rewording to state that "*vehicle access is designed and located to avoid the removal of existing street trees where possible, and a suitable replacement tree provided where it is not possible*" (or similar) to remove the implication that provision of a replacement tree is an acceptable 'as of right' alternative to retention of an existing tree.
- 8.4. C4.7.1 should include use of access easements within the access hierarchy.
- 8.5. 4.7 should make provision for tapering of driveways to reduce impact on streetscapes and excessive hardstand.
- 8.6. 4.9: the increase in fencing heights and visual impermeability is queried as a base deemed to comply standard. Whilst it is appreciated that a balance is required between privacy and security, and street interface, and that streamlined assessment of elements such as fencing is desirable, the level of

interrelationship between dwelling and street achieved through the standards proposed seems likely to translate into routinely poor outcomes.

- 8.7. P4.11.1: Reconsideration of the restrictions on considering impact of overshadowing of primary living areas outside the 15 degrees either side of north is suggested, given that the quality of living areas is a primary consideration to amenity, and access to alternative spaces or natural light sources is often restricted in density development.
- 8.8. 4.11: There is no provision for the overshadowing of internal strata lots to a development site – a common issue with medium density development – with overshadowing calculations still proposed to be based on the 'parent lot area'. This should be rectified.
- 8.9. Table 4.11a: Up to 80% shadow permitted for R80 sites seems excessive as a deemed-to-comply standard. Conversely, for narrow east-west lots, in order to facilitate multistorey development, a higher deemed to comply standard should be considered *where neighbouring outdoor and primary living areas are protected*. Specific provision for this scenario is suggested (distinct from the more generic design principles approach) because of the frequency of this challenge and the neighbour conflicts they are creating.

9. OTHER

- 9.1. There continues to be some misalignment between the R-Codes and the Building Code of Australia (BCA), this has caused confusion and frustration in the past for some applicants. For example:
 - 9.1.1. Reduced (Nil) setbacks permitted as-of-right under the draft Code for carports, patios, verandahs, may not achieve compliance under the BCA depending on their location, design and material.
 - 9.1.2. Ancillary dwellings located on top of a single house, whilst technically allowed under the R-Codes, may be considered a 'Class 2' building under the BCA (i.e. an apartment) and thus would require significant additional fire safety and accessibility requirements (e.g. exit signage, tactile surfaces etc.) adding to the cost of development.
 - 9.1.3. At the least, a footnote within relevant sections of is recommended that alerts proponents and decision makers to consult the BCA – e.g. *reduced lot boundary setbacks are also subject to compliance with the National Construction Code Volume 2 – Building Code of Australia*.
- 9.2. The definition of 'carport' should be reviewed to ensure that these genuinely present as predominantly open structures, particularly from the street. This is particularly important given the reduced setback available to these from the street and the impact they can consequently have on streetscape.
- 9.3. The definition of high frequency public transport route should not include routes which qualify for frequency only through combination of multiple services.
- 9.4. The definition of open space should be reviewed to reduce the exclusions and so increase transparency and public comprehensibility of the planning system and requirements.

SPT2103-3 CAT BUS REVIEW 2020/21 AND FINDINGS
ATTACHMENT 1 - Central Area Transit (CAT) Review – 20/21 report

Central Area Transit (CAT) Review 20/21



CENTRAL AREA BUS TRANSIT (CAT) REVIEW 20/21

EXECUTIVE SUMMARY

The City of Fremantle has provided a supplementary bus service in some form or another since the mid 1990s. The current Red and Blue CAT services operate based on the acknowledged model of frequent, legible, convenient services connecting high attraction destinations within close proximity, increasing accessibility and promoting use of peripheral parking and / or modal shift. The service has proven highly popular, though with limited detailed data beyond gross patronage numbers and service satisfaction. Based on the data available, for the current cost (\$670,000 p/a City contribution), the current services are considered to represent the most efficient and effective available. The primary challenge to the service is not its route, its desirability or its strategic alignment (which is strong) but its financial sustainability when considered against other objectives and budget priorities of Council.

This review was conducted at the request of Council, focussed on specific items. Conclusions from it include that:

1. No obvious improvements to the route or its efficiency exist which do not involve additional funding or, conversely, a drop in service.
2. Additional third party funding opportunities are limited.
3. Some small funding generation may be possible (and strategically desirable) by introduction of fees for currently free parking along the CAT routes on Ord Street and Marine Terrace but these are unlikely to significantly offset costs.
4. Introduction of a Specified Area Rate (SAR) to make a proportional contribution to the service from landowners within the CAT catchments provides another option: this is recommended for further investigation and consultation whilst Council further considers its preferred service level in the context of other budget demands.

In light of the current financial outlook, continued suspension of the Red CAT service and reduced (20 minute) service frequency of the Blue CAT is proposed for a further financial year whilst consultation with landowners in the catchment area on the possibility of a SAR occurs and Council further considers its strategic priorities and funding availability, with a view to establishing a renewed service agreement with the PTA by the expiry of the current agreement in 2022. If, through this broader discussion of its priorities, Council sustains its desire to maintain a service comparable to the current, reinstitution of the current Red and Blue CAT service (at a reduced 15 to 20 minute frequency) would be recommended. (refer section 7 Conclusions, below, for further details)

Further discussions with the City of Cockburn and Town of East Fremantle regarding the value of the service (and potential extension) to their communities, and further investigation of user profile data can be pursued concurrently.

Central Area Transit (CAT) Review 20/21

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Central Area Transit (CAT) Review 20/21

1. INTRODUCTION

The City of Fremantle (City) has provided a subsidised Central Area Transit (CAT) service in some form since the 1990's. The current service comprises two loops (refer Figure 1) which are provided free to patrons, being jointly funded by the state Public Transport Authority (PTA) and the City at a cost of \$1.1 million / year. The services provide a regular and legible central area bus service for residents and visitors, connecting key activity areas, and also seek to reduce congestion in the city centre, free up central car parking and to encourage public transport use, which has positive social, amenity and environmental flow on effects. The CAT bus system represents a key component of the City's Integrated Transport Strategy and a significant contributor to some of Council's Transport and Connectivity and social equity objectives in the Strategic Community Plan, and also supports the Age Friendly City Plan.



Figure 1 – Red and Blue CAT routes

In June 2020, the Council resolved to reduce the CAT service for a 12-month period due to factors associated with the COVID-19 virus pandemic (specifically community movement restrictions resulting in a drastic reduction of CAT patronage and in City income), reducing the cost for the financial year to \$242,000. The Council also instructed further investigation occur into:

- Future funding models.
- Service distribution/efficiencies.
- Relationship to parking options.
- Free Transit Zone (FTZ) options.

The resolution included a stated intention to retain the CAT service in some form in the future.

Council considered a progress report on the investigation in September 2020 and endorsed the concurrent investigation of two distinct types of service options:

1. *A service broadly based on the features of the current CAT service focused on maximising access to residents and visitors to key destinations and services in Fremantle. Secondary objectives are to:*
 - a. *To support the economic vitality and functionality of Fremantle businesses.*
 - b. *Reduce traffic congestion in the Fremantle City Centre.*

Central Area Transit (CAT) Review 20/21

- c. *Encourage use of public transport.*
- d. *Support a peripheral car parking model.*
- 2. *A Free Transit Zone model of service giving wider access to any service user within the City of Fremantle boundary. (SPT2009-4)*

This report responds to Council's resolutions, providing a broad analysis of:

- The current and other potential routes in terms of service catchment, cost and connectivity.
- A Free Transit Zone.
- Other bus service options.
- Funding options.

2. BACKGROUND

The purpose of a CAT bus system is to have buses continuously circulating (i.e. not fixed to a timetable) for relatively short routes within a central area to make non-car based movement simple and convenient within high demand areas. The objective is not to compete with existing bus routes or to operate like a conventional bus route (i.e. longer routes on a fixed timetable). Whilst CAT services differ slightly around the world, research indicated the following aspects of successful services:

- Frequency is important; the service should be sufficiently frequent so as to not require a fixed timetable, and be convenient for passengers to be confident there will be minimum waiting time.
- An easy to understand and legible route/s for passengers (both familiar and unfamiliar), which avoids route confusion and encourages patronage.
- Connection to places, spaces and activities; the service should connect key areas such as train stations, business and/or entertainment areas, and destinations e.g. visitor/tourist destinations, including city centre peripheral parking.¹

Local transit connections such as a CAT service can also connect to regional transit including shuttle buses or regular stops by fixed-route service, as a 'last mile' service. These need a frequent service for transit connections as long waits deter patronage.²

The Fremantle CAT service was benchmarked with other Perth metropolitan CAT services which showed that the characteristics are very similar (refer section 3). Additionally, research was undertaken on similar bus services internationally including:

- Georgetown, Penang, Malaysia, a 20-30 min frequency service, clockwise and anti-clockwise circular route linking tourist heritage sites and shopping centres. Funded by Penang state government.
- Parramatta, NSW, the Parramatta Shuttle Bus, a 10 min frequency on circular loop connecting river ferry stop, commercial/retail and recreational locations in Parramatta CBD. Funded by Transport for NSW.
- Brisbane, QLD – Brisbane Loop services. City Loop with a 10 minute frequency on clockwise and anti-clockwise route in CBD Monday to Friday. Spring Hill Loop, a 10 minute frequency on figure of 8 loop linking CBD with Spring Hill, inner city suburb 0.5km

¹ Pers Comms, 2021, Dr A Mattan, City Access and Transport, City of Sydney. Adjunct Senior Researcher Curtin University Sustainability Policy.

² https://www.transitwiki.org/TransitWiki/Index.php/Last_mile_connections

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north of CBD, Monday to Friday. Funded by TransLink, QLD PTA. Similar offering to Perth CBD CATs.

- Manchester, UK – Route 2 – circular service through Manchester city centre with a 10 minute frequency Monday to Saturday (peak hours) 20 and 30 min frequency off-peak, 12 minute (peak) frequency on Sunday. Jointly funded by Transport for Greater Manchester (PTA equivalent),

Best practice industry bus public transport provision indicates a successful bus service should also provide:

- Accessibility; easy and equitable access via route and stop planning and design as well as infrastructure and bus access
- Reliability; passenger confidence in bus transport reliability, both timetabling and bus/driver operation
- Safety; passengers feel safe to use the bus services, infrastructure design safety e.g. lighting, CPTED, security and operation aspects e.g. clean buses³

Fremantle's CAT services, running at approximate 10-15 minute intervals, have proven popular with a total of 675,000 boardings (135,000 Red and 540,000 Blue) in 2018/2019. They include real time bus tracking via the Transperth App. To compare bus services, total traditional (PTA) bus drop off and pickups in the City Centre are at around 1.1 million movements (2015/2016) but connect to the much wider regional catchment. Anecdotal evidence suggests that the services are well patronised by residents as well as employees and students using it to commute between peripheral parking stations (particularly uncharged ones) and the City Centre. Access to and from South Beach has also proven popular in peak periods. Data on patronage profile is limited, posing a real challenge to the review, however opportunities to obtain some further information are being pursued in conjunction with PTA.

The CAT route and frequency receives a high customer satisfaction, as evident in the PTA's 2019 Customer Satisfaction Survey in which the CAT scored:

- 90% satisfaction in bus punctuality
- 100% satisfaction in the length of time of the bus trip⁴

There have been several different service models and reviews of central area transit since Fremantle first introduced a supplementary service in the mid 1990s. These are summarised in year order in Appendix 1. This provides important background in terms of the evolution of the service, and some lessons learnt in past experiences.

³ Malaysian Technical Universities Conference on Engineering & Technology 2012, MUCET 2012

Part 3 - Civil and Chemical Engineering, 'Bus Operation, Quality Service and The Role of Bus Provider and Driver'

⁴<https://www.transperth.wa.gov.au/Portals/0/Asset/Documents/About/Passenger%20Surveys/Passenger%20Satisfaction%20Monitor%202019.pdf>

Central Area Transit (CAT) Review 20/21

3. BENCHMARKING INVESTIGATION

A benchmarking exercise was undertaken to compare aspects of the City's CAT service and other similar services in the Perth Metropolitan area which is summarised in the table below (Table 1)

Table 1: Central Area Transit (CAT) Review – Perth Metropolitan Benchmarking Summary

Services/Routes	# Stops	Frequency	Operation Times	Weekday operation	Weekend Operation	Public Holiday Operation	Length km	Type	Funding	Cost pa	
Perth CAT's											
Red	29	5-10mins	6.00am – 6.50/8.45 pm Fri	Y	Y	Y*	9.6	Circle	100% Non Res Parking Levy - DoT	CAT (incl FTZ) \$15m	
Blue	14	8-10mins	6.50am – 6.52pm Additional 15mins Friday service until 12.15pm (northbridge/entertainment)	Y	Y	Y*	5.3	Circle	100% Non Res Parking Levy - DoT	As above	
Green	20	12mins	6.00am – 7.00pm	Y	N	N	4.8	Point to point	100% Non Res Parking Levy - DoT	As above	
Orange	36	8-15mins	5.55am – 7.15pm	Y	Y	Y*	6.3	Point to point	100% Non Res Parking Levy - DoT	As above	
Joondalup CAT's											
Red	14	15 mins	7.20am-8.50pm	Y	N	Y*	4	Circle	PTA City of Joondalup ECU	TBA	
Blue	14	15 mins	6.40am – 6.00pm	Y	N	Y*	4	Circle	PTA City of Joondalup ECU		
Yellow	6	15 mins	6.00pm-9.00pm PM only	Y	N	Y*	3.8	Circle	PTA City of Joondalup ECU		
Fremantle CAT's											
Red	12	15 mins	7.30am-7.40pm	Y	Y	Y*	4.5	Circle	PTA 40% City of Fremantle 60%	\$1.1m	
Blue	18	10 mins	7.30am-7.45pm	Y	Y	Y*	5.7	Circle	PTA 40% City of Fremantle 60%		
Midland Gate Shuttle											
300	11	20mins	9.00am-9.00pm	Y	Y No Sunday	N	3.5	Circle	Free shuttle – developer funded		
Rockingham Shuttle (Rockingham City Transit System)											
555	22	15mins	6.30am-8.40pm	Y	Y	Y	5.8	Point to point	Transperth Fare Paying	N/A	
Subiaco Station – UWA – QEII											
97	5	15mins	6.10am-7.30pm	Y	N	N	8.6	Point to point	Subsidised fare paying PTA (50% - \$257k) QEII (10% - \$51.4k) UWA (25% - \$128.5k) City of Subiaco (15% - \$77.1k)	\$514k	

* No service Good Friday, Anzac, Christmas *Operates Labour Day and WA Day, no service Good Friday, Anzac Day or Christmas

No Service



Central Area Transit (CAT) Review 20/21

4.1 Benchmarking Findings

Each bus service functions slightly differently in terms of route, operation times and funding.

Overall, the Fremantle CAT services are most comparable to the Perth Red, Blue and Yellow services in that they:

- Provide a free (subsidised) service.
- Operate seven days a week (except Good Friday, Anzac Day and Christmas Day).
- Are circle routes (except the Perth Yellow CAT).
- Provide a 15-minute (or less) service.

Key differences between other bus services and the Fremantle CAT are:

- Funding models/agreements of other services vary considerably including being:
 - entirely funded by state government such as the Perth CAT through the state Perth Parking Levy legislation/income,
 - fee paying e.g. Rockingham Shuttle and Route 97 or
 - have a third funding partner e.g. Joondalup CAT and Route 97.
 - Privately funded (Midland Gate shopping centre).
- Most other services are more limited e.g. do not operate weekends or Sundays.

4. BUS SERVICE GAP ANALYSIS

A bus service gap analysis was undertaken to inform the CAT review and to identify where services overlap and/or are duplicated.

Central Area Transit (CAT) Review 20/21

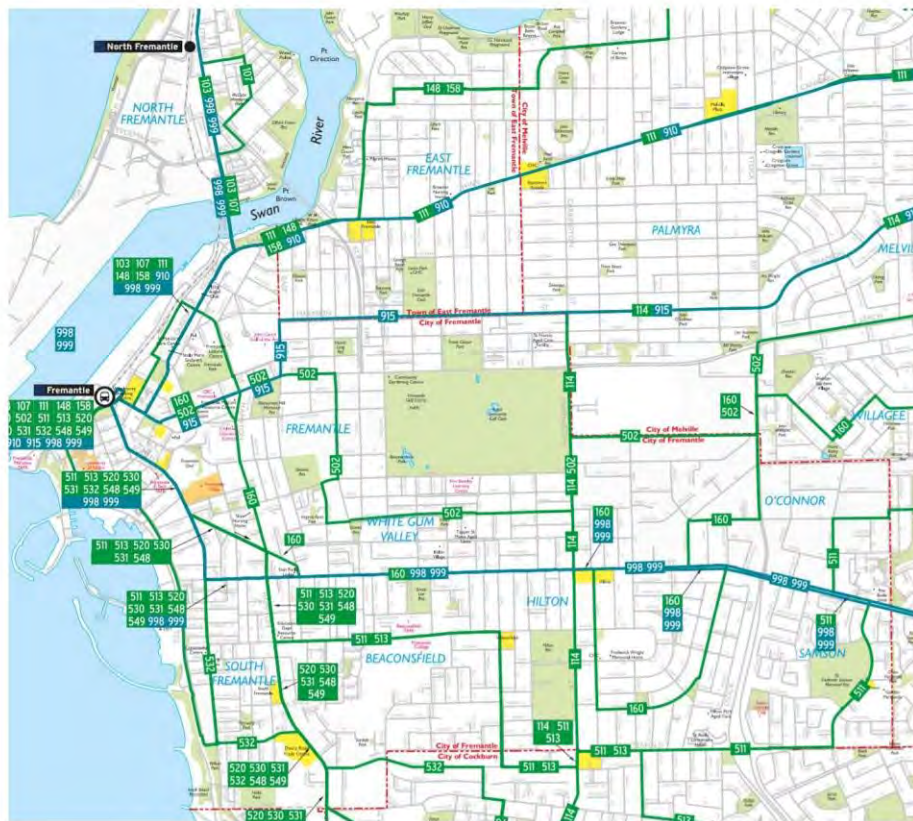


Figure 2 - 2020 Transport Bus Network

The City of Fremantle is comparably well served by bus public transport. Assuming a reasonably conservative 400m catchment to bus routes, the majority of properties in the City (12,000 of a total of around 14,000) are provided with at least some kind of service (refer Figure 3 below): small catchment gaps exist in west Samson, Fremantle (north of Stevens Street), central Hilton, and Beaconsfield (south of Fremantle College). The same exercise measured from stops and stations, and applying a literal rather than linear ped-shed would doubtless show some increase in gap.

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Figure 3 – Bus route walkable (400m) catchment

Many services are, however, sporadic with large gaps between high frequency services (every 15 minutes or less) in the eastern section of Fremantle, northern White Gum Valley, O'Connor industrial area, southern Samson, Hilton, Beaconsfield and South Fremantle (refer Figure 4 below).

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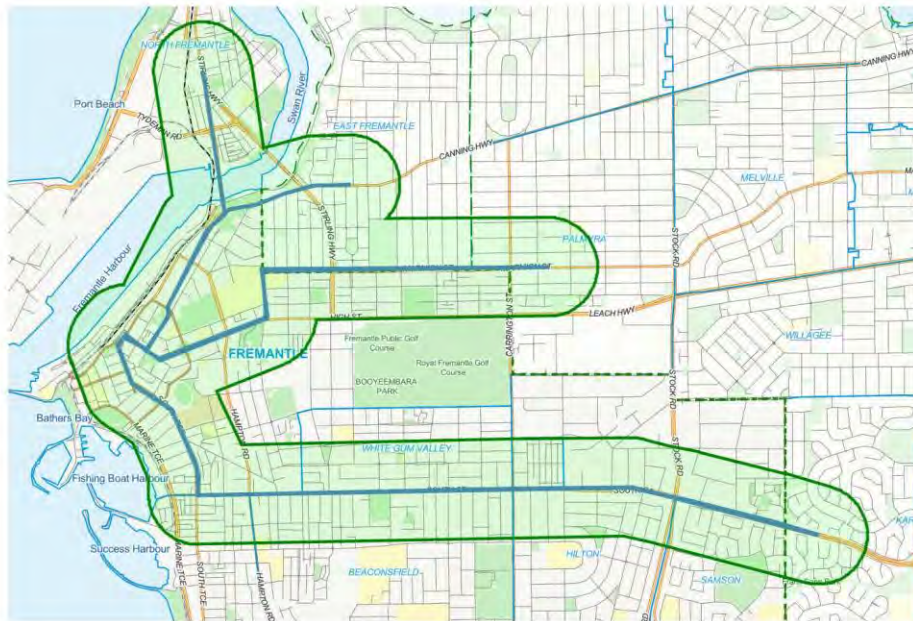


Figure 4 - High frequency bus routes & train station walkable catchment

The high frequency service assessment assumes a linear 800m catchment from railway stations and 400m (i.e. approximately 5 minute walk time) from high frequency bus services, noting that a smaller (250-300m) catchment from bus stops is preferable.

Whilst not their primary function, this analysis shows that the Red CAT service addresses a small gap in route (if not service) along Ord Street next to John Curtin College of the Arts and Beach Street/Cantonment Street and a section of Victoria Quay and the West End whilst the Blue CAT helps fill a larger gap in high frequency service in the southern part of South Fremantle (south of South Street). During the suspension of the Red CAT and reduced service of the Blue CAT, the City has received complaints from residents in both areas regarding the change, including a number of elderly and disabled tenants along Beach Street, who very much felt the loss of the service.

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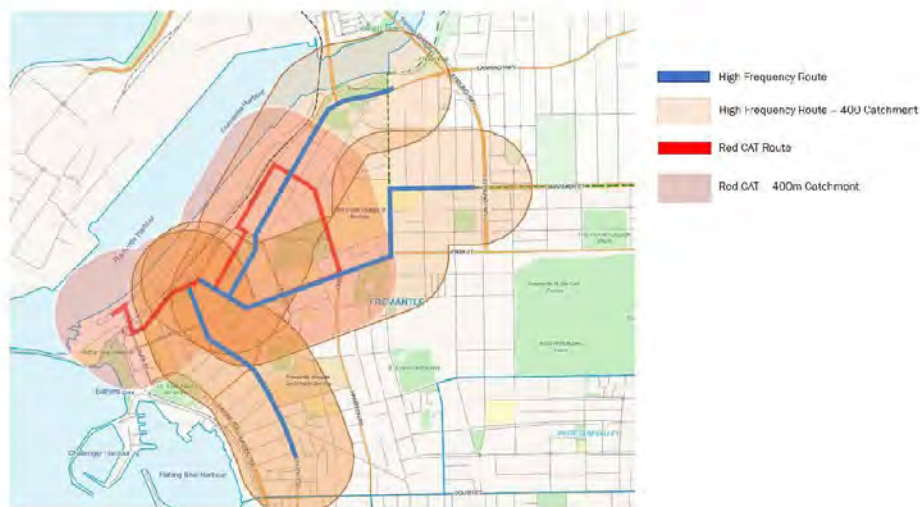


Figure 5 – Red CAT & High Frequency Catchment Overlay

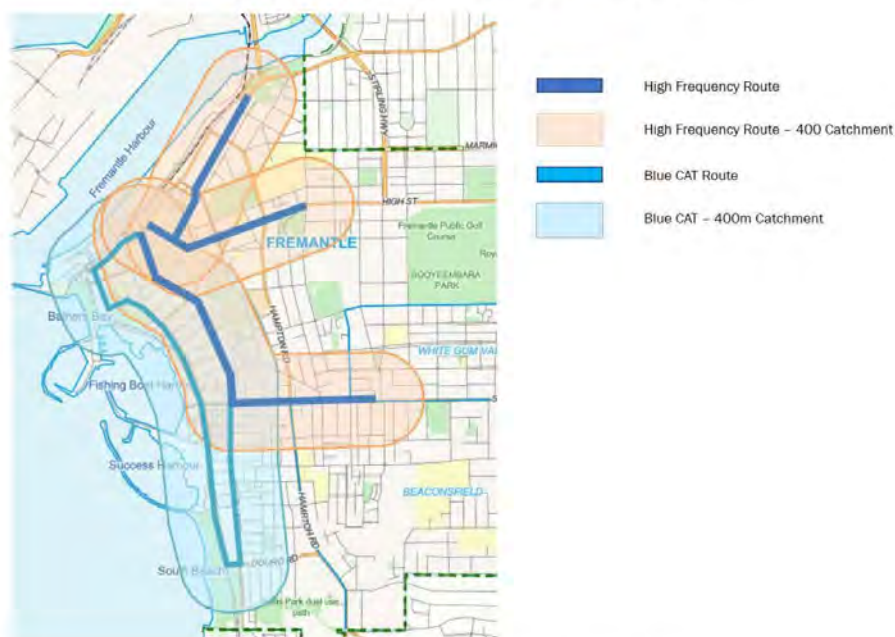


Figure 6 – Blue CAT & High Frequency Catchment Overlay

In total, the Red CAT catchment is approximately 3,582 properties, of which 3,224 (90%) are already within 800m of the railway station or 400m of an alternative high frequency bus route whilst the Blue CAT catchment serves approximately 4,757 properties, of which 3,744 (79%) are already within 800m of the railway station or 400m of an alternative high frequency bus route.

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Whilst this provides useful contextual information, as is noted in the background above, the purpose of a CAT is not to meet deficits in traditional services but rather to provide short high frequency trips between high demand locations in close proximity. In this regard, the CAT services provide a supplement to the traditional PTA services by connecting high visitation attractors such as: schools, businesses along High Street, Victoria Quay, Fremantle Park, the Leisure Centre, the Arts Centre and the Passenger Terminal overpass (Red CAT) whilst the Blue CAT connects South Beach, Success Harbour, the South Terrace 'strip' the Fishing Boat Harbour, The Esplanade West End, Notre Dame university and the Maritime Museum (refer Figure 7 below).

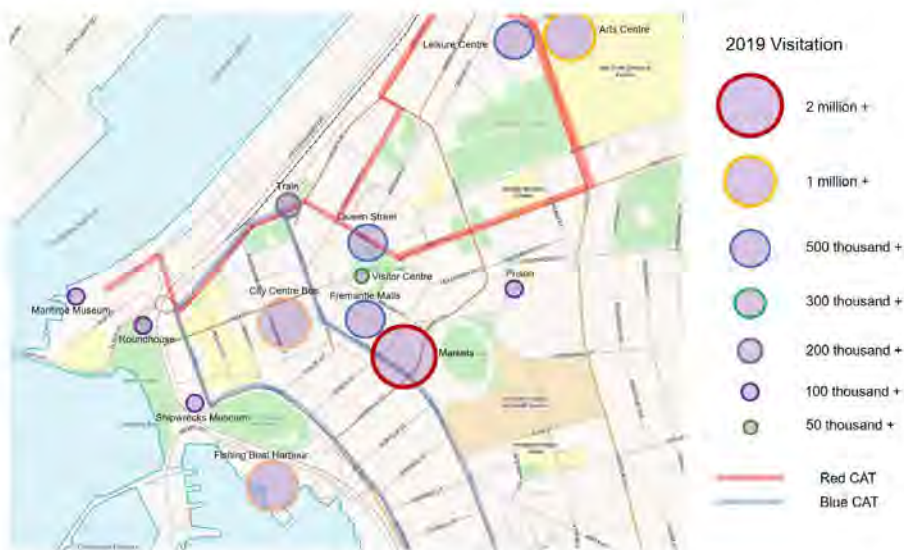


Figure 7 – High Visitation Nodes Serviced by CAT (South Beach & Fremantle Sailing Club not shown)

Both CAT buses connect peripheral carparks (refer section 5.4) and connect to the city centre and Fremantle train station.

5. ALTERNATIVE ROUTES & SERVICE MODELS

A wide range of alternative route and service models exist. A number of route alternatives exploring either increased catchment or increased efficiency but *broadly based on the features of the current CAT service* (as per Council's September 2020 resolution) are outlined in Appendix 2. The simplistic conclusion drawn from this exercise is (unsurprisingly) that increases in catchment can be achieved through extension of the route, but that these attract additional cost, whilst reductions in the route / service frequency reduce either the extent or the quality of the service. The merits of different options and analysis of cost-benefit come down to the value placed on the service and the various strategic outcomes it contributes to, *weighed against other Council funding priorities*. In reviewing alternatives, it must be recognised that in addition to the per km cost of running a service, extension beyond an approximate 5km loop distance requires introduction of additional buses, adding a significant quantum cost increase, unless service frequency is to be reduced.

5.1 Alternatives Broadly Based on Current CAT

The main options which broadly align with the current CAT service reviewed included:

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Table 2 – Alternative Route Summary

Option No.	Description	Cost Implication (very approximate)*	Comment
1	Return to 'Figure 8' Single Route	Negligible	Poorer service due to longer running time and lesser legibility
2	Blue CAT Route Reduction to South Street	Saving of approx. \$138k/year	Reduced catchment (-1,171 properties), removes connection to beach, removes high frequency service to area otherwise not served by high frequency.
3	Blue CAT Hampton Road/Douro Road/South Street/Marine Terrace	Increased cost approx. \$54k/year	Increased catchment (+1,232 properties). Adds 2 shopping centres in catchment.
4	Blue CAT Hampton Road/Douro Road/South Street/South Terrace	Increased cost approx. \$78k/year	Increased catchment (+1,221 properties). Adds 2 shopping centres in catchment.
5	South Terrace/Hampton Road Loop	Increased cost approx. \$108k/year	Increased catchment (+1,457 properties) but longer running time and some service duplication
6	Red CAT East Street Extension	Increased cost approx. \$4k/year	Increased catchment (+308 properties plus some East Fremantle), connection to East Street & Containerbow. Loses Leisure Centre connection
7	Red CAT East Street/Beach Street	Increased cost approx. \$52k/year	Increased catchment (+286 properties plus some East Fremantle), connection to George Street, East Street & Containerbow. Reduced service to Victoria Quay and Maritime Museum.
8	Red CAT East Street/Canning Highway	Saving of approx. \$16k/year	Increased catchment (+292 properties) but reduced connection to Leisure Centre, Arts Centre, Victoria Quay & Maritime Museum
9	Red CAT Fremantle East Extension	Increased cost approx. \$48k/year	Increased catchment (+448 properties plus some East Fremantle) connection to George Street, East Street & Containerbow, including redevelopment areas. Reduced legibility and increase bus dwell times at intersections
10	Red CAT Beach Street Extension	Increased cost approx. \$8k/year	Increased catchment (+432 properties) connection to, East Street & Containerbow. Reduces legibility
11	Red CAT Victoria Quay Reduction	Saving of approx. \$20k/year	Reduced catchment (-357 properties), removes connection to Victoria Quay.
12	Blue CAT Shuttle	Saving of approx. \$12k/year	Reduced catchment (-108 properties) & convenience for beach & sailing club access
14	Reduce Blue and Red CAT 20 Minute Frequency	Saving of approx. \$135k/year	Reduced service frequency and convenience
* Cost estimates approximate only: based on a cost per kilometre travelled, with trips per year and frequency as per the 2019 CAT services. Cost may increase if additional bus leases are required, along with associated operational cost increases from PTA's contractor. Does not assume any potential Town of East Fremantle cost contribution			

A further alternative 13 (to discontinue the less popular Red CAT) was explored but is not considered to broadly align with the current service, as requested by Council in its second

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resolution. It would result in annual savings of approximately \$220k per year but reduces service and connections to eastern city centre area (Northern Gateway), Victoria Quay, Maritime Museum, peripheral parking, Leisure Centre, Arts Centre and schools.

A key conclusion reached from the analysis is that for its previous \$670,000 City of Fremantle budget contribution, the existing routes represent the most effective available.

5.2 Free Transit Zone

A Free Transit Zone operates by establishing boundaries within which no fare is payable on existing public transport (in this case bus and train) services. This option does not involve any increase in public transport service beyond that provided by PTA (as the CAT does) but incentivises/rewards existing service use by removing the fare. This option (previously trialled in the City) has been discussed with PTA on a number of occasions, most recently in October 2020 in response to Council's resolution. PTA has indicated the establishment of a Free Transit Zone would involve both recurrent costs (to off-set foregone revenue) and establishment costs (to set up the system). Updated cost estimates provided are as follows:

Recurrent Costs:

Three Free Transit Zone areas have been considered:

- Option 1 – All of the local government area of the City
- Option 2 – City Centre with South Street as the southern boundary
- Option 3 – City Centre with Douro Road as southern boundary

The methodology for quantifying the annual value has encompassed the following:

- Transperth bus and train passenger trips starting and finishing wholly within each option's designated area during the 2018/19 financial year (noting that train trips are only relevant to option 1 – journeys between Fremantle and North Fremantle stations); and
- An additional allowance of 500m beyond each option's boundary to account for a Free Transit Zone 's induced demand (i.e. customers will walk from outside the Free Transit Zone to commence their bus journeys within the Free Transit Zone to avoid the requirement to pay a fare).

Option Estimated Annual Cost

Option 1	\$1.245m
Option 2	\$0.539m
Option 3	\$0.661m

Establishment Costs

The current fare system operates on a zonal concentric ring basis where the Perth Free Transit Zone is zone zero. The inclusion of a second Free Transit Zone challenges the current methodology's relative simplicity from a programming perspective and so would require significant reprogramming of the Smartider ticketing system.

SmartRider ticketing specialists within Transperth have given a general estimate of \$1m for contractors' development work to modify the existing system in order implement a Fremantle Free Transit Zone. These officers have also provided a significant caveat that the creation of a second free transit zone within the greater Perth public transport area may not be possible by modification only and could potentially require full reconstruction of the ticketing system's fare

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calculation methodology. Should this be the case, it is anticipated that development costs would significantly exceed the \$1m estimate per development instance.

Whilst a whole of City Free Transit Zone option is more equitable in terms of provision of service across the City, and supports some of the Council's social inclusion objectives, the approach does relatively little to improve access to attractions. Its capacity to achieve mode shift from car to public transport also remains the subject of debate⁵ with the conclusion being that this depends as much on the quality of the service as its cost, but with both (and many others) being factors⁶.

5.3 Increasing Frequency existing Bus Services

The potential to increase frequency of existing bus services on or near Red and Blue CAT bus routes was investigated. The Red CAT route is already in close proximity to high frequency (15 minutes) routes such as the 910, 999, 998 (Canning Highway, Queen Victoria Street) and 915 (High Street). Route 532 is the only route that runs along the southern end of South Terrace from Douro Road on the Blue CAT route and is not a high frequency service (there are no other routes that run along Marine Terrace).

In order to consider an increase in a service frequency, the PTA analyse the entire route, including stop bus boarding and alighting, frequencies, effects on bus dwell times along the route, general patronage numbers etc. A change in service frequency impacts on the entire route service and needs to be carefully considered as it also affects operational costs such as the provision of extra buses and drivers. Having considered the matter, PTA advised that increasing individual service routes to replicate the CAT service would not be supported as higher service priorities exist elsewhere in the metropolitan area.

5.4 Peripheral Parking and other Parking Investigations

The 10 June 2020 Council resolution specifically requested consideration of prioritising parking investigations in areas serviced by the CATs with the aim of generating additional funding for these services. This reflects the direction of the Integrated Transport Strategy which promotes consolidation of parking stations around the periphery of the city centre to allow visitors relatively easy access to parking (larger and easier to navigate), reducing demand for traffic to enter the city centre or the need for high volumes of inefficiently configured small parking areas. It also allows on-street bays to be dedicated to those with additional access needs, to servicing and to short term visitors, consolidating longer term parking (suitable for employees for example) on the outskirts.

⁵ [Myth: Making public transport free will encourage use and political support | Public Transport Users Association \(Victoria, Australia\) \(ptua.org.au\)](#)

Fearnley, Nils 'Free Fares Policies: Impact on Public Transport Mode Share and Other Transport Policy Goals' 2013

Oded Cats, Yusak O Susilo & Triin Reimal 'The prospects of fare-free public transport: evidence from Tallinn' 2016

⁶ Krzysztof Grzelec and Aleksander Jagiełło 'The Effects of the Selective Enlargement of Fare-Free Public Transport', 2020

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Figure 8 - City and Private Off-Street Car Parks including 400m CAT Catchment

There are 12 City-managed off-street car parks and 3 private off-street car parks located directly on the Red and Blue CAT bus routes. There are further 9 off-street car-parks within 400m of the routes. These collectively provide a total of approximately 1,955 car parking bays⁷. Table 3 below describes the car park, number of bays, car park type, fees/rates and an indication of the main user groups in relation to the CAT services based on location and nearby activities.

Table 3 – Car Parks on CAT Routes

Blue CAT					
Car Park Id	No. Bays	Type	Timing/Fee	Estimated Main User Group/s	Management
Marine Terrace (#60)	85	Off-Street	Free, untimed	Commuter, student, beach	City
Marine Terrace (#21A)	25	Off-Street	\$1.70ph	Visitor	City
Mews Road (#21)	64	Off Street	\$1.70ph	Visitor	City
The Esplanade (#11)	197	Off-Street	\$2.30ph \$11.50 daily	Visitor, commuter, student	City
Essex Street (#20)	26	Off-Street	\$2.30ph	Visitor	City

⁷ Note this does not include Victoria Quay (Port/Wilson) which provides an additional 600+ bays due to the limited accessibility of many of these.

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Marine Terrace (#2)	39	Off-Street	\$2.30ph	Visitor	City
Cliff Street (#22)	18	Off-Street	\$2.30ph	Visitor	City
Cappuccino Strip (#61)	150	Off-Street	\$2.30ph \$11.50 daily	Visitor, commuter	City
Alma Street	61	Off-Street	\$3.00 1/2 hr \$11.00 daily	Visitor, commuter	Wilson
South Terrace	Unknown	On-Street	Free, timed	Visitor	City
Marine Terrace	122	On-Street	Free, untimed	Commuter, student, beach	City
TOTAL	787				
Red CAT					
Car Park id	No. Bays	Type	Timing/Fee	Main User Group/s	City
Cantonment Street	165	Off-Street	\$9.00ph	Visitors	Wilson
Josephson Street (#15)	18	Off-Street	\$2.30ph, 3hr limit	Visitors	City
Leisure Centre	139	Off-Street	\$2.30ph, 3hr limit	Visitors	City
Beach Street (#12A)	42	Off-Street	\$1.70ph \$11.50 daily	Commuter, visitor	City
Beach Street (#12B)	212	Off-Street	\$1.70ph \$11.50 daily	Commuter, visitor	City
Woolstores	296	Off-Street	\$3.00ph \$10.00 daily	Visitors	Secure
Point Street (#6)	296	Off-Street	\$1.70ph \$11.50 daily	Commuter, visitor	City
Ord Street	93	On-Street	Free, untimed	Visitors, Commuter	City
TOTAL	1,168				

The off-street car parking mapping and survey indicates the CAT routes are well served by public and private car parking (or vice versa), with a number of peripheral car parks offering comparably cheap hourly and daily rates.

The analysis of usage of bays and opportunities to increase revenue from currently free bays sought by Council's resolution has identified opportunities along Marine Terrace (122 bays) and Ord Street (93 bays). The City's parking team has already been investigating options for these areas (enabled by updates to the City's Parking Local Law currently in train) however note that additional revenue generated is unlikely to be significant given the relatively low rate chargeable in peripheral locations, and modest demand. There are also likely to be flow on consequences associated with parking displacement, requiring additional management.

Extending/re-routing CAT service to include additional (existing) peripheral parking at East Street was also examined (refer Route Alternative options 7 and 10 in Appendix 2). It is considered unlikely that additional revenue raised would offset the additional cost of the route extension.

6. FUNDING OPTIONS

In accordance with the June 2020 Council resolution, several potential CAT funding options were investigated and consultation undertaken with key state and other stakeholders (Public Transport Authority, Department of Tourism, UNDA, Department of Education etc). Refer Appendix 3 for details. In summary:

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- Discussion with potential third party contributors to the CAT service indicate that additional funds are highly unlikely given the economic climate, existing services and funding arrangements.
- A parking levy is considered impractical due to factors associated with acts of Parliament, management and potentially problematic given the flow on financial, economic and investment consequences.
- Some modest additional revenue may be generated through the introduction of fees for currently free peripheral parking on the routes (as discussed in section 5.4 above)
- A Specified Area Rate for properties most benefitting from the CAT service could potentially off-set some of the cost of the CAT and address some of the equity concerns periodically raised by unserved ratepayers, but would be subject to consultation and would be likely to be unpopular. It would also require Council to delineate the proportion of the service deemed local (which could reasonably be allocated to benefitting residents and businesses) versus that which contributes to broader strategic objectives (which are more reasonably borne by the broader community). A 50% contribution, as an example, has been estimated to require an average payment by each property owner within 400m of a CAT route of approximately \$56 p/a (noting that a rating approach would see this apportioned based on GRV). Exclusion of commercial city centre properties which already pay an SAR relating to cleaning and safety services would increase this cost. Refer Appendix 3 for further detail.

7. CONCLUSIONS

The CAT review has identified the following key conclusions:

- The current CAT service has evolved over time to provide a valuable and well patronised central area transit. It serves both existing residential areas in the city centre and South Fremantle, emerging residential areas to the north east of the city centre and key commercial and visitor/tourist destinations.
- Increasing catchments and routes results in an increase in cost, which is undesirable in the current financial context. The current route represents the most efficient available for the current cost.
- Reducing the route provides cost saving opportunities but result in a reduction in service, which conflicts with the primary objective of the service identified by Council.
- Additional and/or external funding for the CAT service is highly unlikely within the foreseeable future.
- Some modest revenue generation may be achievable through introduction of fees to currently free parking on the CAT routes along Ord Street and Marine Terrace.
- The most feasible modified funding source could be a Specified Area Rate but is untested for community interest at this time, and introduces administrative complexities.
- Maintenance of the current CAT service is desirable and aligns with Council's strategic objectives but must be weighed against other priorities (also contributing to Council's goals) and opportunity cost.
- It is challenging to robustly measure the contribution of any given service option towards various strategic objectives because of the absence of data on patron profile and preference. Opportunities to address this are being investigated.

APPENDIX 1 – HISTORY & DEVELOPMENT OF CAT SERVICE

1996 – 1998 Free Transit Zone (FTZ)

The early Free Transit Zone system for the city centre used the 'multi-rider' bus pass (superseded by the current Smartrider). The Free Transit Zone did not achieve a significant travel mode shift (i.e. increase in bus public transport use) and surveys at the time indicated most customers were 'captive' users such as the elderly and young.

Cost: \$120,000 pa. NB PTA advised foregone revenue estimates were greater than \$300,000.

Funding source: City funded.

1997-2000 The Fremantle Clipper

The Fremantle Clipper was introduced on weekends throughout select periods of the year. The service was designed to help the transport network cope with the influx of visitors attending special events, particularly using parking in the city centre. The service ran between 10am and 6pm on weekends at a 15-minute frequency. This service was very popular and it evolved into the CAT service in 2000.

Cost: Approx. \$86,000 (Full cost) (November – June)

Funding source: 50/50 funding split between the City and PTA.



Figure 1 - Fremantle Clipper Route

2000 – Present : CAT Service

The initial service operated as a 'figure 8' route to origins and destinations in the city centre and South Fremantle/South Terrace. The initial route only ran to South Street, extending to Douro Road and South Beach in 2002/2003 in recognition of the growing popularity of the beach, and South Terrace corridor. When the new Maritime Museum was opened in 2004, the CAT service was also modified to serve the tourist and visitor attraction.



Figure 2 – Figure 8 Route

2011 CAT Route Separated

In 2011, the single 'Figure 8' route was separated into the Red and Blue CAT to improve legibility (two simple 'loops') and reduce total journey times. The update also involved introduction of a second bus on the longer Blue CAT route and consequent increase in frequency (e.g. 10 and 15-minute intervals).



Figure 3 – Current CAT routes

The initial cost was split 50/50 between the PTA and City at \$360,000 pa (City contribution). The City introduced Sunday paid parking to help off-set costs. The CAT service agreement was changed to 60%/40% split in 2004 to reflect the PTA's funding structure (local government/other stakeholders to pay the majority of cost with the PTA managing the service including bus contractor).

Cost: \$1,150,000 pa (2019)

Funding source: 60% City of Fremantle (\$669,000), 40% PTA (\$460,000).

2007-2008 FreoStar

The FreoStar suburban bus was started to provide a 'sister service' to the CAT, connecting residential areas to the city centre. The FreoStar ran on weekends between 10am to 6pm every 30 minutes using two small 16 seater buses owned by the City. The service consisted of two separate routes chosen to service residential areas that were not within easy walking distance of an existing high frequency transport route. One route ran from the southern part of Beaconsfield to Hilton and Samson to the Fremantle Town Hall and the other ran from the Gibson Park Precinct and northern White Gum Valley to the Fremantle Town Hall. The service was discontinued due to low patronage.

Cost: \$105,000 pa.

Funding source: City funded.

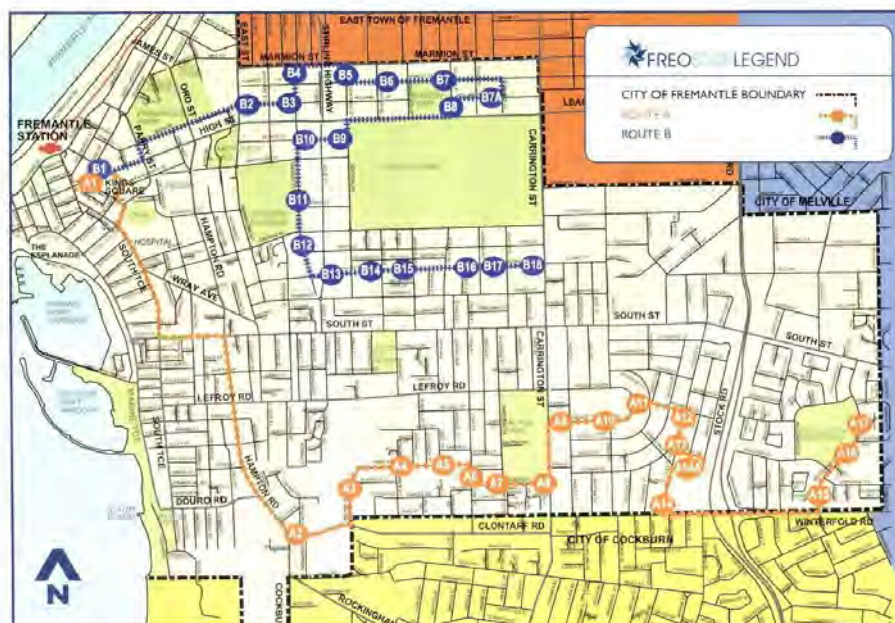


Figure 4 - 1998 Freo Star Routes

2013 CAT Review: Extension to South Beach Village

In 2012/13, with the emerging development in and around Cockburn Coast and establishment of the 'South Beach Village', the City of Cockburn investigated the feasibility of extending the CAT service into South Beach Village in North Coogee. The PTA and City gave advice on the service structure, costs and technical aspects of the CAT which Cockburn Council considered. It was not pursued due to additional cost (requiring at least one further bus to commence) and the challenges of road/subdivision layout which restricted bus access and turn-arounds.



Figure 5 – South Beach Village layout

2014 CAT Review

This review provided a summary of the service's operation in 2014 and suggested improvements. The service operation indicated good Red and Blue CAT patronage overall (almost a million passengers with 20% Red CAT and 80% Blue CAT) with day to day patronage rates relatively constant. Improvement recommendations included:

- Greater emphasis on marketing/advertising of the service and its convenient connections to City events/facilities,
- Improving user data gathering and
- Improved wayfinding signage.

There were also internal suggestions for route changes to capture the Army Museum, Monument Hill and High street, service major events and later run times on the weekend and over summer. Extension of the service to North and East Fremantle and connections to peripheral parking and a combined Red and Blue "counter flow" option was also considered.

Wayfinding signage in the city centre was installed in 2016, however CAT service marketing and passenger data collection remained unchanged. Extending CAT operating hours, additional route changes, extensions to routes and 'counter flow' services resulted in considerable increases in cost and were not pursued.

2015 Curtin Student Review

A Curtin University PhD student undertook a further review of the CAT bus service with a view to identifying improved efficiency and integration into surrounding suburbs. It included the option of extension into the suburbs of Bickton and East Fremantle in the context of council amalgamations being considered at the time. The review identified a number of issues including:

- uncertainty of patronage numbers and types of users due to lack of automated recording,
- patron uncertainty of length/duration of trips,
- lack of awareness that it is a free (subsidised) service,
- lack of data on residential needs, cost benefit
- uncertainty of local residential needs and data to define social and financial benefit,
- duplication with fee paying bus routes.

The review suggested:

- joining the Red and Blue CAT's to one 'figure 8' service and extension to include East Street,
- Reducing the size of the buses (as the majority of buses are less than half full)
- Improvements to the reach of the CAT service, integrating East Fremantle and Bickton/Palmyra and
- Extending operating hours on Friday and Saturday

Cost Estimates

Recommendation costs varied from the reintroduction of the figure 8 route with existing buses at (\$1.5 million pa, assuming a 40% City contribution of \$630,000) to \$3 million for extension of routes to include Hampton Road and along Preston Point Road in East Fremantle (assuming a 70% City contribution of around \$880,000). Costs to extend into Palmyra and Bickton were not provided and ultimately none of the suggestions were pursued.

2017 CAT service extension and Free Transit Zone investigation

An investigation was undertaken into the feasibility of a Free Transit Zone for the entire City area and city centre, including options to extend the CAT to North Fremantle and East Fremantle. The investigation also included options for free/subsidised public transport for City residents.

The review concluded that the City was well served by buses and there were few catchment gaps (although some routes are more frequent than others e.g. infrequent north-south connections from North Coogee). The study indicated that the Red CAT key destinations of the Arts Centre and Leisure Centre were not well served with regular bus public transport. The investigation stated the purpose of a CAT bus system is to have buses continuously circulating (i.e. not on a timetable) for relatively short routes within a central area. The objective is not to compete with existing bus routes or to operate like a conventional bus route (i.e. longer routes on a fixed timetable).

Discussion with PTA officers on a Free Transit Zone option indicated that, due to the Transperth fare zone banding structure (originating from Perth as a single central point) and the Smartrider ticketing software, it would be very costly to re-engineer the system to accommodate a Free Transit Zone in Fremantle. PTA indicated that even the completion of a preliminary technical feasibility assessment and fee estimate would require significant funding.

Appendix 1

Central Area Transit (CAT) Review 20/21

The study recommendations included undertaking a comprehensive CAT census, improving City/event marketing and promoting CAT services, improving public awareness of other bus and transport services, investigation for City subsidisation of other bus services and further investigation to link public transport cost to parking management.

Cost Estimates

- North Fremantle extension additional \$365,000 pa. Total cost of CAT service \$1,380,000 pa (City's contribution \$828,000 pa).
- East Fremantle extension additional \$135,000 pa. Total cost \$1,150,000 pa (City's contribution \$690,000 pa).
- Free Transit Zone: cost would depend on ridership (to compensate PTA foregone fare revenue). Estimated at between \$300,000 - \$600,000 pa. plus set up and establishment costs (estimated at around \$1,000,000).

APPENDIX 2 - ROUTE EFFICIENCIES AND OPTION SCENARIOS

An investigation was undertaken on the current and potential future route change scenarios taking into account route efficiencies, maximising access to residents and visitors to key destinations and services. The assessment includes estimated catchment, route length, additional or subtracted origin/destinations and cost estimates. Fourteen options were initially considered, broadly based on the features of the current CAT service as per one of the options requested by Council.

Cost estimates are high level and are based on a cost per kilometre travelled from the current CAT service cost. The cost estimates also take into account Transperth service/administration cost and bus leases. The cost estimates assume the 2019 level of frequency and number of daily trips.

Option 1 - Return to 'Figure 8' Single CAT Option



Combined Red and Blue CAT routes

Appendix 2

Central Area Transit (CAT) Review 20/21



Stopping pattern and route (2005 timetable)

Overview

Return to a 'figure 8' bus route, combining both Red and Blue CAT services.

Existing Route Length	10.2km total (Red 4.5km Blue 5.7km)
New Route Length	10.2km
Estimated Catchment	6448 properties
Public Transport Connectivity*	High - Fremantle station, South Terrace & South Street bus routes
Legibility^	Medium – extended loop may cause passenger confusion
Tourist/Visitor Destinations	Cruise ship terminal, Victoria Quay, Fishing Boat Harbour, Arts Centre, South Beach, Shipwreck Museum, Maritime Museum, Roundhouse
Service / Recreation Destinations	Fremantle City Centre, Leisure Centre, South Terrace, South Beach
Peripheral Parking	South Beach, Ord Street, Beach Street, Marine Terrace, Victoria Quay
Cost estimate	\$1.1 million (CoF Share: \$670,000) at current frequency (10-15 minutes)
Comments: The route configuration of the CAT service has evolved over time since its inception in 2000. The current two routes of the Red and Blue CAT's have evolved to: • Increase in catchment/route from South Street to Douro Road in South Fremantle. • Separation from the 'figure 8' loop model to the current Red and Blue CAT routes. This was to allow greater legibility/simplicity for each route and increase frequencies in a cost-effective way e.g. two buses on the popular Blue route enable a 10 min frequency and one bus on the Red route enables a longer 15-minute frequency (with a shorter route distance). • When the CAT service operated as a figure 8 loop, analysis and passenger feedback indicated a dissatisfaction with route legibility and times taken to reach destinations. For example, assuming a clockwise loop, a passenger boarding at the train station/Phillimore Street stops (the 'primary' stop for each CAT) and whose destination was South Terrace/South Beach would have to travel the additional distance past the Leisure Centre etc (i.e. Red CAT route) then back into South Terrace. The figure 8 route (with 10-minute service) was often met with delays occurring because of the following:	

- The Marine Terrace/South Terrace section was very popular with frequent stops. There was often a case where the later bus would be catching up to the earlier one because of the high number of stops that were being made along this route. The entire route was unbalanced in terms of demand.
- There were delays caused by the Ord Street/James Street section due to the signalised intersections at James Street/Queen Victoria Street and Ord Street/High Street.
- With only 3 buses, achieving the 10-minute interval was not possible. The entire loop journey would take a considerable amount of time and was one way. There were examples of tourists or similar not familiar with the area getting on the CAT wanting to go a short distance to popular destinations, instead having to endure a lengthy bus tour. It is understood that drivers were receiving negative feedback from users regarding buses being late.
- The PTA undertook community consultation on the CAT bus service which indicated that the separation of the CAT service to two distinct routes was supported.
- A 'contraflow' option (i.e. a bus running each way) would increase cost due to potential additional bus required and increase in kilometres travelled

*Connection to other bus and train public transport services

^aLegibility is measure on whether the route is simple and easy to understand

Option 2 - Blue CAT reduction to South Street



Blue CAT route reduction to South Street

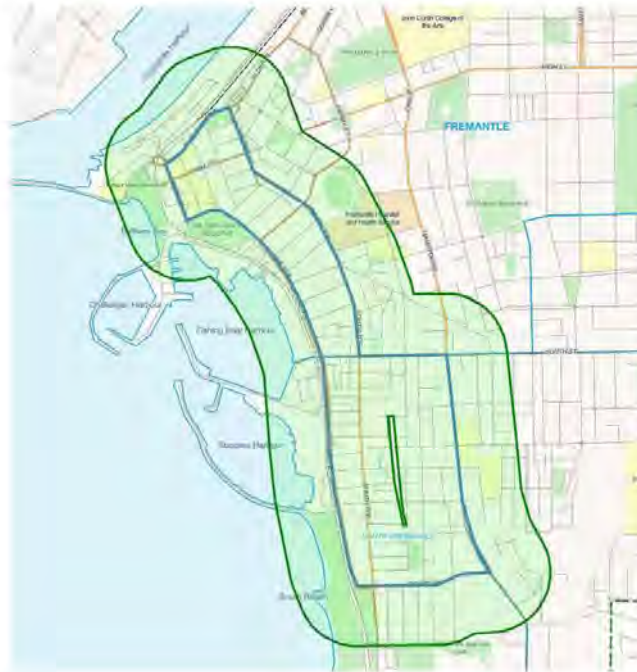
Overview

This reduces the Blue CAT route by 2.5 km. South Street is the only street along this route which is configured to allow CAT bus turning (e.g. streets south of South Street to Douro Road are too

narrow or constrained by on-street parking to allow safe bus turns). The option brings the Blue CAT service more in line as a central area service.

Existing Route Length	5.7km
New Route Length	3.4km
Estimated Catchment	3586 properties – reduction by 1171 properties
Public Transport Connectivity	High - Fremantle station, South Terrace and South Street bus routes
Legibility	High – simple loop route
Tourist/Visitor Destinations	Fishing Boat Harbour, Shipwreck Museum, Maritime Museum, Roundhouse
Service / Recreation Destinations	Fremantle City Centre, South Terrace
Peripheral Parking	Victoria Quay, Marine Terrace
Cost estimate	-\$138k (City contribution)
Comments: • Reduces catchment in South Fremantle residential areas. • Reduction to South Beach/South Terrace activity areas and Marine Terrace commercial area and peripheral parking. • The South Terrace section of the route is already well serviced by existing Transperth bus services, including high frequency routes (up to South Street) • Route reduction would result in a reduction of cost	

Option 3 - Hampton Road – Douro Road – South Street - Marine Terrace



Blue CAT route expansion Marine/Douro/Hampton

Overview

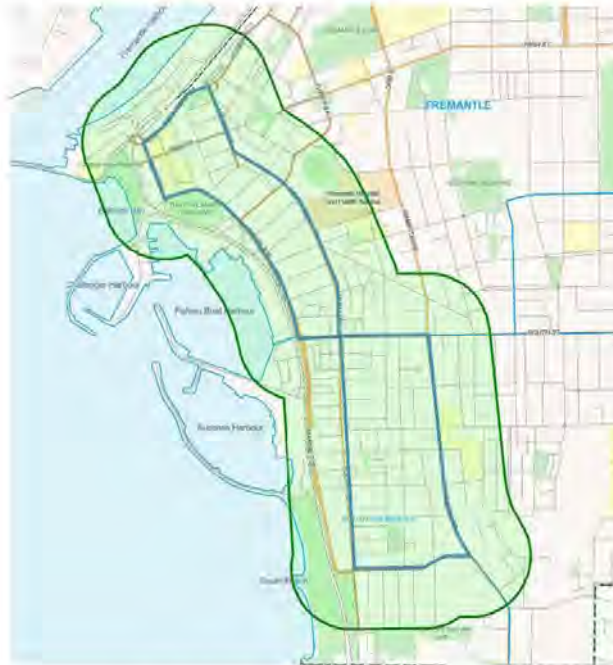
Option 3 removes the southern section of South Terrace and redirects the route along Douro Road, Hampton Road and South Street. The 300m catchment is still maintained along South Terrace and the catchment extends along Hampton Road.

Existing Route Length	5.7km
New Route Length	6.6km
Estimated Catchment	5989 properties – increase by 1232 properties
Public Transport Connectivity	Medium – Fremantle Station, Hampton Road, South Street, reduction from South Terrace
Legibility	Medium (circle route deviation along South Street)
Tourist/Visitor Destinations	Fishing Boat Harbour, Shipwreck Museum, Maritime Museum, Roundhouse
Service / Recreation Destinations	Fremantle City Centre, South Terrace, South Beach, South Fremantle shopping centres
Peripheral Parking	Marine Terrace, Victoria Quay
Cost estimate	+\$54k (City contribution)
Comments: • Extends Blue CAT catchment to other side of Hampton Road • Adds 2 popular shopping centres in 300m catchment • Removes residential and activity area along South Terrace, south of South Street • Increases route length which increases cost • Replicates high frequency bus routes of the 999 and 998 (as well as seven routes on Hampton Road) • Limited opportunities for bus stops on Douro Road, particularly close to shopping centres • Removes bus service along South Terrace south of South Street only served by the low frequency 532.	

Appendix 2

Central Area Transit (CAT) Review 20/21

Option 4 Hampton Road – Douro Road – South Street – South Terrace



Blue CAT route expansion Hampton Road / Douro Road /South Street /South Terrace

Overview

Option 4 redirects the Blue CAT from the southern section of Marine Terrace and includes the Douro Road, Hampton Road and South Street loop; extending the route catchment and links to shopping centres on Hampton Road, whilst maintaining the Marine Terrace catchment.

Existing Route Length	5.7km
New Route Length	7km
Estimated Catchment	5978 properties - increase by 1221 properties
Public Transport Connectivity	High - Train Station, South Street and Hampton Road bus routes
Legibility	Medium - circle route deviation along South Street
Tourist/Visitor Destinations	City centre, Fishing Boat Harbour, Shipwreck Museum, Maritime Museum, Roundhouse
Service / Recreation Destinations	Fremantle City Centre, South Terrace, South Beach, South Fremantle shopping centres
Peripheral Parking	Section of Marine Terrace
Cost estimate	+\$78k (City contribution)
Comments:	
• Extends Blue CAT catchment to eastern side of Hampton Road • Adds 2 popular shopping centres in 300m catchment	

- Increases the route length from 5.6 to 7 km which increases cost
- Duplicates Transperth bus services on Hampton Road and South Street.
- Limited opportunities for bus stops on Douro Road, particularly close to shopping centres
- Reduced catchment to Marine Terrace peripheral parking

Option 5 - South Terrace - Hampton Road Loop



Blue CAT/Red CAT merge with South Terrace/Hampton Road Loop

Overview

Option 5 is a modified 'figure 8' route and expands the Blue CAT loop route to Douro Road and Hampton Road, taking the Red CAT route of Ord Street/Parry, Beach Street, Cantonment Street and Queen Street; expanding the catchment east of Hampton Road, whilst maintaining the Marine Terrace catchment.

Appendix 2

Central Area Transit (CAT) Review 20/21

Existing Route Length	5.7 km
New Route Length	7.5 km
Estimated Catchment	7905 – increase by 1457 properties
Public Transport Connectivity	High – Train station, connection to Hampton Road and South Terrace bus
Legibility	High – simple loop route
Tourist/Visitor Destinations	City centre, Fishing Boat Harbour, Shipwreck Museum, Maritime Museum, Roundhouse
Service / Recreation Destinations	Fremantle City Centre, South Terrace, South Beach, South Fremantle shopping centres
Peripheral Parking	Marine Terrace, Victoria Quay, Beach Street
Cost estimate	+\$108k (City contribution)
Comments: • Combines sections of the Red and Blue CAT routes and extends CAT catchment east of Hampton Road • Still captures Marine Terrace catchment • 2 shopping centres at South Fremantle • Captures Hampton Road neighbourhood centre • Catchment reduced for city centre destinations such as Notre Dame and museums • Additional route length increases cost • To maintain 10-15-minute frequency it is likely to be a contraflow service which increase distance travelled and bus numbers which will increase service cost. • Duplicates high frequency bus services along Hampton Road and South Terrace (north of South Street)	

Option 6 - Red CAT Extension East Street



Appendix 2

Central Area Transit (CAT) Review 20/21

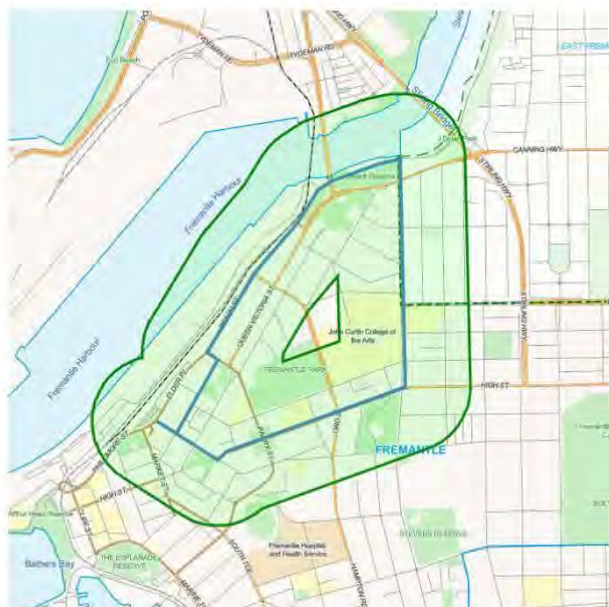
Red CAT East Street expansion

Overview

Option 6 extends the catchment of the Red CAT route from Ord Street/Parry Street to East Street and down Vale Street/Finnerty Street to serve the R160 high density Burt Street redevelopment. Maritime Museum loop is removed.

Existing Route Length	4.5km
New Route Length	4.6km
Estimated Catchment	3620 – increase by 380 properties (note – ToEF property base unavailable)
Public Transport Connectivity	Low – Train Station (with limited high frequency bus routes on High Street)
Legibility	High – simple loop route
Tourist/Visitor Destinations	City centre, Arts Centre
Service / Recreation Destinations	Two secondary schools, Leisure Centre
Peripheral Parking	Beach Street
Cost estimate	+\$4k (City contribution)
Comments: - Increases residential catchment to a small section of East Fremantle and Fremantle - Serves new high density development on Burt Street - Increases catchment to tourist destination of the Army Museum and residential destination of Cantonment Hill - Re-directs the route away from the Fremantle Leisure Centre - Road geometry at East Street/Vale Street and Finnerty Street/Ord Street may not accommodate bus turning - Additional route length increases cost - Reduced service to Maritime Museum and Victoria Quay.	

Option 7 - Red CAT East Street – Beach Street Loop



Red CAT expansion East Street/Beach Street

Overview

Option 7 increases the Red CAT route to East Street and along Beach Street to extend the catchment and connect the river foreshore with peripheral parking and the north east end of the city centre. Maritime Museum loop is removed.

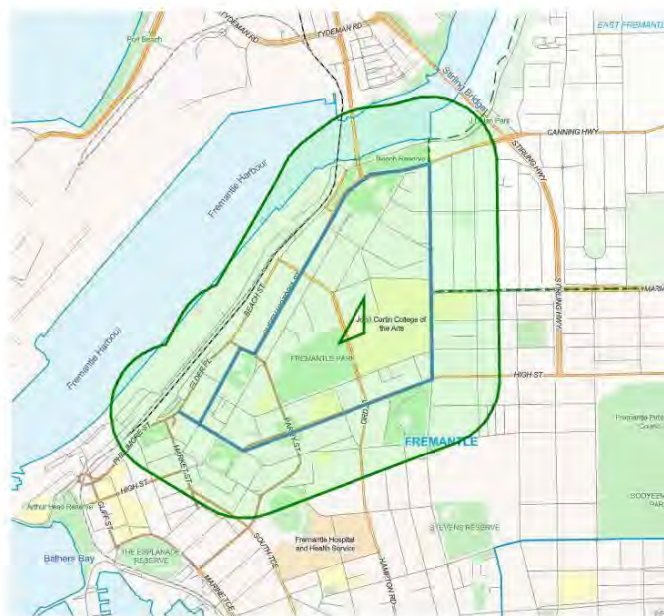
Existing Route Length	4.5km
New Route Length	5.8km
Estimated Catchment	3868 – increase by 286 properties (note – ToEF property base unavailable)
Public Transport Connectivity	Low – Train Station, limited access to high frequency bus routes
Legibility	High – simple loop route
Tourist/Visitor Destinations	City centre, Beach Street reserve/Containerbow
Service / Recreation Destinations	Leisure centre, two secondary schools,
Peripheral Parking	Beach Street, East Street Jetty
Cost estimate	+\$52k (City contribution)
Comments: - Increases catchment into East Fremantle (would likely require ToEF monetary contribution) - Connects new tourist/visitor to Beach Street, Containerbow and Cantonment Hill/Naval Store	

- Increases access to East Street Jetty peripheral parking
- Connects to Monument Hill.
- Beach Street catchment (west) does not have a large resident/visitor presence (though is zoned for redevelopment)
- Additional route length increases cost
- Reduced service to Maritime Museum and Victoria Quay

Option 8 - Red CAT East Street – Canning Highway

Overview

Option 8 seeks to connect a greater catchment area and peripheral car park to the north (East Street jetty) in a loop configuration. It extends the route to East Street to Beach Street. This option has the route running along Canning Highway. A further option iteration could include deviation along James Street to Beach Street (catchment and route length remain the same). Maritime Museum loop is removed.



Red CAT expansion East Street/Canning Highway

Existing Route Length	4.5km
New Route Length	4.1km
Estimated Catchment	3874 – increase 292 properties (note – ToEF property base unavailable)
Public Transport Connectivity	Medium – Train Station, connection to high frequency bus on High Street/Canning Highway
Legibility	High – simple loop route
Tourist/Visitor Destinations	City centre, Beach Street reserve/Containerbow

Appendix 2

Central Area Transit (CAT) Review 20/21

Service / Recreation Destinations	Two secondary schools, primary school, Beach Street reserve, Monument Hill, Cantonment Hill
Peripheral Parking	Beach Street, East Street Jetty
Cost estimate	-\$16k (City contribution)
Comments: • Extends the catchment to East Fremantle including East Fremantle Primary School and George Street activity area. • Extends to the East Street Jetty car park (underutilised during weekdays) • Connects to the Containerbow visitor attraction. • More direct connection to John Curtin College. • Connects to Monument Hill and Cantonment Hill/Naval Store. • Beach Street catchment (west) does not have a large resident/visitor presence (though is zoned for redevelopment) • Re-directs the route away from the Fremantle Leisure Centre and Arts Centre • Slight reduction in route length results in cost saving.	

Option 9 - Red CAT Fremantle Suburb Extension



Red CAT expansion Eastern Fremantle

Overview

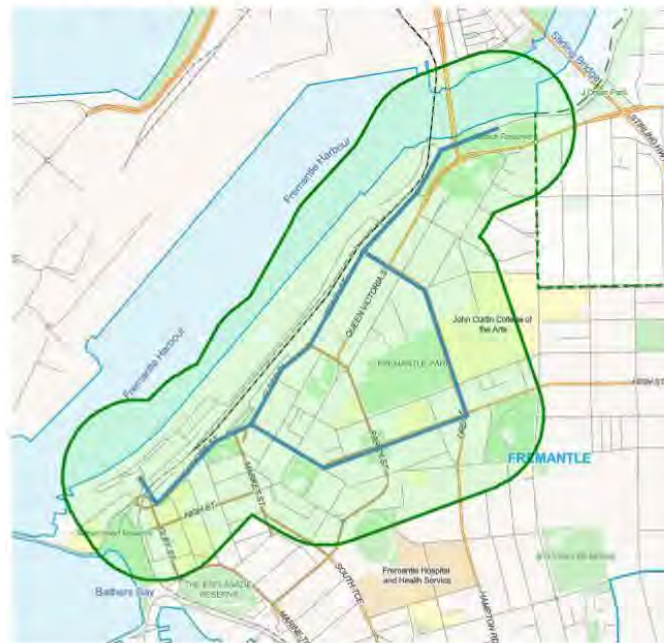
Option 9 is a suggestion from a resident to reconfigure the Red CAT loop to include Finnerty/Vale Streets, East Street, High Street, Swanbourne Street, Knutsford Street and Amhurst Street. The intention is to extend the service to increase the catchment into the eastern section of Fremantle, Monument Hill and new redevelopment at Burt Street and Knutsford Street/Swanbourne Street.

Appendix 2

Central Area Transit (CAT) Review 20/21

Existing Route Length	4.5km
New Route Length	5.7
Estimated Catchment	4030 – increase of 448 properties
Public Transport Connectivity	Low – Train Station and minor connection to high frequency bus service on High Street
Legibility	Low – multiple route changes
Tourist/Visitor Destinations	City centre, Arts Centre,
Service / Recreation Destinations	Two secondary schools, primary school, Monument Hill, Leisure Centre
Peripheral Parking	Beach Street
Cost estimate	+\$48k (City contribution)
Comments: • Extends catchment into the eastern section of the suburb of Fremantle • Extends catchment to new development areas (Knutsford and Swanbourne redevelopment areas) • Monument Hill access is improved • Includes access to Fremantle Primary School • Includes Burt Street high density residential redevelopment • Duplicates bus routes on High Street • Increase in route length results in cost increase • Likely to require an additional bus to maintain service frequency due to increase route and dwell times/multiple intersections • Road geometry at Finnerty Street/Ord Street might not allow bus movements	

Option 10 - Extend Red CAT to northern peripheral car park at Beach Street



Red CAT 'Turnaround' at Beach Street

Overview

Option 10 retains the existing Red CAT loop route but extends the Beach Street route section to the Beach Street Reserve to capture peripheral parking, cafes, Containerbow destination and extends the catchment to Cantonment Hill and into a section of East Fremantle. Maritime Museum loop retained.

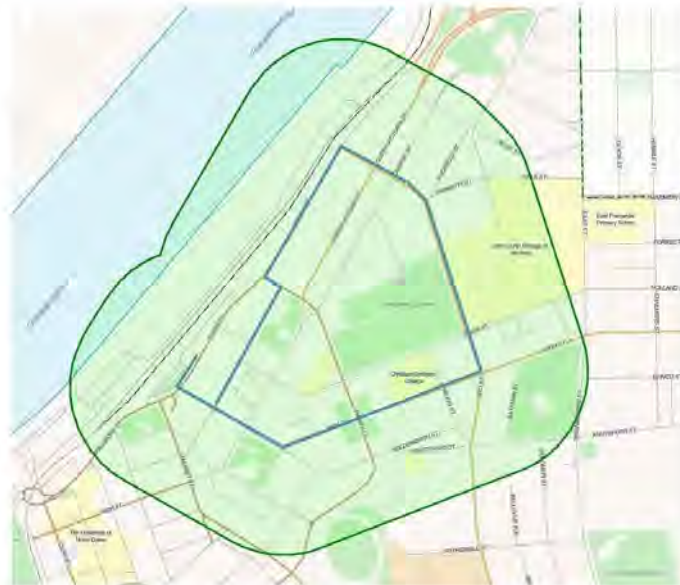
Existing Route Length	4.5km
New Route Length	5.4km
Estimated Catchment	4014 – increase in 432 properties
Public Transport Connectivity	Low – Train Station and high frequency bus service only on High Street
Legibility	Medium – Deviation to serve Beach Street/East Street jetty
Tourist/Visitor Destinations	Victoria Quay, Containerbow, Arts Centre, Can
Service / Recreation Destinations	City centre, two secondary schools,
Peripheral Parking	Victoria Quay, Beach Street, East Street Jetty
Cost estimate	+\$8k (City contribution)
Comments: • Connects to Beach Street peripheral parking • Serves east end redevelopment area (currently lower population density) • Connects visitor destinations of the Containerbow and Cantonment Hill/Naval Store	

Appendix 2

Central Area Transit (CAT) Review 20/21

- Addition to route length increases cost
- Could result in passenger confusion due to extension to East Street Jetty and route configuration

Option 11 - Reduce route length service by removing Victoria Quay



Red CAT reduction – Victoria Quay

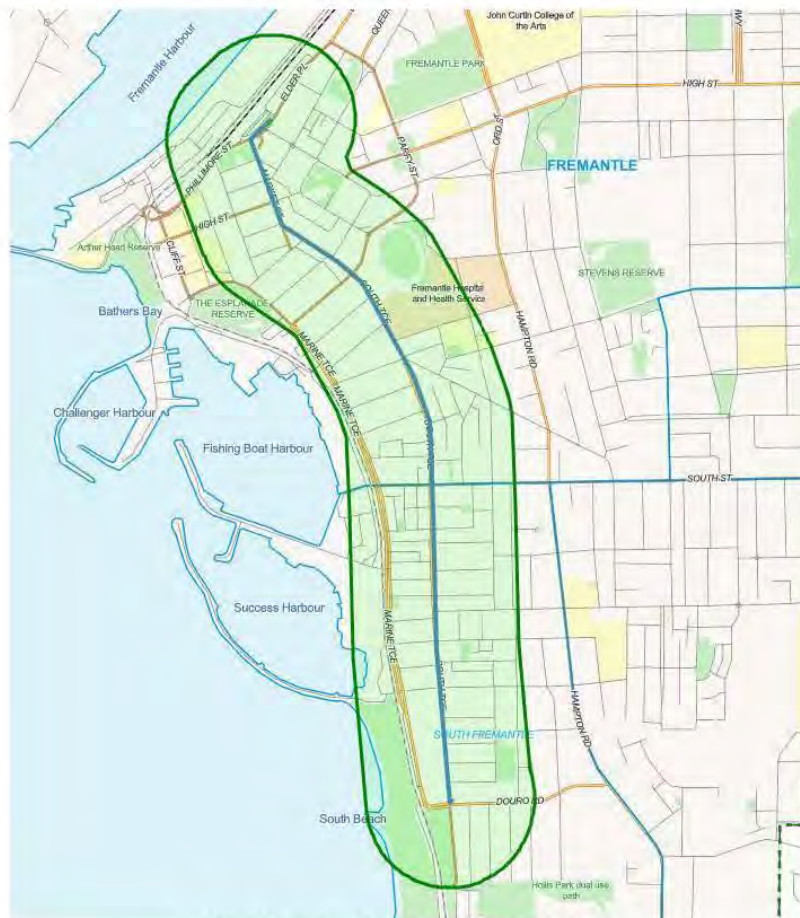
Overview

Option 11 for the Red CAT route removes the extension into Victoria Quay to reduce the overall route length. It assumes passengers and visitors would enter Victoria Quay via the existing bus stops on Phillimore Street adjacent to the train station and the existing rail pedestrian crossing.

Existing Route Length	4.5km
New Route Length	4km
Estimated Catchment	3225 – reduction 357 properties
Public Transport Connectivity	Low – train station and section of high frequency bus route on High Street
Legibility	High – simple loop route
Tourist/Visitor Destinations	City centre
Service / Recreation Destinations	Leisure centre, two secondary schools, Arts centre
Peripheral Parking	Beach Street
Cost estimate	-\$20k
Comments:	

- Reduces visitor/tourist destination at Victoria Quay
- Reduces link to peripheral parking at Victoria Quay
- Slightly reduces the catchment
- Slightly improves legibility by removal of the Maritime Museum loop by simplifying the route
- Reduction in route length reduces cost

Option 12 – Blue CAT Shuttle Service



Market Street – South Terrace Shuttle Route

Overview

Option 12 changes the Blue CAT loop service to a shuttle service from the Fremantle Train Station to South Beach, along Market Street, South Terrace and a turnaround at Douro Road

Note – a Red CAT shuttle service was investigated and the current route configuration and road network cannot accommodate a 'turnaround' or connection to key destinations and the current loop configuration was deemed the most efficient.

Existing Route Length	5.7km
New Route Length	5.4km
Estimated Catchment	4649 – reduction in 108 properties
Public Transport Connectivity	Low – train station, connection to high frequency bus service on South Tce ends at South St
Legibility	High – simple straight shuttle route
Tourist/Visitor Destinations	City centre, South Beach, South Terrace entertainment/hospitality
Service / Recreation Destinations	South Beach, city centre
Peripheral Parking	Marine Terrace
Cost estimate	-\$12k
Comments: - Retains a similar catchment but reduces catchment to Marine Terrace and surrounding maritime land uses - Reduces public bus service along Marine Terrace (no current bus service) - Reduces connection to the Esplanade, Fishing Boat Harbour and sections of the City centre - Increases walking distance from popular bus stop at South Beach - Reduction of route length results in a reduction of cost	

Option 13 - Discontinue Red CAT Reinstate Blue CAT 10min Frequency

The advantage to Option 13 (similar to the current service reduction) is that it will reduce cost and that the Red CAT is the least patronised (20% of CAT patronage). The disadvantage is that it would reduce service to eastern and central area of the city centre including John Curtin College Arts, Christian Brothers College, eastern residential areas (including vulnerable residents) Fremantle Arts Centre, Leisure Centre and Maritime Museum. It would also reduce a seasonal service to the cruise ship industry. Approximately \$284k City contribution (saving of \$385k). Cost estimate is based on current (COVID-19) operational costs with increase in bus.

Option 14 - Reduce Red and Blue CAT to 15/20min service

The advantage in the overall reduction to the Blue and Red CAT frequency would be the overall reduction in operational cost as it would likely result in the reduction of bus and driver requirements from 3 to 2 (one bus each service). The disadvantage in this option is that it reduces to service by reducing the convenience associated with a higher frequency, legible bus service. Cost estimate savings are based on the current CAT service variation of 60% contribution of 240k assuming only two buses required on 2 routes, with a saving of \$135k.

APPENDIX 3 - FUNDING MODEL INVESTIGATION

Several CAT service funding models have been explored, ranging from fee paying to Specified Area Rates (SAR).

State/City Funding Options

City officers wrote to Tourism WA, the Department of Education and the PTA regarding the value of the CAT service and opportunities to review funding apportionment. Responses indicated that what the value of the CAT is appreciated, there is no appetite to increase state funding towards it. The PTA noted that the 40% contribution currently paid exceeds its contribution towards other similar services, and its model of a 1/3 : 2/3 split.

Fare Paid Option

A fare paid option was investigated, similar to the Rockingham Shuttle (555) and Subiaco Route (96/97). Due to the relatively short route lengths, both CAT routes would be in a '2 section' fare zone which incurs an adult Smartrider fare of \$1.98 or a cash fare of \$2.20. Concession Smartrider fare is 90c or a \$1 cash fare. Using an average annual CAT bus boarding estimate and an estimated split of concession use (e.g. student and senior use) cash and Smartrider use, an annual fare income is estimated in the table below.

Average Annual Boarding's 2000-2020 - 846,291				
Fares	% Users	Boarding's	Annual Fares	Total Fare Income
Adult Smartrider at \$1.98	60	507,774	\$1,005,393	\$1,530,094
Concession Smartrider at \$0.90	20	169,258	\$152,332	
Adult Cash at \$2.20	20	169,258	\$372,368	

This estimate indicates if the CAT service was fee paying *and patronage levels were maintained*, it could cover the cost of the existing service. If 100% of annual users were concession holders paying cash (e.g. \$1.00 fare) it still would cover over 50% of the overall cost of the current service. However, there are limitations:

- The Fremantle, Perth and Joondalup CAT services have always operated as a 'free' public bus service. There is a local and metropolitan wide experience and expectation that a CAT service is free, this adding to its appeal and perception of ease of use. Introducing a fare paid system is highly likely to result in a reduction in patronage.
- Discussion with the PTA staff indicates they would not support a fare paid option. The PTA consider the city centre to be well served by bus public transport (particularly compared to many other locations) and, as such, its continued subsidization of the additional (but paid) CAT service could not be justified.

Other Contributors and CAT Service Input

City officers met with Notre Dame University (NDU) Department of Education/John Curtin College of the Arts, Fremantle Chamber of Commerce and Town of East Fremantle to discuss the CAT review and to gather wider input into the service as well as investigate future opportunities for funding.

Notre Dame University

NDU representatives advised of its support for the service for its students and staff, as well as the community and advised they will discuss service and funding options internally. Further communication is being pursued however without any clear conclusion to date. Given the current tertiary sector funding challenges, is considered unlikely to realise an outcome in the short to medium term.

Department of Education and John Curtin College of the Arts

The Department of Education and John Curtin College of the Arts advised that public transport is a PTA/Transperth responsibility. John Curtin advised that whilst they support the service, most students do not use the CAT, except occasionally in wet weather.

Fremantle Chamber of Commerce

Fremantle Chamber of Commerce comments (in summary) include:

- Service Requirements, the importance of connecting residents and commuters to South Fremantle and South Beach, North Fremantle and potentially East Fremantle's George Street back into Fremantle (looking at shared funding models with the Town of East Fremantle to co-fund one route out to George St and the City of Cockburn to co-fund bus down South Beach, North Coogee & Port Coogee).
- Some consideration of business users for movement for meetings across Fremantle (low volumes but an important service)
- Tourists and visitors (hard to define in post COVID-19) but monitoring will be required as borders will open up. Note if Fremantle Tourist Trams don't continue the CAT becomes a more important service for access for Cruise Ship arrivals, Rottnest Terminal arrivals, Prison, Fishing Boat Harbour and other attractions
- Future considerations and planning strategies e.g. Port development – Victoria Quay or North Port, Southern Corridor and what this means for service routes and volumes.
- Free Transit Zone – a logical and good option. Question centres around who pays for this? Proposal to fund by car parking like City of Perth less than desirable
- Levying of costs on businesses not supported.
- Some members suggest extending hours of operation of the Blue CAT to serve hospitality venues along the route.

Town of East Fremantle

Preliminary discussion with the Town of East Fremantle was held in late December 2020. The Chamber of Commerce advised a CAT extension and/or service was identified in recent community visioning engagement. Town of East Fremantle officer was briefed on the background and progress of the CAT review and that any extension of a CAT service would require additional funds. Officers to continue to liaise with the Town on the outcomes of the CAT review and any route and funding opportunities pertinent to the Town.

Tourism WA

Tourism WA have been contacted but have not responded at the time. It has been noted that whilst the CAT provides an additional service to tourists and has been recognised as a positive in some publications such as Lonely Planet and comments on Trip Advisor, it is not considered a significant draw card to Fremantle for this sector.

Destination Marketing Working Group

Liaison with the Destination Marketing Working Group was undertaken in February 2020. In summary, the Group supported the CAT service as an important service to businesses and tourism/destinations, including connectivity, dispersal and accessibility. Other points/suggestions included:

- Feedback from people is that there is understanding of COVID restrictions but would be disappointed if the service was not returned.
- Anecdotal evidence that the Blue CAT is well used by people getting to and from South Beach (back-packers, tourists, travellers).
- Extensions to other destinations such as Fremantle Prison and Monument Hill, including (ideally) North Fremantle and East Fremantle.
- The Maritime Museum have requested the re-instatement of the link to the museum and Victoria Quay.
- More effective/targeted marketing on the accessibility and service in line with the visitor experience (e.g. visitor centre, tactical marketing, signage, media platforms, bus graphics, wayfinding etc).

From an economic development perspective, whilst the CAT represents a positive service and contributes to Fremantle's image as a sustainable lifestyle and an iconic tourism destination, it represents just one of the many factors contributing to the attraction, servicing and dispersal of residents, workers and visitors.

Specified Area Rate

A Specified Area Rate funding model was assessed using rate paying properties within 400m walking distance of both CAT routes. There are approximately 4851 rateable properties along the CAT routes. Non rateable properties such as state government land, education, religious and parks/reserves, right of ways and public access ways have been excluded in the cost estimates.

The table below provides an additional average rate cost estimate per property for different funding proportion allocation options.

Rateable Properties	CAT Cost	Cost Per property	General Municipal Contribution
6005	\$670,000		
SAR Contribution %			
100%	\$670,000	\$112	\$0
90%	\$603,000	\$100	\$67,000
80%	\$536,000	\$89	\$134,000
70%	\$469,000	\$78	\$201,000
60%	\$402,000	\$67	\$268,000
50%	\$335,000	\$56	\$335,000
40%	\$268,000	\$45	\$402,000
30%	\$201,000	\$33	\$469,000
20%	\$134,000	\$22	\$536,000
10%	\$67,000	\$11	\$603,000

Because the service is recognised to benefits users outside of the catchment, full (100%) cost appointment through Specified Area Rates to local properties would be difficult to justify. However, a contribution from those in closest proximity could be seen as appropriate given the localised value of the service. Consultation on this option would be required if pursued by Council.

Exclusion of commercial properties already paying a Specified Area Rate would increase the average cost per property; by approximately 24% (to around \$34) assuming a 25% contribution.

Parking Levy

Under the *Perth Parking Management Act (1999)* all non-residential parking bays within the Perth Parking Management Area are licensed and an annual levy must be paid on these bays where applicable. This was introduced to reduce traffic congestion in the Perth city centre and encourage active transport use and applies a levy of around \$4.68 per bay per working day to public parking providers (which includes development that provides parking the general public can use and includes private and public development). Money raised by the Perth Parking Levy is spent within the Perth Parking Management Area to deliver services such as four CAT bus services and the Free Transit Zone for public transport. It also funds active transport projects and new or improved services that reduce the need for cars within the area (e.g. contributed to the new Perth Busport).

The Fremantle City Centre includes 2977 bays (around 2135 by Wilson and Secure, and 842 by the City).³

Introduction of this methodology to Fremantle is inhibited by:

- The need for an act of Parliament
- The lesser commercial demand for real estate in Fremantle
- The limited price elasticity for parking in Fremantle
- The conflict with the City's investment objectives
- The high administrative needs of the scheme, further reducing revenue.

³ For this purpose the border of the City Centre is Marine Terrace, Norfolk Street, Parry Street, Elder Place, Phillimore Street and Little High Street.

**SPT2103-4 REVIEW OF LOCAL PLANNING POLICY 1.3 – PUBLIC NOTIFICATION
OF PLANNING PROPOSALS –REVISED POLICY**
**ATTACHMENT 1 . Revised Local Planning Policy 1.3 – ‘Community
Consultation on Planning Proposals’**

DRAFT



CITY OF FREMANTLE

LOCAL PLANNING POLICY 1.3

Community Consultation on Planning Proposals

ADOPTION DATE: XXX

**AUTHORITY: PLANNING AND DEVELOPMENT (LOCAL PLANNING
SCHEMES) REGULATIONS 2015; LOCAL PLANNING
SCHEME NO. 4;**

INTRODUCTION

The City of Fremantle takes a committed and proactive approach to community consultation and engagement. Its *Community Engagement Policy* outlines the broad principles and approaches that will be undertaken by the City when engaging with communities and stakeholders on general projects and proposals. The *Community Engagement Policy* notes that in cases where the City is legally required to consult with the community on planning proposals, the City shall rely on policies and processes adopted under the *Planning & Development Act 2005* and any associated regulations.

This policy outlines the community consultation to be undertaken for different types of statutory planning proposals, and the methods and duration of consultation periods for each. In doing so, it is acknowledged that consultation requirements for these planning proposals is controlled by legislation; this policy seeks to clarify application of these requirements and enhance them for the local Fremantle context, where discretion exists. It also recognises that whilst consultation provides an important input into planning decision making, this is in addition to technical assessment against the planning framework and objectives, not in place of it.

OBJECTIVES

To provide a consistent and transparent approach to determining when and how community consultation is undertaken on planning proposals, balancing the need for the community to be informed of, and have reasonable input into planning proposals against the need to process these in an efficient manner within prescribed legal timeframes and parameters.

SCOPE OF THE POLICY

This policy is applicable to planning proposals where they are administered (or partially administered) by the City of Fremantle:

- Planning scheme amendments;
- Structure plans;
- Local development plans (LDPs);
- Local planning policies (LPPs);
- Subdivisions; and
- Development applications, including those determined by a Development Assessment Panel (DAP).

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Where the City is not the responsible authority for assessing the proposal, the policy may be used to inform the City's advice on consultation to the responsible authority.

STATUTORY BACKGROUND

The *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations') allow local governments to adopt local planning policies for any matter that relates to the planning and development of the scheme area: this policy has been prepared under the Regulations.

The Regulations also define consultation requirements for scheme amendments, structure plans, local planning policies, local development plans and development applications. Some requirements are defined as minimums and others as maximums, variable only with the consent of the Western Australian Planning Commission (WAPC) and/or the Minister for Planning. The local planning scheme ('the Scheme') and the Residential Design Codes (or 'R-Codes' - a State Planning Policy adopted under the planning scheme) further define which development applications require consultation, with some automatically requiring this, some requiring only at the discretion of the City, and others not requiring consultation.

This policy cannot conflict with the provisions of the Regulations or the Scheme but can provide guidance where discretion exists: in the event of any inconsistency between the provisions of the policy and the Regulations or Scheme, the Regulations and Scheme prevail.

POLICY

1. General Consultation Requirements & Process

1.1. Consultation Matrix

The following matrix provides an overview of the City's consultation requirements for statutory planning proposals, combining the requirements of the Regulations with additional measures employed by the City.

Consultation Requirement	Development Application		Scheme Amendment				Structure Plan	LDP	Local Planning Policy
	Standard	Complex	Preliminary (3)	Basic	Standard	Complex			
Time period (calendar days) Not including 'Excluded Holiday Period' days	14 days	28 days	28 days		42 days	60 days	42 days	Min. 28 days	Min. 21 days
Letter to owners and occupiers	Yes, adjoining properties only	Yes, 200m radius	Yes, 200m radius		Yes, 200m radius (4)	Yes, 200m radius (4)	Yes, 200m radius	Yes, adjoining properties only	No
Local newspaper notice	No	Yes	No	Only when required by Minister for Planning	Yes	Yes	Yes	No	Yes
Sign on site	No	Yes (2)	No		Yes (2) (4)	Yes (2) (4)	Yes (2)	Optional (2)	No
My Say Free website	No	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Precinct group notification	No	Yes	Yes		Yes	Yes	Yes	Yes	Yes
'Talk to a planner' session	No	Yes (1)	No		No	Yes	Yes	Optional	No

(1) Except where one of the two criteria which make the application 'complex' under Cl. 2.1 of this policy is (A)(iv)
(2) To include an image of the proposal where applicable
(3) Refer Cl. 3.1 of this policy as to when preliminary consultation is undertaken
(4) Only for site-specific rezonings

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For amendments to previously advertised planning proposals, the relevant manager may reduce or waive elements of the consultation process taking into account how recent the previous consultation was, the level of public interest when the proposal was originally advertised, and the extent and significance of the amendments being made. For amendments of a minor nature, consultation may be waived except, in relation to developments applications where the amendments introduce new discretions.

Where a proposal has been approved subject to later approval of details, the later details will not be notified for public comment unless required by the Scheme and/or a local planning policy.

1.2. Excluded holiday period days

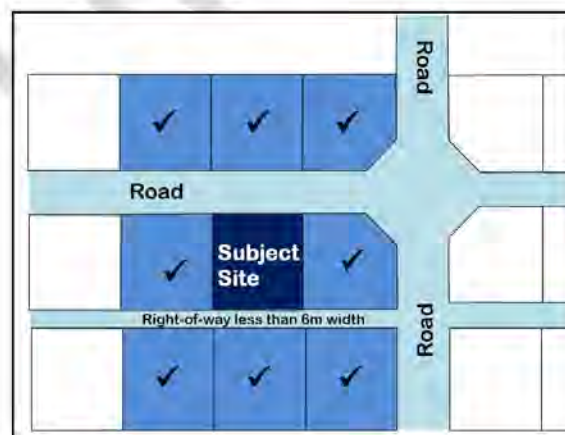
To provide additional time during Christmas and Easter holiday periods, the Regulations exclude the following from the total number of days a proposal is advertised for:

- (a) A period commencing on 25 December in a year and ending on the next 1 January; or
- (b) A period of 7 days commencing on Good Friday in a year.

Requests for extension to submissions periods in other circumstances will not be supported however staff will make every reasonable effort to make the decision-maker aware of any submissions received after the closure of the consultation period.

1.3. Definition of 'Adjoining Property'

Where a proposal requires consultation with 'adjoining property owner or occupiers', this will be deemed to apply to those properties which share any common boundary and including diagonally opposite, across the street or those separated by a right-of-way or access way less than 6.0m in width – refer illustrative examples below.





1.4. Documentation for public viewing

All plans and written information forming part of the planning proposal subject to consultation shall be made available for public viewing and access during the consultation period of that proposal; lodgement is taken as the applicant having given consent and having obtained any necessary third party consents to this.

Where proposals are displayed on the My Say Freo website, it will include electronic copies of the proposal, with hard copies available upon request for the duration of the consultation.

For proposals not displayed on the My Say Freo website, copies of plans and relevant documentation can be obtained via a written request to the City for the duration of the consultation.

1.5. Opportunity for applicant to respond to submissions

Applicants will be advised of a summary of concerns raised in submissions and provided with the opportunity to respond. This will exclude provision of personal details such as names and contact details.

1.6. Notification to submitters – Committee and Council meeting agendas & decisions

Where a proposal requires referral to Council, the applicant and all submitters will be notified in writing of the date at which the proposal will be listed on a Committee agenda. This letter will also provide information on relevant Ordinary Council meeting dates, in the event that the proposal is referred by Committee to full Council for determination.

Written notification of meeting dates will be mailed (via post or e-mail, utilising the correspondence address from which the submission was made) on the Friday prior to the scheduled meeting date, and also published on My Say Freo (where applicable).

The applicant and all submitters will be notified of Council's decision.

1.7. Reporting submissions to Council

Officer reports to Council will include a summary of the issues/themes raised in the submissions received as part of the consultation process.

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Full copies of submissions will be made available to Elected Members and decision-makers at their request but will not be available to members of the public unless required by law.

For scheme amendments and structure plans, a schedule of submissions (excluding the submitters personal details) will also to be included as an attachment to the Council report. A schedule of submissions may be prepared for other complex proposals involving a large number of submissions where this assists in summarising public feedback, at the discretion of the relevant manager.

2. Development applications and subdivisions

2.1. When the City consults on development applications and subdivisions

In addition to where prescribed under the Regulations and/or the Scheme, consultation will be carried out by the City prior to a decision being made where the application satisfies any of the following criteria:

(A)	Involves the complete demolition of a building where the building is located on a place that is: (i) entered in the State Register of Heritage Places; (ii) the subject of a Heritage Order; (iii) included on the City of Fremantle Heritage List; or (iv) included in a Heritage Area designated under LPS4.
(B)	Involves a subdivision creating more than twenty (20) lots and the proposal has not previously been advertised as part of a scheme amendment, structure plan or local development plan.
(C)	Involves a significant exercise of discretion in terms of the Scheme, Residential Design Codes or local planning policy provisions.
(D)	Has significant strategic planning impacts in terms of the implementation of a strategic planning objective, the scale of the development, or is significantly different from the predominant and expected pattern of development within the locality.

2.2. Classification of development applications

Where consultation is required on a development application, the duration and methods of consultation will be determined by its classification as either 'Complex' or 'Standard'.

'Complex' Development Application

A Complex Development Application is one which involves:

- a use of land where the use is not specifically referred to in the zoning table for this Scheme in respect of the zone in which the development is located; and/or
- development which meets at least two of the criteria listed in Clause 2.1 – i.e. (A), (B), (C); and/or

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- development which meets criteria (D) listed in Clause 2.1.

'Standard' Development Application

A Standard Development Application is one which requires consultation under the Scheme or Regulations but which does not fall under the definition of 'Complex' Development Application.

2.3. Consultation under the R-Codes Volume 1

Where a development application is subject to assessment against Volume 1 of the Residential Design Codes (R-Codes) and involves assessment of an element/s against the Design Principles (i.e. a discretionary decision or a 'variation' to the 'deemed to comply' provisions), the R-Codes state that consultation should occur only where the variation is considered by the City to have potential to impact the amenity on adjoining properties or the street, and should be directed at those adjoining owners and occupiers likely to be affected.

The following provides direction on when and with whom consultation under the R-Codes will occur for some common situations:

R-Code or Local Planning Policy Variation	Consultation Requirement
Street setback, street fences, vehicle sightlines	All adjoining properties aside from those to the rear of the subject site.
Lot boundary setback and boundary walls	Properties located directly adjacent to the proposed setback variation.
Visual privacy	Properties located within the 'cone of vision' of the major opening or active habitable space.
Site works/retaining walls	Properties located directly adjacent to the proposed changes to ground levels will be consulted, unless the extent of the variation requires wider consultation as determined by the relevant manager
Solar access (Overshadowing)	Properties directly impacted by the proposed shadow.
Internal amenity or layout (e.g. open space, outdoor living area, street surveillance, storm water management)	Consultation for the variation will only be undertaken at the discretion of the relevant manager
Dividing fences outside the street setback area	Properties located directly adjacent to the proposed fence.

Where in doubt of whether consultation is required, the City will err on the side of caution and undertake consultation. Where in doubt of which adjoining properties are likely to be affected, the City will consult with adjoining property owners and occupiers as defined in Clause 1.3.

2.3.1. Exemptions to consultation on specific R-Code (Volume 1) variations – Neighbour sign-off

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The City may waive the consultation requirements for development applications involving the exercise of discretion under Volume 1 of the Residential Design Codes (or a local planning policy which replaces its provisions) in cases where the affected neighbour/s explicit sign-off is obtained for the proposed development. This must include:

- A copy of the development plans including certification by the owners and occupiers of the affected adjoining properties clearly stating that they have no objections to the proposal and the specific R-Code or local planning policy discrepancies.
- Signatures of all persons shown as owners on the Certificate of Title.
- The certification must include:
 - The full name of the owner(s) or occupier(s) certifying non-objection clearly printed, with a signature;
 - A printed statement indicating no objection to the variations/discrepancies being sought, individually listing these; and
 - A printed contact address (postal or e-mail) and a contact telephone number.

Where these conditions are not met, the City will undertake its own consultation.

Notwithstanding neighbour sign off, the City must still undertake a technical assessment of the merits of the proposal.

2.4.Consultation on applications subject to assessment under the R-Codes Volume 2 - Apartments

In addition to consultation otherwise required under the Scheme or Regulations, the City will consult adjoining property owners and occupiers to proposals involving assessment against Volume 2 of the R-Codes where these propose:

- A variation to a local planning area standard listed in Schedule 7 of the Scheme; and/or
- A variation to the 'acceptable outcomes' of the R-Codes Volume 2 (or any replacement policy) which in the opinion of the City is considered to have potential to have a significant impact upon their amenity.

3. Scheme Amendments

3.1. Preliminary community consultation on scheme amendments

Prior to formally initiating a 'Complex' scheme amendment, Council may opt to undertake preliminary community engagement where:

- The amendment is location-specific i.e. relating to a particular site(s); and
- It has the potential to result in significant physical or land use changes to a locality; or
- Council has reservations regarding the merit of the proposal.

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Council will consider comments received in response to preliminary community engagement before deciding whether or not to initiate the scheme amendment.

Review information and related documentation

Reviewing officer:	Manager Strategic Planning
Policy adopted:	28 May 2008
Policy amended:	25 May 2011, 26 June 2013, 14 May 2016, 2 September 2017, XXXX 2021
Legislation:	Planning and Development (Local Planning Schemes) Regulations 2015; Planning and Development Act 2005
Delegations:	NA
Related documents:	NA
Next review date:	Plus 5 years

**SPT2103-5 PROPOSED SCHEME AMENDMENT NO. 82 - LAND USE AMENDMENT
- OUTCOMES OF ADVERTISING AND FINAL ADOPTION –
(SCA0001/20)**

ATTACHMENT 1 – Schedule of Submissions (Amendment 82 to LPS4)

City of Fremantle

**PROPOSED SCHEME AMENDMENT NO. 82 - LAND USE
AMENDMENT - OUTCOMES OF ADVERTISING AND FINAL
ADOPTION – (SCA0001/20)**

ATTACHMENT 1 – Schedule of Submissions – Amendment 82 to LPS 4

Number	Suburb	Submission	Officer Comment
1	Fremantle	If this amendment makes it more difficult for permission to be granted for large digital advertising signs - I am thinking in particular of the one on the Fremantle Oval grandstand (remarkably intrusive viewed from Norfolk St at night) - then I am all in favour. This is a significant historical area with a lot of interesting architecture, and commercial signage of this nature can do nothing but detract from the area.	Noted

ATTACHMENT 2 – Amendment 82 to LPS4 Text

Planning and Development Act 2005

RESOLUTION TO AMEND LOCAL PLANNING SCHEME

Local Planning Scheme No. 4 Amendment No. 82

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Deleting the following definitions from Schedule 1, and removing reference to them, their permissibility and any applicable car parking requirements from Table 1 - Zoning and Table 2 – Vehicle Parking:

Aged and Dependent Persons Dwelling
Bank
Fast Food Outlet
Hardware Store
Health Studio
Industry – General
Liquor Store
Lunch Bar
Nursery
Petrol Filling Station
Public Utility
Shipbuilding
Small Secondary Dwelling
Tourist Accommodation
Storage Yard

2. Amending Schedule 1 – Dictionary of Defined Words and Expressions to replace the definitions of existing land uses as follows:
 - a. Amusement Parlour: means premises —
 - (a) that are open to the public; and
 - (b) that are used predominantly for amusement by means of amusement machines including computers; and
 - (c) where there are 2 or more amusement machines;
 - b. Bed and Breakfast: means a dwelling —
 - (a) used by a resident of the dwelling to provide short term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and
 - (b) containing not more than 2 guest bedrooms.
 - c. Betting Agency: means an office or totalisator agency established under the Racing and Wagering Western Australia Act 2003;
 - d. Bulky Goods Showroom: means premises —
 - (a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes —
 - (i) automotive parts and accessories;
 - (ii) camping, outdoor and recreation goods;

- (iii) electric light fittings;
- (iv) animal supplies including equestrian and pet goods;
- (v) floor and window coverings;
- (vi) furniture, bedding, furnishings, fabrics, manchester and homewares;
- (vii) household appliances, electrical goods and home entertainment goods;
- (viii) party supplies;
- (ix) office equipment and supplies;
- (x) babies' and childrens' goods, including play equipment and accessories;
- (xi) sporting, cycling, leisure, fitness goods and accessories;
- (xii) swimming pools;
- or
- (b) used to sell by retail goods and accessories by retail if —
 - (i) a large area is required for the handling, display or storage of the goods; or
 - (ii) vehicular access is required to the premises for the purpose of collection of purchased goods.
- e. Car Park: means premises used primarily for parking vehicles whether open to the public or not but does not include —
 - (a) any part of a public road used for parking or for a taxi rank; or
 - (b) any premises in which cars are displayed for sale;
- f. Caravan Park: means premises that are a caravan park as defined in the Caravan Parks and Camping Grounds Act 1995 section 5(1);
- g. Child Care Premises: means premises where —
 - (a) an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or
 - (b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided;
- h. Civic Use: means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes;
- i. Consulting Rooms: means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care;
- j. Convenience Store: means premises —
 - (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and
 - (b) operated during hours which include, but may extend beyond, normal trading hours; and
 - (c) the floor area of which does not exceed 300 m² net lettable area;
- k. Educational Establishment: means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution;

- l. Exhibition Centre: means premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature including a museum;
- m. Family Day Care: means premises where a family day care service as defined in the *education and Care Services National Law (Western Australia)* is provided;
- n. Fuel Depot: means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel but does not include premises used —
 - (a) as a service station; or
 - (b) for the sale of fuel by retail into a vehicle for use by the vehicle;
- o. Funeral Parlour: means premises used —
 - (a) to prepare and store bodies for burial or cremation;
 - (b) to conduct funeral services;
- p. Garden Centre: means premises used for the propagation, rearing and sale of plants, and the storage and sale of products associated with horticulture and gardens;
- q. Grouped Dwelling: has the same meaning as in the Residential Design Codes.
- r. Home Business: means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service or profession if the carrying out of the business, service or profession —
 - (a) does not involve employing more than 2 people who are not members of the occupier's household; and
 - (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and
 - (c) does not occupy an area greater than 50 m²; and
 - (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and
 - (e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and
 - (f) does not involve the presence, use or calling of a vehicle of more than 4.5 tonnes tare weight; and
 - (g) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located;
- s. Home Occupation: means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out an occupation if the carrying out of the occupation that —
 - (a) does not involve employing a person who is not a member of the occupier's household; and
 - (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and
 - (c) does not occupy an area greater than 20 m²; and
 - (d) does not involve the display on the premises of a sign with an area exceeding 0.2 m²; and
 - (e) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and

- (f) does not —
 - (i) require a greater number of parking spaces than normally required for a single dwelling; or
 - (ii) result in an increase in traffic volume in the neighbourhood; and
- (g) does not involve the presence, use or calling of a vehicle of more than 4.5 tonnes tare weight; and
- (h) does not include provision for the fuelling, repair or maintenance of motor vehicles; and
- (i) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located;
- t. Home Office: means a dwelling used by an occupier of the dwelling to carry out a home Occupation if the carrying out of the occupation —
 - (a) is solely within the dwelling; and
 - (b) does not entail clients or customers travelling to and from the dwelling; and
 - (c) does not involve the display of a sign on the premises; and
 - (d) does not require any change to the external appearance of the dwelling;
- u. Home Store: means a shop attached to a dwelling that —
 - (a) has a net lettable area not exceeding 100 m²; and
 - (b) is operated by a person residing in the dwelling;
- v. Hospital: means premises that are a hospital within the meaning given in the Health Services Act 2016 section 8(4);
- w. Hotel: means premises the subject of a hotel licence other than a small bar or tavern licence granted under the Liquor Control Act 1988 including any betting agency on the premises;
- x. Industry: means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises for any of the following purposes —
 - (a) the storage of goods;
 - (b) the work of administration or accounting;
 - (c) the selling of goods by wholesale or retail;
 - (d) the provision of amenities for employees;
 - (e) incidental purposes;
- y. Licensed Premises – Other: means premises licensed under the Liquor Control Act 1988 but not including a Hotel, Nightclub, Liquor Store, Restaurant, Small Bar, Brewery, or Tavern.
- z. Lunch Bar/Fast Food Outlet: means premises used for the preparation, sale and serving of food to customers in a form ready to be eaten —
 - (a) without further preparation; and
 - (b) primarily off the premises
 But does not include a facility involving sale or serving of food direct to persons driving or seated in motor vehicles.
- aa. Medical Centre: means premises other than a hospital used by 3 or more health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care;
- bb. Motel: means premises, which may be licensed under the Liquor Control Act 1988 —

- (a) used to accommodate guests in a manner similar to a hotel; and
 - (b) with specific provision for the accommodation of guests with motor vehicles;
- cc. Motor Vehicle Repair: means premises used for or in connection with —
 - (a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or
 - (b) repairs to tyres other than recapping or re-treading of tyres;
- dd. Motor Vehicle Wash: means premises primarily used to wash motor vehicles;
- ee. Nightclub: means premises the subject of a nightclub licence granted under the Liquor Control Act 1988.
- ff. Office: means premises used for administration, clerical, technical, professional or similar business activities.
- gg. Park Home Park: means premises used as a park home park as defined in the Caravan Parks and Camping Grounds Regulations 1997 Schedule 8
- hh. Recreation – Private: means premises that are —
 - (a) used for indoor or outdoor leisure, recreation or sport; and
 - (b) not usually open to the public without charge.
- ii. Reception Centre: means premises used for hosted functions on formal or ceremonial occasions.
- jj. Restaurant/Café: means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988.
- kk. Restricted Premises: means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of —
 - (a) publications that are classified as restricted under the Classification (Publications, Films and Computer Games) Act 1995 (Commonwealth); or
 - (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity; or
 - (c) smoking-related implements.
- ll. Service Station: means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for —
 - (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or
 - (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.
- mm. Shop: means premises other than a bulky goods showroom, a Liquor Store — Large or a Liquor Store — Small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services and can include a container deposit scheme return point.
- nn. Short Stay Dwelling: means an existing single house, ancillary dwelling, grouped dwelling or multiple dwelling that is predominantly used for the

- purpose of providing short term accommodation but does not include a Bed and Breakfast.
- oo. Single House: has the same meaning as in the Residential Design Codes;
 - pp. Small Bar: means premises the subject of a small bar licence granted under the Liquor Control Act 1988;
 - qq. Tavern: means premises the subject of a tavern licence granted under the Liquor Control Act 1988;
 - rr. Telecommunications Infrastructure: means premises used to accommodate the infrastructure used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network;
 - ss. Transport Depot: means premises used primarily for the parking or garaging of 3 or more commercial vehicles including —
 - (a) any ancillary maintenance or refuelling of those vehicles; and
 - (b) any ancillary storage of goods brought to the premises by those vehicles; and
 - (c) the transfer of goods or persons from one vehicle to another;
 - tt. Warehouse/Storage: means premises including indoor or outdoor facilities used for —
 - (a) the storage of goods, equipment, plant or materials; or
 - (b) the display or sale by wholesale of goods.

3. Replace references to the 'Superseded land uses' listed below in Table 1 – Zoning, Table 2 – Vehicle Parking and elsewhere in the scheme with the corresponding 'New land uses' listed below:

Superseded land uses	New land uses
Fast Food Outlet	Fast Food Outlet/Lunch Bar
Lunch Bar	Fast Food Outlet/Lunch Bar
Petrol Filling Station	Service Station
Private Recreation	Recreation - Private
Public Car Park	Car Park
Restaurant	Restaurant/Cafe
Showroom	Bulky Goods Showroom
Telecommunications facility (non low impact)	Telecommunications infrastructure
Veterinary Consulting Rooms	Veterinary Centre
Veterinary Hospital	Veterinary Centre
Warehouse	Warehouse/Storage

4. Adding the following new definitions to Schedule 1 under 'Land Use Definitions':
- a. Animal Establishment: means premises used for the breeding, boarding, training or caring of animals for commercial purposes but does not include animal husbandry — intensive or veterinary centre.
 - b. Art Gallery: means premises —
 - (a) that are open to the public; and
 - (b) where artworks are displayed for viewing or sale.
 - c. Brewery: means premises the subject of a producer's licence authorising the production of beer, cider or spirits granted under the Liquor Control Act 1988.

- d. Caretaker's Dwelling: means a dwelling on the same site as a building, operation or plant used for industry, and occupied by a supervisor of that building, operation or plant.
- e. Commercial Vehicle Parking: means premises used for parking of one or 2 commercial vehicles but does not include —
 - (a) any part of a public road used for parking or for a taxi rank; or
 - (b) parking of commercial vehicles incidental to the predominant use of the land.
- f. Container Deposit Recycling: Means premises used to return, consolidate, temporarily store and sort material associated with a container deposit scheme established under Part 5A of the Waste Avoidance and Resource Recovery Act 2007 before transfer to a waste storage facility or resource recovery centre, and may also include the return of small consumer goods or products as an incidental use.
- g. Drive-through Food Outlet: means a fast food outlet/lunch bar which includes the sale and serving of food direct to persons driving or seated in motor vehicles.
- h. Fast Food Outlet/Lunch Bar: means premises used for the preparation, sale and serving of food to customers in a form ready to be eaten —
 - (a) without further preparation; and
 - (b) primarily off the premises;
 but does not include a facility involving sale or serving of food direct to persons driving or seated in motor vehicles.
- i. Large Digital Signage: means an electronic sign whether freestanding or attached to another structure, and with a display area of greater than 1.5 m²
- j. Liquor Store – Large: means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable area of more than 300 m²;
- k. Liquor Store – Small: means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable area of not more than 300 m²;
- l. Residential Aged Care Facility: a residential facility providing personal and/or nursing care primarily to aged or dependent persons which, as well as accommodation, includes appropriate staffing to meet the nursing and personal care needs of residents; meals and cleaning services; furnishings, furniture and equipment. This may consist of multiple components that include residential respite (short-term) care, aged or dependent persons' dwellings and a retirement village, but does not include a hospital, rehabilitation or psychiatric facility.
- m. Resource Recovery Centre: means premises other than a waste disposal facility used for the recovery of resources from waste.
- n. Retirement Village: a development with self-contained, independent dwellings for aged or dependent persons together with communal amenities and land uses incidental and ancillary to the provision of such accommodation, but does not include a development which includes these features as a component of a residential aged care facility.
- o. Serviced Apartment: means a group of units or apartments providing –
 - (a) Self-contained short stay accommodation for guests; and
 - (b) Any associated reception or recreational facilities.
- p. Tourist Development: means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or short stay dwelling, used to provide —

- (a) short term accommodation for guests; and
 - (b) onsite facilities for the use of guests; and
 - (c) facilities for the management of the development.
 - q. Trade Supplies: means premises used to sell by wholesale or retail, or to hire, assemble or manufacture any materials, tools, equipment, machinery or other goods used for the following purposes including goods which may be assembled or manufactured off the premises —
 - (a) automotive repairs and servicing;
 - (b) building including repair and maintenance;
 - (c) industry;
 - (d) landscape gardening;
 - (e) provision of medical services;
 - (f) primary production;
 - (g) use by government departments or agencies, including local government.
 - r. Veterinary Centre: means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders.
 - s. Waste Storage Facility: means premises used to collect, consolidate, temporarily store or sort waste before transfer to a waste disposal facility or a resource recovery facility on a commercial scale.
5. Amending Table 1 – Zoning to include newly defined land use and specifying permissibility as follows:

Symbol Index							
P	means that the use is permitted by the Scheme providing the use complies with the relevant development standards and requirements of the Scheme.						
D	means that the use is not permitted unless the Council has exercised its discretion by granting planning approval.						
A	means that the use is not permitted unless the Council has exercised its discretion and has granted planning approval after giving special notice (advertising) in accordance with clause 64 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , Schedule 2.	RESIDENTIAL	CITY CENTRE	LOCAL CENTRE	NEIGH/HOOD CENTRE	MIXED USE	COMMERCIAL
							INDUSTRIAL

X	Not Permitted						
<i>Residential Use Classes</i>							
Residential Aged Care Facility	P	D	A	A	D	X	X
Retirement Village	P	D	A	A	D	X	X
<i>Commercial Use Classes</i>							
Art Gallery	X	P	D	D	D	D	X
Commercial Vehicle Parking	X	A	D	D	A	P	P
Drive-Through Food Outlet	X	X	X	X	X	A	X
Fast Food Outlet/Lunch Bar	X	D	D	D	D	D	D
Liquor Store – Large	X	A	A	X	X	A	A
Liquor Store – Small	A	A	A	A	A	X	X
Trade Supplies	X	X	X	X	X	A	P
Veterinary Centre	X	A	A	A	A	A	P
<i>Entertainment Use Classes</i>							
Brewery	X	A	X	X	A	A	D
Recreation - Private	X	D	D	A	D	D	D
Serviced Apartment	A	D	A	A	A	X	X
Tourist Development	X	D	A	A	A	X	X
<i>Industrial Use Classes</i>							
Animal Establishment	X	X	X	X	X	A	D
Caretaker's Dwelling	X	A	X	X	X	D	D
Container Deposit Recycling	X	D	A	A	D	D	P
Large Digital Signage	X	X	X	X	X	X	X
Resource Recovery Centre	X	X	X	X	X	X	D
Waste Storage Facility	X	X	X	X	X	X	D

6. Amending Table 1 – Zoning to modify land use permissibly for the following land uses, as follows:

Symbol Index							
P	means that the use is permitted by the Scheme providing the use complies with the relevant development standards and requirements of the Scheme.						
D	means that the use is not permitted unless the Council has exercised its discretion by granting planning approval.						
A	means that the use is not permitted unless the Council has exercised its discretion and has granted planning approval after giving special notice (advertising) in accordance with clause 64 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , Schedule 2.						
X	Not Permitted						
		RESIDENTIAL	CITY CENTRE	LOCAL CENTRE	NEIGH/hood CENTRE	MIXED USE	COMMERCIAL
Grouped Dwelling		P	D	A	A	A	A
Restaurant		A	D	A	A	A	D
Reception Centre		X	P	D	A	D	A

7. Amending Table 2 – Vehicle Parking to include requirements for newly defined land uses as follows:

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
Animal establishment	1 per employee; and 1 drop off/pick up bay per 6 animals.	1: storage area	Class 2: 1 per 8 employees
Art gallery	1:30m ² of public floor area	1: building	class 3: 2 plus 1 per 50 m ² gla

C2102-3 SCHEDULE OF PAYMENTS JANUARY 2021

ATTACHMENT 1

Schedule of payments and listing - viewed electronically

ATTACHMENT 2

Purchase card transactions – viewed electronically

C2103-1 MONTHLY FINANCIAL REPORT - FEBRUARY 2021
Meeting attachment 1 – Monthly Financial Report – February 2021



CITY OF FREMANTLE

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 28 February 2021

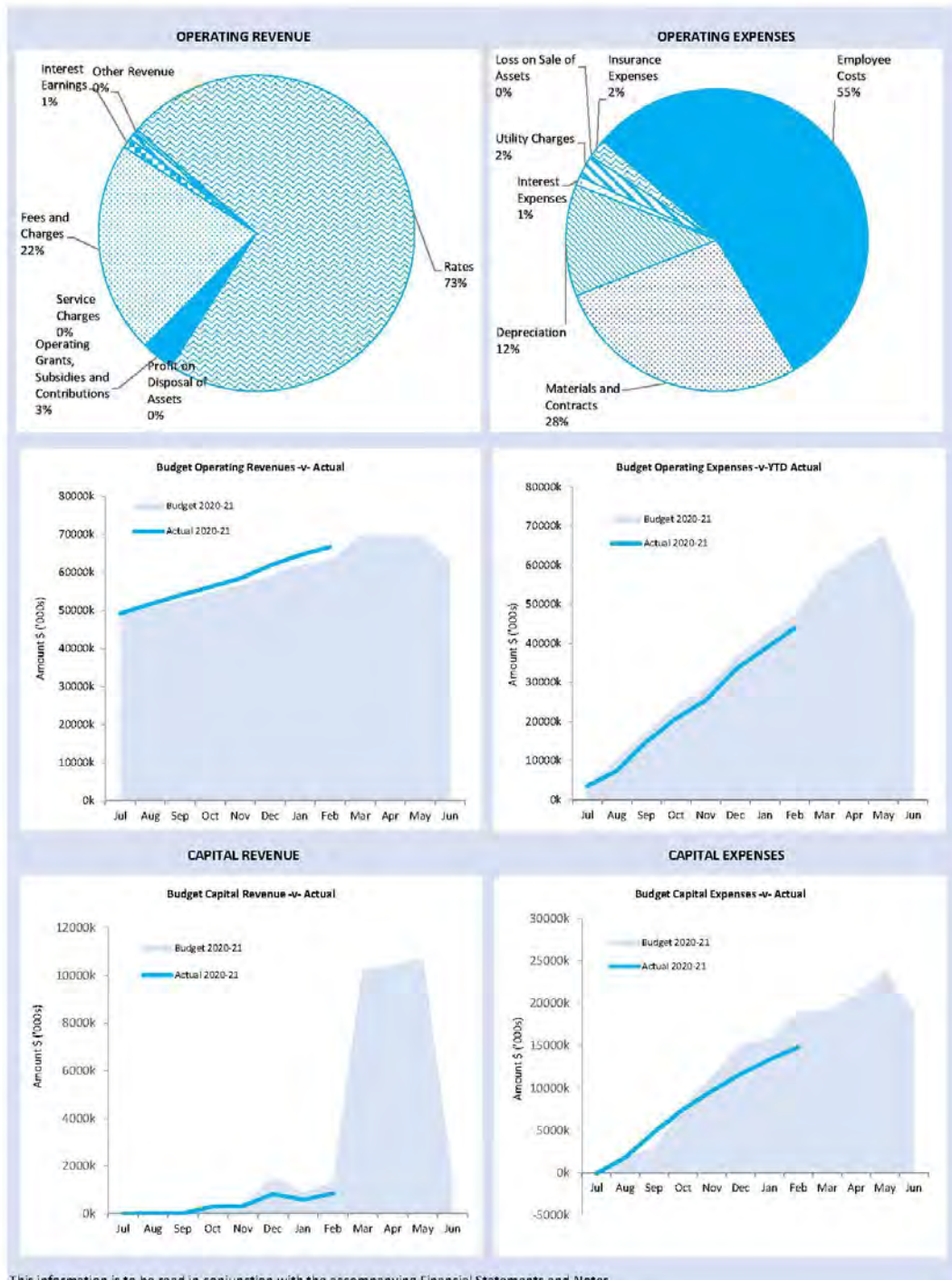
LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021**

SUMMARY GRAPHS



MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 28 FEBRUARY 2021

STATEMENT OF COMPREHENSIVE INCOME

BY NATURE AND TYPE

	Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance (b) - (a)	Variance % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
Revenue							
Rates (including Annual Levy)		47,209,568	47,143,568	48,528,822	1,385,254	2.94%	
Service Charges		11,919	7,192	7,192	-	-	
Operating Grants, Subsidies & Contributions		3,584,927	2,228,005	2,198,049	(29,956)	(1.34%)	
Fees and Charges		19,176,009	12,235,136	14,524,828	2,289,692	18.71%	▲
Interest Earnings		793,686	687,722	693,548	5,826	0.85%	
Reimbursement Income		1,036,760	757,734	490,058	(267,676)	(35.33%)	▼
Other Revenue		91,750	68,502	293,928	225,426	329.08%	▲
		71,904,619	63,127,859	66,736,426	3,608,567	5.72%	
Expenses							
Employee Costs		(38,812,449)	(24,856,024)	(23,151,245)	1,704,779	6.86%	
Employee costs - Agency Labour		(346,000)	(236,764)	(448,596)	(211,832)	(89.47%)	▼
Materials and Contracts		(23,792,249)	(13,649,246)	(11,789,564)	1,859,682	13.62%	▲
Depreciation on Non Current Assets		(7,850,958)	(4,816,387)	(5,126,032)	(309,645)	(6.43%)	
Interest Expenses		(760,713)	(393,130)	(411,729)	(18,599)	(4.73%)	
Utility Charges (gas, electricity, water)		(2,049,150)	(1,179,517)	(1,045,945)	133,572	11.32%	▲
Insurance Expenses		(882,734)	(857,788)	(874,482)	(16,694)	(1.95%)	
Other Expenditure		(2,253,354)	(1,253,342)	(1,069,507)	183,835	14.67%	▲
		(76,747,607)	(47,242,198)	(43,917,101)	3,325,097	7.04%	
Operating Surplus / (Deficit)		(4,842,988)	15,885,661	22,819,325	6,933,664	43.65%	▲
Non-Operating Grants, Subsidies & Contributions		11,806,293	1,199,293	730,305	(468,988)	(39.11%)	▼
Profit on Asset Disposals		777,000	-	-	-	-	
Loss on Asset Disposals		(63,265)	-	-	-	-	
		12,520,028	1,199,293	730,305	(468,988)	(39.11%)	▼
Net Result		7,677,040	17,084,954	23,549,630	6,464,676	37.84%	▲
Other Comprehensive Income							
		-	-	-	-	-	
Total Comprehensive Income		7,677,040	17,084,954	23,549,630	6,464,676	37.84%	▲

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 28 FEBRUARY 2021

STATEMENT OF COMPREHENSIVE INCOME

BY PROGRAMME

Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance (b) - (a)	Variance % (b) - (a) / (a)	Var.
	\$	\$	\$	\$	%	
Revenue						
Governance	407,750	403,950	502,282	98,332	24.34%	
General Purpose Funding	48,613,272	48,230,022	49,599,565	1,369,543	2.84%	
Law Order Public Safety	2,147,799	1,339,371	1,442,914	103,543	7.73%	
Health	438,220	381,531	389,955	8,424	2.21%	
Education and Welfare	919,763	754,509	886,779	132,270	17.53%	▲
Community Amenities	2,212,738	1,453,815	1,433,292	(20,523)	(1.41%)	
Recreation and Culture	7,214,997	4,316,213	5,343,082	1,026,869	23.79%	▲
Transport	8,628,059	5,529,951	5,988,447	458,496	8.29%	
Economic Services	574,628	274,115	213,927	(60,188)	(21.96%)	
Other Property and Services	747,393	444,382	936,184	491,802	110.67%	▲
	71,904,619	63,127,859	66,736,426	3,608,567	5.72%	
Expenses						
Governance	(6,537,388)	(3,960,266)	(3,745,401)	214,865	5.43%	
General Purpose Funding	(823,682)	(529,860)	(489,978)	39,882	7.53%	
Law Order Public Safety	(4,426,351)	(2,860,781)	(2,650,082)	210,700	7.37%	
Health	(827,752)	(518,899)	(492,729)	26,170	5.04%	
Education and Welfare	(2,956,850)	(1,944,233)	(1,531,683)	412,550	21.22%	▲
Housing	(476,250)	(313,591)	(336,783)	(23,192)	(7.40%)	
Community Amenities	(12,696,142)	(7,504,798)	(7,677,824)	(173,026)	(2.31%)	
Recreation and Culture	(24,599,371)	(15,073,788)	(13,839,137)	1,234,651	8.19%	
Transport	(15,523,091)	(9,897,015)	(8,481,647)	1,415,368	14.30%	▲
Economic Services	(2,646,666)	(1,374,008)	(1,330,541)	43,467	3.16%	
Other Property and Services	(4,473,351)	(2,871,829)	(2,929,569)	(57,740)	(2.01%)	
	(75,986,894)	(46,849,068)	(43,505,372)	3,343,696	7.14%	
Financial Costs						
Governance	(542,571)	(276,170)	(270,013)	6,157	2.23%	
Recreation and Culture	(57,655)	(28,998)	(33,222)	(4,224)	(14.57%)	
Transport	(154,086)	(84,016)	(104,548)	(20,532)	(24.44%)	
Economic Services	(6,401)	(3,946)	(3,946)	-	-	
	(760,713)	(393,130)	(411,729)	(18,599)	(4.73%)	
Non-Operating Grants / Contributions for the development of assets						
Education and Welfare	38,623	38,623	49,576	10,953	28.36%	
Community Amenities	243,485	7,560	7,560	-	-	
Recreation and Culture	11,161,931	948,461	447,015	(501,446)	(52.87%)	▼
Transport	362,254	204,649	177,673	(26,976)	(13.18%)	
Economic Services	-	-	48,480	48,480	-	
	11,806,293	1,199,293	730,305	(468,988)	(39.11%)	▼
Profit/(Loss) on disposal of assets						
Community Amenities	20,000	-	-	-	-	
Other Property and Services	693,735	-	-	-	-	
	713,735	-	-	-	-	
Fair Value Adjustments to Non-Financial Assets at Fair Value through Profit/Loss						
	-	-	-	-	-	
Net Result	7,677,040	17,084,954	23,549,630	6,464,676	37.84%	▲
Other Comprehensive Income						
	-	-	-	-	-	
Total Comprehensive Income	7,677,040	17,084,954	23,549,630	6,464,676	37.84%	▲

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 28 FEBRUARY 2021

STATEMENT OF FINANCIAL POSITION

	Ref Note	28-Feb-2021 (a)	30-Jun-2020 (b)	Movement (c) = (a) - (b)
		\$	\$	\$
Current Assets				
Cash and Cash Equivalents		22,430,822	18,651,646	3,779,176
Other Financial Assets		31,732,521	31,482,521	250,000
Trade and Other Receivables		9,079,218	2,270,978	6,808,239
Inventories		130,960	107,628	23,332
Other Current Assets		91,622	126,768	(35,146)
Land held for sale		4,243,000	4,243,000	-
		67,708,143	56,882,542	10,825,601
Non-Current Assets				
Other Receivables		736,691	762,936	(26,245)
Investments		4,818,617	4,528,576	290,041
Capital Work in Progress		14,823,798	-	14,823,798
Property, Plant and Equipment		239,086,472	240,553,017	(1,466,545)
Right of Use Asset		1,319,506	1,646,151	(326,645)
Investment Property		22,654,000	22,654,000	-
Infrastructure		154,015,099	157,358,915	(3,343,816)
		437,454,184	427,503,596	9,950,588
Total Assets		505,162,327	484,386,138	20,776,189
Current Liabilities				
Trade and Other Payables		(12,398,558)	(13,831,023)	1,432,465
Long Term Borrowings		(1,509,867)	(3,033,904)	1,524,038
Lease Liability		(199,516)	(396,717)	197,201
Provisions		(6,024,824)	(6,024,824)	-
		(20,132,764)	(23,286,469)	3,153,704
Non-Current Liabilities				
Long Term Borrowings		(24,335,744)	(24,335,744)	-
Lease Liability		(1,237,510)	(1,147,288)	(90,222)
Trade and Other Payables - Non - current		(68,386)	(68,386)	-
Provisions		(978,923)	(978,923)	-
		(26,620,564)	(26,530,341)	(90,222)
Total Liabilities		(46,753,328)	(49,816,810)	3,063,482
Net Assets		458,408,999	434,569,328	23,839,671
Equity				
Retained Surplus		(153,460,551)	(147,358,658)	(6,101,893)
Reserves - Cash/Investment Backed		(16,737,840)	(29,221,017)	12,483,178
Reserves - Asset Revaluation		(264,660,978)	(266,472,774)	1,811,796
Net Result (YTD Current Year)		(23,549,630)	8,483,122	(32,032,751)
Total Equity		(458,408,999)	(434,569,328)	(23,839,671)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021

RATE SETTING STATEMENT
BY NATURE AND TYPE

Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance Amount (b) - (a)	Variance % (b)-(a)/(a)	Var.
	\$	\$	\$	\$	%	
Net current assets at start of financial year -	2,026,794	2,026,794	3,562,677	1,535,883	75.78%	▲
Revenue from operating activities (excluding rates)						
Rates - Specified Area	158,429	158,429	170,258	11,829	7.47%	
Service Charges (Underground Power)	11,919	7,192	7,192	-	-	
Operating Grants, Subsidies and Contributions	3,584,927	2,228,005	2,198,049	(29,956)	(1.34%)	
Fees and Charges	19,176,009	12,235,136	14,524,828	2,289,692	18.71%	▲
Interest Earnings	793,686	687,722	693,548	5,826	0.85%	
Profit on Sale of Assets	777,000	-	-	-	-	
Reimbursement Income	1,036,760	757,734	490,058	(267,676)	(35.33%)	▼
Other Revenue	91,750	68,502	293,928	225,426	329.08%	▲
	25,630,480	16,142,720	18,377,862	2,235,142	13.85%	▲
Expenditure from operating activities						
Employee Costs	(38,913,063)	(24,856,024)	(23,151,245)	1,704,779	6.86%	
Employee costs - Agency Labour	(346,000)	(236,764)	(448,596)	(211,832)	(89.47%)	▼
Materials and Contracts	(23,792,249)	(13,649,246)	(11,789,564)	1,859,682	13.62%	▲
Depreciation on Non Current Assets	(7,850,958)	(4,816,387)	(5,126,032)	(309,645)	(6.43%)	
Interest Expenses	(760,713)	(393,130)	(411,729)	(18,599)	(4.73%)	
Utility Charges (gas, electricity, water)	(2,049,150)	(1,179,517)	(1,045,945)	133,572	11.32%	▲
Loss on Sale of Assets	(63,265)	-	-	-	-	
Insurance Expenses	(882,734)	(857,788)	(874,482)	(16,694)	(1.95%)	
Other Expenditure	(2,253,354)	(1,253,342)	(1,069,507)	183,835	14.67%	▲
	(76,911,486)	(47,242,198)	(43,917,101)	3,325,097	7.04%	
Operating activities excluded from budget						
(Profit)/Loss on Asset Disposals	(713,735)	-	-	-	-	
Depreciation on Assets	7,850,958	4,816,387	5,126,032	309,645	6.43%	
Non Current Rates Debtors Movement	-	-	26,245	26,245	-	
Amount attributable to operating activities	(42,116,989)	(24,256,297)	(16,824,285)	7,432,013	30.64%	▲
Investing Activities						
Capital Revenue						
Capital Grants and Subsidies/						
Contributions for the development of Assets	11,806,293	1,199,293	730,305	(468,988)	(39.11%)	▼
Proceeds from Disposal of Assets	5,100,000	100,000	115,990	15,990	15.99%	
	16,906,293	1,299,293	846,295	(452,998)	(34.86%)	▼
Capital Expense						
Purchase Investment Land and Buildings	(11,915)	(11,915)	(4,363)	7,552	63.38%	
Purchase Community Land and Buildings	(30,359,509)	(16,954,362)	(13,560,685)	3,393,677	20.02%	▲
Purchase Infrastructure - Roads	(704,261)	(397,732)	(308,895)	88,837	22.34%	
Purchase Infrastructure - Drainage	(70,000)	-	-	-	-	
Purchase Infrastructure - Parks	(3,071,575)	(1,293,832)	(776,084)	517,748	40.02%	▲
Purchase Infrastructure - Other	(4,071,522)	(271,522)	(131,052)	140,470	51.73%	▲
Purchase Plant and Equipment	(80,929)	(28,429)	(37,979)	(9,550)	(33.59%)	
Purchase Furniture and Fittings	(411,478)	(26,378)	(4,740)	21,638	82.03%	
	(38,781,189)	(18,984,170)	(14,823,798)	4,160,372	21.91%	▲
Amount attributable to investing activities	(21,874,896)	(17,684,877)	(13,977,503)	3,707,374	20.96%	▲
Financing Activities						
Repayment of Debentures	(2,331,239)	(1,524,037)	(1,524,038)	(1)	-	
Repayment of Operating Lease	(474,720)	-	(211,995)	(211,995)	-	
Proceeds from New Debentures	500,000	-	-	-	-	
	(2,305,959)	(1,524,037)	(1,736,033)	(211,996)	(13.91%)	▼
Reserve Transfers						
Transfer to Reserves (Restricted) - Capital	(5,020,000)	(20,000)	(15,679)	4,321	21.61%	
Transfer to Reserves (Restricted) - Operating	(63,965)	(63,965)	(62,383)	1,582	2.47%	
Transfer from Reserves (Restricted) - Capital	24,223,751	15,470,866	12,518,480	(2,952,387)	(19.08%)	▼
Transfer from Reserves (Restricted) - Operating	106,919	56,919	42,760	(14,159)	(24.88%)	
Transfer to/from reserves	19,246,705	15,443,820	12,483,178	(2,960,642)	(19.17%)	▼
Amount attributable to financing activities	16,940,746	13,919,783	10,747,145	(3,172,638)	(22.79%)	▼
Budgeted deficiency before general rates	(47,051,139)	(28,021,391)	(20,054,643)	7,966,748	28.43%	▲
General rates estimated to be raised	(47,051,139)	(46,985,139)	(48,358,564)	1,373,425	2.92%	
Closing Funding Surplus (Deficit)	-	18,963,748	28,303,921	9,340,173	49.25%	▲

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold. Refer to Note 2 for an explanation of the reasons for the variance.
This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021

RATE SETTING STATEMENT
BY DIRECTORATE

Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance Amount (b) - (a)	Variance % (b)-(a)/(a)	Var.
	\$	\$	\$	\$	%	
Net current assets at start of financial year -	2,026,794	2,026,794	3,562,677	1,535,883	75.78%	▲
Revenue from operating activities (excluding rates)						
Office of the Chief Executive	3,544,882	1,733,417	2,020,965	287,548	16.59%	▲
City Business Directorate	15,754,097	10,006,149	11,300,088	1,293,939	12.93%	▲
Community Development Directorate	3,731,779	2,675,445	3,210,471	535,026	20.00%	▲
Strategic Planning and Projects Directorate	711,300	490,100	533,704	43,604	8.90%	
Infrastructure and Projects Directorate	1,888,422	1,237,609	1,312,635	75,026	6.06%	
	25,630,480	16,142,720	18,377,862	2,235,142	13.85%	▲
Expenditure from operating activities						
Office of the Mayor and Councillors	(737,254)	(498,986)	(434,260)	64,726	12.97%	
Office of the Chief Executive	(6,839,655)	(3,659,610)	(3,507,232)	152,378	4.16%	
City Business Directorate	(25,287,282)	(15,444,238)	(15,462,140)	(17,902)	(0.12%)	
Community Development Directorate	(11,653,694)	(7,515,226)	(6,573,427)	941,799	12.53%	▲
Strategic Planning and Projects Directorate	(3,087,165)	(1,923,792)	(1,739,130)	184,662	9.60%	
Infrastructure and Projects Directorate	(28,072,234)	(17,390,952)	(15,498,485)	1,892,467	10.88%	▲
People and Culture Directorate	(1,234,202)	(809,394)	(702,428)	106,966	13.22%	▲
	(76,911,486)	(47,242,198)	(43,917,101)	3,325,097	7.04%	
Operating activities excluded from budget						
Profit/(Loss) on Asset Disposals	(713,735)	-	-	-	-	
Depreciation on Assets	7,850,958	4,816,387	5,126,032	309,645	6.43%	
Non Current Rates Debtors Movement	-	-	26,245	26,245	-	
Amount attributable to operating activities	(42,116,989)	(24,256,297)	(16,824,285)	7,432,012	30.64%	▲
Investing Activities						
Capital Revenue						
Capital Grants and Subsidies/						
Contributions for the development of Assets	11,806,293	1,199,293	730,305	(468,988)	(39.11%)	▼
Proceeds from Disposal of Assets	5,100,000	100,000	115,990	15,990	15.99%	
	16,906,293	1,299,293	846,295	(452,998)	(34.86%)	▼
Capital Expense						
Purchase Investment Land and Buildings	(11,915)	(11,915)	(4,363)	7,552	63.38%	
Purchase Community Land and Buildings	(30,359,509)	(16,954,362)	(13,560,685)	3,393,677	20.02%	▲
Purchase Infrastructure - Roads	(704,261)	(397,732)	(308,895)	88,837	22.34%	
Purchase Infrastructure - Drainage	(70,000)	-	-	-	-	
Purchase Infrastructure - Parks	(3,071,575)	(1,293,832)	(776,084)	517,748	40.02%	▲
Purchase Infrastructure - Other	(4,071,522)	(271,522)	(131,052)	140,470	51.73%	▲
Purchase Plant and Equipment	(80,929)	(28,429)	(37,979)	(9,550)	(33.59%)	
Purchase Furniture and Fittings	(411,478)	(26,378)	(4,740)	21,638	82.03%	
	(38,781,189)	(18,984,170)	(14,823,798)	4,160,372	21.91%	▲
Amount attributable to investing activities	(21,874,896)	(17,684,877)	(13,977,503)	3,707,374	20.96%	▲
Financing Activities						
Repayment of Debentures	(2,331,239)	(1,524,037)	(1,524,038)	(1)	-	
Repayment of Operating Lease	(474,720)	-	(211,995)	(211,995)	-	
Proceeds from New Debentures	500,000	-	-	-	-	
	(2,305,959)	(1,524,037)	(1,736,033)	(211,996)	(13.91%)	▼
Reserve Transfers						
Transfer to Reserves (Restricted) - Capital	(5,020,000)	(20,000)	(15,679)	4,321	21.61%	
Transfer to Reserves (Restricted) - Operating	(63,965)	(63,965)	(62,383)	1,582	2.47%	
Transfer from Reserves (Restricted) - Capital	24,223,751	15,470,866	12,518,480	(2,952,387)	(19.08%)	▼
Transfer from Reserves (Restricted) - Operating	106,919	56,919	42,760	(14,159)	(24.88%)	
Transfer to/from reserves	19,246,705	15,443,820	12,483,178	(2,960,642)	(19.17%)	▼
Amount attributable to financing activities	16,940,746	13,919,783	10,747,145	(3,172,638)	(22.79%)	▼
Budgeted deficiency before general rates	(47,051,139)	(28,021,391)	(20,054,643)	7,966,748	28.43%	▲
General rates estimated to be raised	(47,051,139)	(46,985,139)	(48,358,564)	1,373,425	2.92%	
Closing Funding Surplus (Deficit)	-	18,963,748	28,303,921	9,340,173	49.25%	▲

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold. Refer to Note 2 for an explanation of the reasons for the variance.

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

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 28 FEBRUARY 2021

CASH AND INVESTMENTS

NOTE 1

Cash and Investments	Unrestricted Muni Fund	Restricted Reserve	YTD Actual without Trust	Trust Fund	YTD Actual
	\$	\$	\$	\$	\$
Cash on Hand					
Petty Cash and Floats	53,215	-	53,215	-	53,215
	53,215	-	53,215	-	53,215
At Call Deposits					
Municipal Fund	289,088	-	289,088	-	289,088
Receipts in Progress	128,609	-	128,609	-	128,609
	417,696	-	417,696	-	417,696
Investments					
<u>Cash Investments (≤ 3 months)</u>					
Professional Funds Account	7,938,916	-	7,938,916	-	7,938,916
Trust Fund	-	-	-	1,329,667	1,329,667
MACQ Oncall Account	10,020,994	-	10,020,994	-	10,020,994
Term Deposits (≤ 3 months)	4,000,000	-	4,000,000	-	4,000,000
	21,959,910	-	21,959,910	1,329,667	23,289,578
<u>Term Deposits (> 3 months)</u>					
Municipal Investment	14,994,682	-	14,994,682	-	14,994,682
Reserve Fund Investment	-	16,737,840	16,737,840	-	16,737,840
	14,994,682	16,737,840	31,732,521	-	31,732,521
Investments Total	36,954,592	16,737,840	53,692,432	1,329,667	55,022,099
Total	37,425,503	16,737,840	54,163,343	1,329,667	55,493,010

SIGNIFICANT ACCOUNTING POLICIES

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.

KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.



Total Cash

\$55.49 M

Unrestricted

\$37.43 M

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021**
**ADJUSTED NET CURRENT ASSETS
NOTE 2**

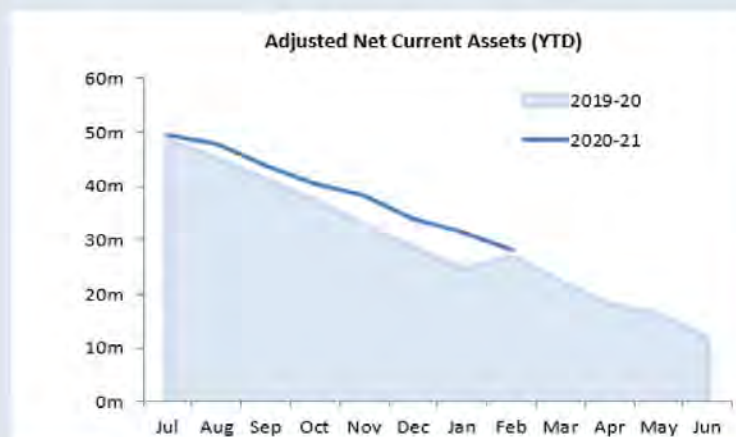
	Ref Note	28-Feb-2021 (a)	30-Jun-2020 (b)	Movement (c) = (a) - (b)
		\$	\$	\$
Current Assets				
Cash Unrestricted		37,425,503	20,913,150	16,512,354
Cash Restricted		16,737,840	29,221,017	(12,483,178)
Rates Outstanding		7,569,644	982,533	6,587,111
Sundry debtors		1,176,102	722,457	453,645
GST Receivable		333,472	565,989	(232,517)
Land held for sale		4,243,000	4,243,000	-
Accrued income		91,622	126,768	(35,146)
Inventories		130,960	107,628	23,332
		67,708,143	56,882,542	10,825,601
Less: Current Liabilities				
Trade and other payables		(12,398,558)	(13,831,023)	1,432,465
Long term borrowings		(1,509,867)	(3,033,904)	1,524,038
Lease liability - Current		(199,516)	(396,717)	197,201
Provisions		(6,024,824)	(6,024,824)	-
		(20,132,764)	(23,286,469)	3,153,704
Unadjusted Net Current Assets		47,575,378	33,596,073	13,979,305
Adjustments and exclusions permitted by FM Reg 32				
Add: Loan Repayments (Current)		1,709,382	3,430,622	(1,721,239)
Less: Cash - Reserves - Restricted		(16,737,840)	(29,221,017)	12,483,178
Less: Land held for sale		(4,243,000)	(4,243,000)	-
Adjusted Net Current Assets		28,303,921	3,562,677	24,741,244

SIGNIFICANT ACCOUNTING POLICIES

Please see Information attachment on significant accounting policies relating to Net Current Assets.

KEY INFORMATION

The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.


This Year YTD
Surplus(Deficit)
\$28.3 M
Last Year YTD
Surplus(Deficit)
\$27.13 M

MONTHLY FINANCIAL REPORT FOR THE PERIOD ENDED 28 FEBRUARY 2021

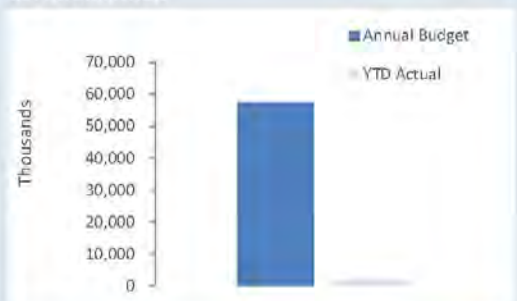
CAPITAL ACQUISITIONS SUMMARY NOTE 3(a)

Capital Acquisitions	Amended		YTD Actual	YTD Budget Variance
	Annual Budget	YTD Budget		
	\$	\$	\$	\$
120 Investment Land	11,915	11,915	4,363	7,552
210 Buildings	30,359,509	16,954,362	13,560,685	3,393,677
310 Infrastructure - Roads	704,261	397,732	308,895	88,837
330 Infrastructure - Drainage	70,000	-	-	-
380 Infrastructure - Parks	3,071,575	1,293,832	776,084	517,748
390 Infrastructure - Other	4,071,522	271,522	131,052	140,470
440 Furniture and Fittings	411,478	26,378	4,740	21,638
450 Plant and Equipment	80,929	28,429	37,979	(9,550)
Capital Expenditure Totals	38,781,189	18,984,170	14,823,798	4,160,372
Capital Acquisitions Funded By:				
Capital grants and contributions	11,806,293	1,199,293	730,305	(468,988)
Borrowings	500,000	-	-	-
Contribution - operations	2,251,145	2,314,011	1,575,014	(738,997)
	14,557,438	3,513,304	2,305,319	1,207,985
Cash Backed Reserves				
Cantonment Hill Master Plan Reserve	50,000	50,000	57,439	7,439
Fremantle Markets Conservation Reserve	265,215	-	86,260	86,260
Investment Fund Reserve	23,297,726	15,420,866	12,362,456	(3,058,410)
Leisure Centre Upgrade Reserve	57,600	-	12,325	12,325
Parking Dividend Equalisation Reserve	493,700	-	-	-
Renewable Energy Investment Reserve	59,510	-	-	-
	24,223,751	15,470,866	12,518,480	2,952,387
Capital Funding Total	38,781,189	18,984,170	14,823,798	(4,160,372)

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION

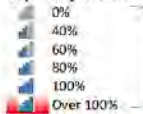


Acquisitions	Annual Budget	YTD Actual	% Spent
	\$38.78 M	\$14.82 M	38%
Capital Grant	Annual Budget	YTD Actual	% Received
	\$11.81 M	\$0.73 M	6%

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021**

**CAPITAL ACQUISITIONS - PROJECTS
NOTE 3(b)**

Capital Expenditure - Level of Completion Indicators



Percentage YTD Actual to Annual Budget.
Expenditure over budget highlighted in red

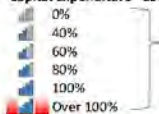
* Please see table at the end of this note for further detail

% of Completion	Activity Number	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Variance Under/(Over)	Over Budget
Office of the Chief Executive						
Arts and Culture Management						
10%	P-11687 Install Public Art Kings Square	300088	100,000	-	9,800	(9,800)
0%	P-11933 - Purchase - Fremantle Arts Centre Kiln	300187	20,000	20,000	-	20,000
Fremantle Arts Centre Team						
0%	P-10545 Program-Artworks Victor Felstead	300050	7,000	7,000	-	7,000
City Business Directorate						
IT Operations Team						
0%	P-10498 Install-Network infrastructure	300007	20,000	-	-	-
>100%	P-11042 Install-Kings Square Relocation Network Infrastructure	300072	-	4,740	(4,740)	(4,740)
0%	P-11077 Install-Kings Square Network Infrastructure Queensga	300073	39,378	19,378	19,378	-
0%	P-11705 Relocation- Kings Square network and communications	300102	250,000	-	-	-
0%	P-10897 Purchase-Wi-Fi network infrastructure	300107	50,000	-	-	-
0%	P-11636 Relocation-Vocus communications	300108	21,400	-	-	-
Economic Development Team						
0%	P-11829 Design and construct-Kings Square Commercial tenancy	300112	899,194	-	-	-
Commercial Property Team						
>100%	P-10458 Disposal - Quarry St	300047	-	7,610	(7,610)	(7,610)
Environmental Health Team						
0%	P-11720 Mobile Compliance Software	300103	23,700	-	-	-
Community Development Directorate						
Lifelong Learning Team						
99%	P-11826 Install-Buster Storage	300105	10,000	9,926	74	-
0%	P-11907 - Purchase - Library stock	300175	52,500	-	-	-
Strategic Planning and Projects Directorate						
City Design and Projects Management						
0%	P-10294 - Design and construct-Public Realm	300049	10,506	10,506	-	10,506
5%	P-11878 - Design and construct- Kings Square - Windows to the	300162	144,624	144,624	6,675	137,949
Infrastructure and Projects Directorate						
Asset Management Team						
0%	P-10964 Restoration-Town Hall Internal	300032	37,025	7,000	-	7,000
0%	P-11838 Design and construct-Kings Square change facility	300113	150,000	-	-	-
33%	P-11843 Design and construct- Markets Building Services	300121	265,215	100,620	86,260	14,360
21%	P-11670 Design and construct-Leisure Centre Pool Roof	300123	57,600	-	17,325	(17,325)
6%	P-11944 Design and construct - Notre Dame - Façade	300167	11,915	11,915	4,363	7,552
37%	P-10260 Program - Arthur Head - Wall stabilisation	300168	1,000,000	44,150	55,931	(11,781)
0%	Program- Infrastructure Recovery	300170	173,609	-	-	-
101%	P-11957 - Refurbish - Hazel Orm	300181	33,623	33,623	34,037	(414)
17%	P-11958 - Install - Fremantle Park - Book a Court	300182	9,743	9,743	1,629	8,114
0%	P-11962 Purchase - South Beach - Generators	300185	40,000	-	-	-
Buildings Project Management Team						
64%	P-10297 Construct Walyalup Civic Centre and Library (KS)	300000	18,745,890	13,584,287	12,031,980	1,552,307
>100%	P-10350 Design and construct-Fremantle Park Sport and Commun	300075	-	1,845	1,845	(1,845)
120%	P-11814 Building development - Consultants Council Administr	300086	219,677	219,677	263,853	(44,176)
121%	P-11598 Building development - Project Management fees - (K)	300087	174,966	174,966	211,809	(36,843)
14%	P-11682 Fitout - Council Admin Offices (KS)	300100	777,464	103,142	106,292	(3,150)
1%	P-10898 Relocation - AV Equipment & Installation (KS)	300101	500,000	400,000	3,225	396,775
Building Capital Works Team						
100%	P-11836 Design and construct-Signal Station	300116	57,560	57,560	57,439	121
0%	P-11842 Design and construct-Westgate Mall courtyard	300119	36,780	-	-	-
100%	P-11876 - Renovation Fremantle Netball Club	300154	13,085	13,085	-	-
0%	P-11943 - Construct - Town Hall - Fire upgrade	300166	530,000	50,000	-	50,000
Infrastructure Engineering Management						
109%	P-11865 Design and construct - Kings Sq trees	300111	220,062	200,062	239,405	(39,343)
126%	P-11940 Design and Construct - Depot - Slab	300164	14,168	14,168	17,888	(3,720)
100%	P-11910 - Design and construct - Bike Projects	300173	63,000	2,480	2,480	-
1%	P-11949 - Resurface R2R - Bannister Street	300176	75,413	-	709	(709)
0%	P-11950 - Resurface R2R - Edmund Street	300177	25,000	-	-	-
6%	P-11951 - Resurface R2R - Ferres Street	300178	70,000	70,000	4,083	65,917
82%	P-11927 - Resurface R2R - Jones Street	300179	50,000	50,000	41,244	8,756
1%	P-11906 - Resurface R2R - Stevens Street	300180	75,000	-	617	(617)
Construction and Maintenance Teams						
60%	P-11718 Design and construct Stirling Highway crossing	300003	99,230	79,985	59,846	20,139
112%	P-11840 Design and construct-Port Beach carpark	300114	10,000	10,000	11,188	(1,188)
0%	P-10865 Construct-Fremantle Park carpark	300115	450,000	-	-	-
178%	P-11851 Resurface MRRG Ord St	300132	35,135	20,000	62,550	(42,550)
61%	P-11852 Resurface MRRG Parry St	300133	55,707	35,301	34,175	1,126
67%	P-11854 Resurface MRRG South Ice	300135	102,346	86,536	68,567	17,969
239%	P-11328 Purchase-Plant and Equipment	300141	4,261	4,261	10,165	(5,904)
60%	P-11932 Design and construct - Queen Street - Pedestrian Cro	300171	24,000	24,000	14,481	9,519
0%	P-11952 - Design and construct - Hampton Road - Drainage	300174	70,000	-	-	-
68%	P-11961 Design and Construct - Bracks Street - Parking	300184	29,430	29,430	20,143	9,287
Parks and Landscapes Team						
16%	P-11680 Design and construct-Kings Square Playspace	300051	671,385	228,367	106,761	121,626
21%	P-10295 Design and construct-Kings Square Public Realm Newma	300085	1,508,359	724,792	320,650	404,142
1%	P-11823 Design and construct-Port Beach coastal adaptation	300110	3,305,048	55,048	46,123	8,925

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021

CAPITAL ACQUISITIONS - PROJECTS
NOTE 3(b)

Capital Expenditure - Level of Completion Indicators



Percentage YTD Actual to Annual Budget
Expenditure over budget highlighted in red

* Please see table at the end of this note for further detail

% of Completion	Activity Number	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Variance Under/(Over)	Over Budget
70%	P-11859 Program-Parks-Irrigation	300144	43,000	43,000	30,060	12,940
9%	P-11882 -Design and construct - Fremantle Golf Course	300157	6,648,621	2,032,953	566,897	1,466,056
86%	P11885 -Design and Construct - Harvey Beach Jetty	300159	64,000	64,000	54,936	9,064
95%	P-11879 -Design and construct -Rockwall Port Beach	300163	71,850	71,850	68,454	3,396
0%	P-11911 - Design and construct - Leighton Beach - Shelters	300172	57,569	-	-	-
0%	P-11904 - Design and Construct - Gilbert Fraser - Lighting	300186	260,000	-	-	-
Waste Collection Team						
241%	P11884 -Design and Construct -Recycle Shop	300160	5,880	5,880	14,155	(8,275)
Facilities and Environmental Management						
0%	P-11873 Program-Solar Panels City	300152	59,510	-	-	-
0%	P-11887 - Design and construct - 14 Parry Street - Waste &	300158	20,000	-	-	-
113%	P-11883 -Design and construct-Container Deposit Setup	300161	60,761	60,761	68,632	(7,871)
74%	P-11941 Design and construct - Depot - Hazardous Waste	300165	50,000	50,000	36,768	13,232
Grand Total		38,781,189	18,984,170	14,823,798	4,160,372	(169,342)

PROJECTS OF OVERSPENDING	VARIANCE OVER 20/21 BUDGET	COMMENT (Tolerance level is 5% or \$10,000, whichever is lower)
P-11042 Install Kings Square Relocation Network Infrastructure	(4,740)	Error - invoice posted to incorrect activity.
P-10458 Disposal-7 Quarry St	(7,610)	Ongoing project over budget due to advertising of sale.
P11957 - Refurbish - Hazel Orn	(414)	Completed project over budget, within the tolerance level.
P-10350 Design and construct-Fremantle Park Sport and Commun	(1,845)	Carry forward project (Original Budget of \$3.74m) from 19/20. Budget amendment for the carried forward amount to 20/21 FY will be submitted to Council once the final reconciliation is completed.
P-11814 Building development - Consultants Council Administr	(44,176)	Ongoing project overspend due to additional fee requested due to delays in Practical Completion of the Civic Building.
P-11598 Building development - Project Management fees - (K)	(36,843)	Ongoing project overspend due to additional fee requested due to delays in practical completion of the Civic Building.
P-11865 Design and construct - Kings Sq trees	(19,343)	Ongoing project over budget due to allocations; journal to be processed.
P11940 Design and Construct - Depot -Slab	(3,720)	Completed project over budget by \$3,720 due to additional works required.
P-11840 Design and construct-Port Beach carpark	(1,188)	Ongoing project overspend due to hardstand material required for extension of parking area.
P-11851 Resurface MRRG- Ord St	(27,415)	Completed project over budget due to increased scope & COVID safety measures, this is expected to be offset from savings from another MRRG project.
P-11328 Purchase-Plant and Equipment	(5,904)	Completed project over budget due to Emergency purchasing of plant and equipment required for workshop.
P11884 -Design and Construct -Recycle Shop	(8,275)	Carry forward project (Original Budget of \$15k) from 19/20. Completed project over budget due to roof installation was slightly higher than anticipated.
P-11883 -Design and construct-Container Deposit Setup	(7,871)	Completed Project over budget due to increased requirements for security around the cash dispenser.

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021

BORROWINGS
NOTE 4

Particulars	Interest Rate	Expiry date of Loan	Principal 1-Jul-2020	Principal Repayment		Principal Balance		Interest Repayment	
				YTD Actual	Amended Budget	28-Feb-2021	30-Jun-21	YTD Actual	YTD Budget
	%		\$	\$	\$	\$	\$	\$	\$
Recreation and culture									
298 Leighton Beach Kiosk & Changerooms	3.44	1/07/2025	808,172	106,749	142,945	701,423	665,227	15,652	15,652
301 Leighton Beach Kiosk	3.15	1/07/2026	241,139	26,503	35,476	214,636	205,663	4,395	4,394
303 Fremantle Boys School	2.86	28/06/2027	510,519	33,185	66,847	477,334	443,672	8,834	8,952
Transport									
225 Streets Ahead (1)	6.96	1/07/2020	23,023	23,023	23,023	-	-	-	-
232 Streets Ahead Programme (2)	6.56	1/07/2021	108,094	63,783	85,755	44,311	22,339	2,781	2,781
236 Streets Ahead Programme (3)	6.56	1/07/2022	150,694	47,765	64,219	102,929	86,475	4,616	4,616
271 Road Asset Program	5.93	1/07/2020	32,881	32,881	32,881	-	-	-	-
272 Footpath Asset Program	5.93	1/07/2020	18,084	18,084	18,084	-	-	-	-
277 Road Asset Program	5.56	1/07/2021	157,255	93,048	124,930	64,207	32,325	3,708	3,709
278 Footpath Asset Program	5.56	1/07/2021	77,140	45,644	61,283	31,496	15,857	1,819	1,819
280 Road Rehabilitation & Improvement program	3.93	1/07/2022	156,210	50,551	67,733	105,660	88,477	3,138	3,139
281 Footpath Replacement Program	3.93	1/07/2022	91,008	29,451	39,461	61,557	51,547	1,828	1,829
284 Road Asset Program	4.01	1/07/2023	240,432	52,750	70,687	187,682	169,745	5,123	5,122
289 Road Asset Program	3.99	1/07/2024	836,394	137,534	184,296	698,860	652,098	18,138	18,138
290 Footpath Asset Program	3.99	1/07/2024	168,705	27,741	37,173	140,963	131,532	3,658	3,659
291 Drainage Asset Program	3.99	1/07/2024	142,567	23,443	31,414	119,124	111,153	3,092	3,092
295 Road Asset Program	3.44	1/07/2025	511,501	67,562	90,472	443,939	421,029	9,907	9,907
296 Footpath Asset Program	3.44	1/07/2025	146,647	19,370	25,938	127,277	120,709	2,840	2,839
297 Drainage Asset Program	3.44	1/07/2025	170,500	22,521	30,157	147,980	140,343	3,302	3,302
300 Road Asset Program	3.15	1/07/2026	559,786	61,524	82,356	498,262	477,430	10,202	10,202
294B Acquisition 73 Hampton Road	4.03	1/07/2024	159,384	26,190	35,096	133,195	124,288	3,466	3,467
305 Heavy Vehicles	2.86	28/06/2027	364,657	23,704	47,748	340,953	316,909	6,310	6,395
Economic services									
279 Fremantle Markets Upgrade	5.56	1/07/2021	78,628	46,524	62,465	32,104	16,163	1,854	1,854
283 Fremantle Markets Upgrade	3.93	1/07/2022	104,140	33,700	45,155	70,440	58,985	2,092	2,092
307 Civic & Library Building	1.96	28/06/2040	20,000,000	410,810	825,645	19,589,190	19,174,355	263,319	276,170
Community Amenities									
SMRC	-	-	1,512,088	-	-	1,512,088	1,512,088	-	-
Total			27,369,649	1,524,038	2,331,239	25,845,611	25,038,409	380,074	393,130



**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28TH FEBRUARY 2021**

**RESERVE FUND BALANCES AND MOVEMENTS
NOTE 5(a)**

Reserve Fund	Opening Balance	Transfer To Muni Fund		Transfers From Muni Fund		Closing Balance
	01-Jul-2020	For Operating	For Capital	From Operating	From Capital	28-Feb-2021
	\$	\$	\$	\$	\$	\$
Cantonment Hill Master Plan Reserve	167,746	-	(57,439)	-	-	110,308
Community Care Programs Reserve (Previously HACC)	6,386	-	-	-	-	6,386
Fremantle Markets Conservation Reserve	265,215	-	(86,260)	-	-	178,955
Fremantle Oval Reserve	250,000	(2,800)	-	-	-	247,200
Investment Fund Reserve	21,832,413	-	(12,362,456)	-	15,679	9,485,636
Leighton Precinct Maintenance Reserve	226,041	(32,272)	-	55,191	-	248,960
Leisure Centre Upgrade Reserve	91,199	-	(12,325)	-	-	78,874
Parking Dividend Equalisation Reserve	6,208,565	-	-	-	-	6,208,565
Parks Recreation and Facilities Reserve	97,771	-	-	-	-	97,771
Renewable Energy Investment Reserve	59,510	-	-	-	-	59,510
White Gum Valley Precinct Community Bore Reserve	16,171	(7,688)	-	7,192	-	15,675
Total	29,221,017	(42,760)	(12,518,480)	62,383	15,679	16,737,840



RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28TH FEBRUARY 2020

Cash Backed Reserves	Adopted Budget \$	Amended Budget \$	YTD Actual \$
Cantonment Hill Master Plan Reserve			
<u>Reserve Purpose:</u> <i>To fund capital works at Cantonment Hill in accordance with the Cantonment Hill Master Plan.</i>			
<u>Source of Income:</u> <i>Transfer from the Investment Reserve as approved by Council. Transfer from Municipal Fund amounts determined by Council through the annual budget and budget review</i>			
Opening Balance	167,746	167,746	167,746
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(50,000)	(50,000)	(57,439)
300116 - P-11836 Design and construct - Signal Station	(50,000)	(50,000)	(57,439)
Closing Balance	117,746	117,746	110,308
Community Care Programs Reserve (Previous HACC Asset Replacement Reserve)			
<u>Reserve Purpose:</u> <i>To fund Community Care Programs.</i>			
<u>Source of Income:</u> <i>Transfer from final balance held in old HACC Asset Replacement Reserve at end of 17/18 financial year.</i>			
Opening Balance	6,386	6,386	6,386
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	-	-	-
Closing Balance	6,386	6,386	6,386
Fremantle Markets Conservation Reserve			
<u>Reserve Purpose:</u> <i>To fund conservation works to the Fremantle Markets</i>			
<u>Source of Income:</u> <i>Contribution by lessee on signing of new lease in June 2008. Increase of rent derived from the premises for the first ten years of the lease commencing in June 2008 as a minimum to assist in obtaining external funding for implementing the Conservation Plan.</i>			
Opening Balance	264,015	265,215	265,215
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Capital)	(222,600)	(265,215)	(86,260)
300121 - P-11843 Design and construct - Markets Building Services	(222,600)	(265,215)	(86,260)
Closing Balance	41,415	-	178,955

RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 28TH FEBRUARY 2020

Cash Backed Reserves	Adopted Budget \$	Amended Budget \$	YTD Actual \$
Fremantle Oval Reserve			
<u>Reserve Purpose:</u>			
<i>To fund capital and business planning costs associated with the redevelopment of the Fremantle Oval precinct</i>			
<u>Source of Income:</u>			
<i>Transfer from Former Stan Reilly Property Site Redevelopment Reserve as approved by Council. Transfer from Municipal Fund amounts determined by Council through the annual budget, budget review and budget amendments</i>			
Opening Balance	250,000	250,000	250,000
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	(50,000)	(2,800)
200132 - P-10300 Plan-Fremantle Oval Precinct	-	(50,000)	(2,800)
Transfer from Reserves (Capital)	-	-	-
Closing Balance	250,000	200,000	247,200
Investment Fund Reserve			
<u>Reserve Purpose:</u>			
<i>To realise and make investments in income producing assets. A specified list of investment properties forms part of the investments. Funds will not be withdrawn from the reserve to subsidise operating or recurrent expenditure, nor shall funds be withdrawn for the purpose of providing community facilities that do not provide a commercial rate of return, unless specifically decided otherwise by the Council.</i>			
<u>Source of Income:</u>			
<i>Net proceeds of sale of nominated freehold properties, unless otherwise resolved by Council. Net proceeds from sale of miscellaneous parcels of land, unless otherwise resolved by Council. Transfer from municipal fund of principal repayment equivalent for Loan 189 (Queensgate) that was paid out in January 2006 using funds from the Investment Reserve. Net proceeds from the winding up of the City of Fremantle Trust Fund as per the City of Fremantle and Town of East Fremantle Trust Funds (Amendment and Expiry) Bill 2013.</i>			
Opening Balance	17,244,504	21,832,413	21,832,413
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	5,000,000	5,020,000	15,679
300047 - P-10458 Disposal - 7 Quarry St	2,750,000	2,750,000	-
300053 - P-11052 Disposal - 9 Quarry St	2,250,000	2,250,000	-
300145 - P-11863 Sale-Waste Trucks	-	20,000	15,679
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(19,241,779)	(23,297,726)	(12,362,456)
300000 - P-10297 Construct - Council Admin Offices (Kings Square)	(14,000,000)	(18,154,064)	(11,440,153)
300073 - P-11077 Install - Network Infrastructure (Kings Square)	(39,378)	(39,378)	-
300085 - P-10295 Design and construct - Public Realm Newman Court (KS)	(1,498,029)	(1,508,359)	(320,650)
300086 - P-11814 Building development - Consultants Council Admin	(291,321)	(219,677)	(263,853)
300087 - P-11598 Building development - Project Management fees(KS)	(210,569)	(174,966)	(211,809)
300088 - P-11687 Install - Public Art (Kings Square)	(100,000)	(100,000)	(9,800)
300100 - P-11682 Building development - Fit out - Civic Building (KS)	(777,464)	(777,464)	(106,292)
300101 - P- 10898 Relocation - AV Equipment & Installation (KS)	(500,000)	(500,000)	(3,225)
300102 - P-11705 Relocation - Network & Communications (KS)	(250,000)	(250,000)	-
300112 - P-11829 Design and construct - Commercial tenancy (KS)	(899,194)	(899,194)	-
300166 - P- 11943 - Construct - Town Hall - Fire upgrade	(530,000)	(530,000)	-
300162 - P-11878 Design and construct - Kings Square - Windows to	(145,824)	(144,624)	(6,675)
Closing Balance	3,002,725	3,554,687	9,485,636

RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28TH FEBRUARY 2020

Cash Backed Reserves	Adopted Budget \$	Amended Budget \$	YTD Actual \$
Leighton Precinct Maintenance Reserve			
Reserve Purpose:			
<i>To hold any specified area rate income raised during the financial year that were unspent at 30 June in relation to Leighton Precinct maintenance. To fund the above normal costs associated with maintaining the higher standard of the landscaping of the Leighton residential area.</i>			
Source of Income:			
<i>Revenue raised from a specified area rate that was unspent at the end of the financial year.</i>			
Opening Balance	226,130	226,041	226,041
Transfer to Reserves (Operating)	52,046	52,046	55,191
100913 - Maintain Landscape - Leighton Precinct SAR	52,046	52,046	55,191
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	(45,000)	(45,000)	(32,272)
100913 - Maintain Landscape - Leighton Precinct SAR	(45,000)	(45,000)	(32,272)
Transfer from Reserves (Capital)	-	-	-
Closing Balance	233,176	233,087	248,960
Leisure Centre Upgrade Reserve			
Reserve Purpose:			
<i>To provide funds for major upgrading and refurbishment works at the Fremantle Leisure Centre.</i>			
Source of Income:			
<i>Transfer from the Investment Reserve as approved by Council. Transfer from Municipal Fund amounts determined by Council through the annual budget and budget review.</i>			
Opening Balance	53,134	91,199	91,199
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(19,535)	(57,600)	(12,325)
300123 - P-11670 Design and construct - Leisure Centre Pool Roof	(19,535)	(57,600)	(12,325)
Closing Balance	33,599	33,599	78,874

RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28TH FEBRUARY 2020

Cash Backed Reserves	Adopted Budget \$	Amended Budget \$	YTD Actual \$
Parking Dividend Equalisation Reserve			
Reserve Purpose:			
<i>To provide a smoothing out of revenue contributions to municipal operations from commercial parking activities. That is to be achieved as follows (a) by transferring net profits in excess of budget to the reserve and (b) if required, when there is a material (i.e. plus 1%) net loss, transferring funds from the reserve to municipal fund to compensate the loss. Fund commercial parking capital equipment and facilities or parking infringement capital equipment and facilities to the extent the funds available in the reserve exceed 2.5% of budgeted gross parking revenue.</i>			
Source of Income:			
<i>Transfer from the Municipal Fund (a) net profit on commercial parking operations exceeding a set figure in the budget. Note: Net profit is calculated including depreciation and allocated support service costs but excludes capital, and/or (b) Transfer from the Municipal Fund amounts determined by Council through the annual budget or budget review in relation to parking operations. Transfer from Municipal Fund amounts determined by Council through the annual budget or budget review in relation to parking infringement operations. Net proceeds from sale of parking facilities as determined by Council through the annual budget or budget review.</i>			
Opening Balance	6,208,565	6,208,565	6,208,565
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(493,700)	(493,700)	-
300103 - P-11720 Software - Licencing Pinforce	(23,700)	(23,700)	-
300115 - P-10865 Construct - Fremantle Park carpark	(450,000)	(450,000)	-
300158 - P-11887 -Design and construct- 14 Parry Street - Waste	(20,000)	(20,000)	-
Closing Balance	5,714,865	5,714,865	6,208,565
Parks Recreation and Facilities Reserve			
Reserve Purpose:			
<i>To fund improvements within the South Fremantle Tip Site Reserve. To Finance improvements within the Kings Square Reserve. To Finance tourism projects within the City. To finance facilities for sporting clubs on a self supporting loan basis in accordance with Council guidelines for such advances to clubs. To Finance improvements within the Port and Leighton Beach Reserve. To finance capital works and improvements at Fremantle Oval. To Finance improvements or major refurbishments to other parks and recreation facilities within the municipality.</i>			
Source of Income:			
<i>Municipal Fund contribution as approved by Council in the annual budget.</i>			
Opening Balance	97,771	97,771	97,771
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	-	-	-
Closing Balance	97,771	97,771	97,771

RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28TH FEBRUARY 2020

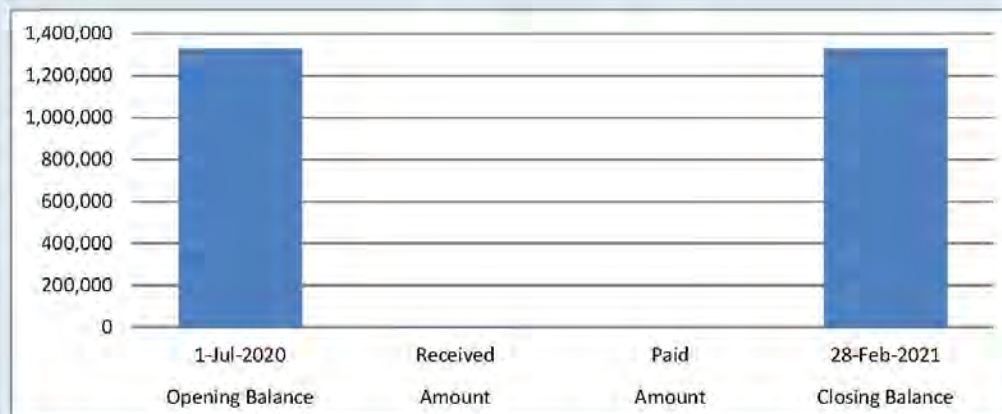
Cash Backed Reserves	Adopted Budget \$	Amended Budget \$	YTD Actual \$
Renewable Energy Investment Reserve			
<u>Reserve Purpose:</u>			
<i>To purchase sufficient carbon offsets to maintain the City's carbon neutral status. Remaining funds will then be used to invest in projects that promote positive renewable energy outcomes. If no renewable energy projects can be identified, the fund will accumulate that year's contribution.</i>			
<u>Source of Income:</u>			
<i>Transfer from Municipal Fund amounts determined by Council through the annual budget and budget review.</i>			
Opening Balance	59,510	59,510	59,510
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(59,510)	(59,510)	-
300152 - P-11873 Program-Solar Panels City	(59,510)	(59,510)	-
Closing Balance	-	-	59,510
White Gum Valley Precinct Community Bore Reserve			
<u>Reserve Purpose:</u>			
<i>To fund the associated costs required to maintain the community bore within the WGV development.</i>			
<u>Source of Income:</u>			
<i>Revenue raised from a service charge that was unspent at the end of the financial year.</i>			
Opening Balance	16,172	16,171	16,171
Transfer to Reserves (Operating)	11,919	11,919	7,192
100738 - Service charge - Use of community bore	11,919	11,919	7,192
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	(11,919)	(11,919)	(7,688)
100738 - Service charge - Use of community bore	(11,919)	(11,919)	(7,688)
Transfer from Reserves (Capital)	-	-	-
Closing Balance	16,172	16,171	15,675
Summary			
Opening Balance	24,593,933	29,221,017	29,221,017
Transfer to Reserves (Operating)	63,965	63,965	62,383
Transfer to Reserves (Capital)	5,000,000	5,020,000	15,679
Transfer from Reserves (Operating)	(56,919)	(106,919)	(42,760)
Transfer from Reserves (Capital)	(20,087,124)	(24,223,751)	(12,518,480)
Closing Balance	9,513,855	9,974,312	16,737,840

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 28 FEBRUARY 2021**

**NOTE 6
TRUST FUND**

Funds held at balance date over which the City has no control and which are not included in this statement are as follows:

Description	Opening Balance 1-Jul-2020	Amount Received	Amount Paid	Closing Balance 28-Feb-2021
	\$	\$	\$	\$
Cash In Lieu of Public Open Space				
37 Strang Street subdivision	85,673	-	-	85,673
Christian Brothers Site	131,830	-	-	131,830
Lot 502 Lefroy Road	61,600	-	-	61,600
Swan Hardware	26,899	-	-	26,899
Knutsford/Blinco subdivision	404,075	-	-	404,075
Cash In Lieu of Parking	469,360	-	-	469,360
Bequests				
Gweneth Ewens	27,091	485	-	27,576
John Francis Boyd	2,700	-	-	2,700
Victor Felstead	11,305	-	-	11,305
Unclaimed Funds - Debtors	3,741	-	-	3,741
Unclaimed Funds - Stale Cheques	40,352	1,101	-	41,453
Miscellaneous	7,310	-	-	7,310
Trust Interest	56,146	-	-	56,146
	1,328,081	1,586	-	1,329,667



BUDGET AMENDMENTS TO ADOPTED BUDGET 2020/21
AS AT 28-FEB-2021

BUDGET AMENDMENTS
NOTE 7

Service Unit	IP Activity Project	IP Activity Project Description	20/21 Adopted Budget		YTD Budget Amendments		20/21 Amended Budget	
			Revenue	Expenditure	Revenue Increase/ (Decrease)	Expenditure Increase/ Decrease	Revenue	Expenditure
Operating - Base								
4200 Arts and Culture	100402	Conduct Wardang Festival Arts and Culture	-	(50,000)	43,330	(23,330)	43,330	(73,330)
			-	(50,000)	43,330	(23,330)	43,330	(73,330)
4300 Community Development	100447	Provide domestic violence legal aid - State	139,968	(152,879)	21,143	(18,194)	161,111	(171,073)
	100459	Conduct seniors programs and activities	-	(104,811)	-	1,500	-	(103,311)
	100462	Support Community and Sporting Groups	-	(112,640)	-	(7,500)	-	(120,140)
	100474	Operate volunteering program	34,836	(38,125)	2,240	(4,240)	37,076	(42,365)
	100553	Provide Legal Aid - Family + Domestic Violence - Commonwealth Community Development	127,643	(116,893)	109,005	(91,954)	236,648	(208,847)
			302,447	(525,340)	132,388	(120,388)	434,835	(645,736)
4400 Customer Experience and Learning	100477	Provide customer support	-	(34,075)	-	(10,000)	-	(44,075)
	100482	Operate Fremantle library	160,540	(1,372,457)	-	(10,000)	160,540	(1,382,457)
	100740	Operate Curious Program	-	(42,950)	-	3,000	-	(39,950)
		Customer Experience and Learning	160,540	(1,415,427)	-	(17,000)	160,540	(1,432,427)
4500 Communications and Events	100127	Monitor develop and promote the city website	-	-	-	(10,000)	-	(10,000)
	100412	Coordinate external event enquiries and bookings	-	(84,200)	-	(20,000)	-	(104,200)
	100424	Conduct NAIDOC week events	-	(6,600)	1,000	(1,000)	1,000	(7,600)
	100558	Manage corporate communications Communications and Events	-	(95,000)	-	10,000	-	(25,000)
			-	(125,800)	1,000	(21,000)	1,000	(144,800)
5300 Strategic Planning	100531	Sustainability advice and projects Strategic Planning	-	(45,600)	-	(850)	-	(46,450)
			-	(45,600)	-	(850)	-	(46,450)
6400 Facilities and Environment	100241	Maintain Civic Administration Buildings	-	(282,399)	-	10,000	-	(272,399)
	100691	Support service units - Containers for Change Facilities and Environment	-	(2,656)	322,000	(322,000)	322,000	(324,656)
			-	(285,055)	322,000	(312,000)	322,000	(597,055)
Total: Operating - Base			462,987	(2,462,202)	498,718	(199,368)	961,705	(1,971,908)
1130 Operating-Project								
4200 Arts and Culture	200488	P-11729 Program Reveal Aboriginal Artist 2020 Arts and Culture	180,047	(180,047)	(5,620)	5,620	174,427	(174,427)
			180,047	(180,047)	(5,620)	5,620	174,427	(174,427)
4300 Community Development	200484	P-11698 Plan-AIP Consultation and Review	4,909	(4,909)	318	(318)	5,227	(5,227)
	200490	P11955 - Software Legal Centre Community Development	-	-	-	(20,000)	-	(20,000)
			4,909	(4,909)	318	(20,318)	5,227	(25,327)
4400 Customer Experience and Learning	200491	P-11954 - Event - Building Digital Skills	-	-	2,500	(7,000)	2,500	(7,000)
	200492	P-11956 2020 Pennant - Infant Mental Health Promotion Customer Experience and Learning	-	-	805	(805)	805	(805)
			-	-	3,305	(7,805)	3,305	(7,805)
4500 Communications and Events	200790	P-11948 - Event - WAFU Grand Final Communications and Events	-	-	27,583	(34,000)	27,583	(34,000)
			-	-	27,583	(34,000)	27,583	(34,000)
5400 City Design and Projects	200132	P-10300 Plan-Fremantle Oval Precinct City Design and Projects	-	-	50,000	(50,000)	50,000	(50,000)
			-	-	50,000	(50,000)	50,000	(50,000)
6300 Infrastructure Engineering	200786	P-11886 Design and Construct - Depot - Site Preparation Infrastructure Engineering	46,307	(46,307)	(44,394)	44,394	1,913	(1,913)
			46,307	(46,307)	(44,394)	44,394	1,913	(1,913)
6400 Facilities and Environment	200791	P-11963 Better Bins Plus - Go FOGO Facilities and Environment	-	-	168,825	(168,825)	168,825	(168,825)
			-	-	168,825	(168,825)	168,825	(168,825)
6500 Parks and Landscapes	200466	P-11708 Plan-Coastal monitoring	-	-	30,817	(37,500)	30,817	(37,500)
	200782	P-11867 - Design - Booyembara Park - Mountain Bike Trail	5,930	(5,930)	(4,091)	4,091	1,839	(1,839)
	200793	P-11970 -Northbank Foreshore Stabilisation Project (St 2) Parks and Landscapes	-	-	28,404	(28,404)	28,404	(28,404)
			5,930	(5,930)	55,130	(61,815)	61,060	(67,743)
Total:Operating-Project			237,193	(237,284)	255,147	(192,745)	492,340	(232,988)

2110 Capital - New

4200 Arts and Culture

300187	P-11933 - Purchase - Fremantle Arts Centre kiln Arts and Culture	-	-	-	(20,000)	-	(20,000)
		-	-	-	(20,000)	-	(20,000)

4400 Customer Experience and Learning

300105	P-11826 Install-Butter Storage	5,000	(5,000)	5,000	(5,000)	10,000	(10,000)
300175	P-11907 - Purchase - Library stock Customer Experience and Learning	-	-	-	(52,500)	-	(52,500)
		5,000	(5,000)	5,000	(57,500)	10,000	(62,500)

5400 City Design and Projects

300049	P-10294 - Design and construct Public Realm	8,829	(8,829)	1,677	(1,677)	10,506	(10,506)
300162	P-11878 -Design and construct-Kings Square - Windowsto the City Design and Projects	145,824	(145,824)	(1,200)	1,200	144,624	(144,624)
		154,653	(154,653)	477	(477)	155,130	(155,130)

6200 Asset Management

300182	P11958 - Install - Fremantle Park - Book a Court Asset Management	-	-	9,743	(9,743)	9,743	(9,743)
		-	-	9,743	(9,743)	9,743	(9,743)

6300 Infrastructure Engineering

300003	P-11718 Design and construct Stirling Highway crossing	108,200	(108,200)	(8,970)	8,970	99,230	(99,230)
300171	P-11932 Design and construct - Queen Street - Pedestrian Cro	-	-	17,000	(24,000)	17,000	(24,000)
300173	P-11910 - Design and construct - Bike Projects	-	-	63,000	(63,000)	63,000	(63,000)
300184	P - 11961 Design and Construct - Bracks Street - Parking Infrastructure Engineering	-	-	-	(29,430)	-	(29,430)
		108,200	(108,200)	71,030	(107,460)	179,230	(215,660)

6400 Facilities and Environment

300160	P11884 -Design and Construct -Recycle Shop	6,000	(6,000)	(120)	120	5,880	(5,880)
300161	P-11883 -Design and construct-Container Deposit Setup Facilities and Environment	62,261	(62,261)	(1,500)	1,500	60,761	(60,761)
		68,261	(68,261)	(1,620)	1,620	66,641	(66,641)

6500 Parks and Landscapes

300051	P-11680 Design and construct-Kings Square Playspace	413,403	(671,403)	(19)	19	413,385	(671,385)
300085	P-10295 Design and construct-Kings Square Public Realm Newm	1,498,029	(1,498,029)	10,330	(10,330)	1,508,359	(1,508,359)
300110	P-11823 Design and construct-Port Beach coastal adaptation	29,564	(29,564)	3,269,434	(3,275,404)	3,298,998	(3,305,048)
300157	P-11882 -Design and construct - Fremantle Golf Course	6,410,055	(6,410,055)	238,566	(238,566)	6,648,621	(6,648,621)
300163	P-11879 -Design and construct -Rockwall Port Beach Parks and Landscapes	65,294	(65,294)	6,556	(6,556)	71,850	(71,850)
		8,416,345	(8,674,345)	3,524,868	(3,530,910)	11,941,213	(12,205,763)

Total-Capital - New

8,752,459 (9,234,098) 3,609,498 (1,729,476) 12,361,957 (12,274,977)

2130 Capital - Renewal

6200 Asset Management

300000	P-10297 Construct-Walbyup Civic Centre and Library (K3)	14,000,000	(14,000,000)	4,745,890	(4,745,890)	18,745,890	(18,745,890)
300086	P-11814 Building development - Consultants Council Administr	291,321	(291,321)	(71,644)	71,644	219,677	(219,677)
300087	P-11598 Building development - Project Management fees - (K)	210,569	(210,569)	(35,603)	35,603	174,966	(174,966)
300116	P-11836 Design and construct-Signal Station	50,000	(50,000)	7,560	(7,560)	57,560	(57,560)
300119	P-11042 Design and construct-Westgate Mall courtyard	34,703	(34,703)	2,077	(2,077)	36,780	(36,780)
300121	P-11843 Design and construct- Markets Building Services	222,600	(222,600)	42,615	(42,615)	265,215	(265,215)
300123	P-11670 Design and construct-Leisure Centre Pool Roof	18,535	(18,535)	38,065	(38,065)	57,600	(57,600)
300154	P11876 - Renovation Fremantle Netball Club	-	-	-	(13,085)	-	(13,085)
300167	P- 11944 Design and construct - Notre Dame - Façade	-	(25,000)	-	13,085	-	(11,915)
300170	Program - Infrastructure Recovery	-	(465,000)	-	291,391	-	(173,609)
300181	P11957 - Refurbish - Hazel Orn	-	-	33,623	(33,623)	33,623	(33,623)
300185	P-11962 Purchase - South Beach - Generators Asset Management	-	-	-	(40,000)	-	(40,000)
		14,828,728	(15,319,728)	4,762,583	(4,511,192)	19,591,311	(19,829,920)

6300 Infrastructure Engineering

300114	P-11840 Design and construct-Port Beach carpark	-	-	-	(10,000)	-	(10,000)
300132	P-11851 Resurface MRRG-Ord St	179,191	(179,191)	(144,056)	144,056	35,135	(35,135)
300133	P-11852 Resurface MRRG-Parry St	40,622	(40,622)	15,085	(15,085)	55,707	(55,707)
300135	P-11854 Resurface MRRG-South Tce	307,067	(307,067)	(204,721)	204,721	102,346	(102,346)
300139	P-11856 Program - Resurface R2R - Peel Rd	4,533	(4,533)	(4,533)	4,533	-	-
300140	P-11857 Resurface R2R-South Tce	61,215	(61,215)	(61,215)	61,215	-	-
300141	P-11328 Purchase-Plant and Equipment	-	-	4,261	(4,261)	4,261	(4,261)
300145	P-11863 Sale-Waste Trucks	-	-	20,000	(20,000)	20,000	(20,000)
300164	P11940 Design and Construct - Depot - Slab	17,500	(17,500)	(3,332)	3,332	14,168	(14,168)
300174	P-11952 - Design and construct - Hampton Road - Drainage	-	-	-	(70,000)	-	(70,000)
300176	P-11949 - Resurface R2R - Bannister Street	-	-	65,413	(75,413)	65,413	(75,413)
300177	P-11950 - Resurface R2R - Edmund Street	-	-	22,310	(25,000)	22,310	(25,000)
300178	P-11951 - Resurface R2R - Ferres Street	-	-	66,871	(70,000)	66,871	(70,000)
300179	P-11922 - Resurface R2R - Jones Street	-	-	47,976	(50,000)	47,976	(50,000)
300180	P-11906 - Resurface R2R - Stevens Street	-	-	69,882	(75,000)	69,882	(75,000)
	Infrastructure Engineering	610,128	(610,128)	(106,059)	3,098	504,069	(607,030)

6500 Parks and Landscapes

300172	P-11911 - Design and construct - Leighton Beach - Shelters	-	-	57,569	(57,569)	57,569	(57,569)
300186	P-11904 - Design and Construct - Gilbert Fraser - Lighting Parks and Landscapes	-	-	260,000	(260,000)	260,000	(260,000)
		-	-	317,569	(317,569)	317,569	(317,569)

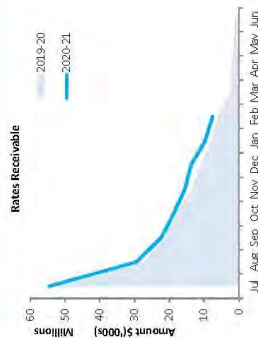
Total:Capital - Renewal	15,438,856	(11,509,890)	4,974,093	(4,295,667)	20,412,949	(20,794,219)
Change of Surplus from 2020/21 FY						
Total:	24,891,495	(21,437,700)	9,337,456	(5,137,850)	34,228,951	(34,909,349)

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 28 FEBRUARY 2021

Rates Receivable	30 June 2020	28 Feb 21
Opening Arrears Previous Years	\$ 510,737	\$ 972,403
Levied this year		
Rates	416,963,336	48,528,822
ESL	9,021,982	8,511,186
Other	82,367	87,358
Less Collections to date	(55,606,019)	(50,530,125)
Equals Current Outstanding	972,403	7,569,644

Net Rates Collectable	972,403	7,569,644
% Collected	98.28%	86.97%

KEY INFORMATION
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.



Collected	86.97%
Rates Due	\$7,569,644

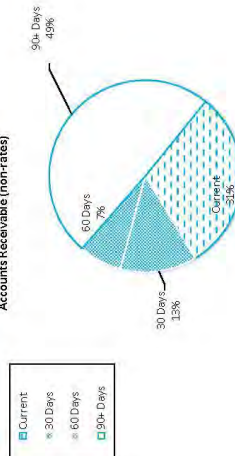
OPERATING ACTIVITIES
NOTE 8
RECEIVABLES

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
Percentage	30%	13%	7%	49%	
Receivables - General	5,870	5,237	4,083	47,259	62,449
Community Development	4,248	926	288	134	5,596
Commercial Properties	137,051	71,079	49,060	323,757	580,947
Commercial Waste	56,033	14,805	6,330	12,656	89,824
Corporate Services	62,596	6,910	0	2,656	72,162
Fremantle Arts Centre	12,786	0	20,845	872	34,503
Fremantle Leisure Centre	8,244	800	7,055	610	16,709
Hall/Reserve Hire	45,877	0	0	11,259	57,136
Miscellaneous Debtor	(76)	(186)	0	(27)	(289)
Parking	11,011	432	0	1,421	12,864
Samson Recreation Centre	3,677	149	0	0	3,826
Technical Services	19,541	54,644	0	193,800	267,985
Less: Provision for Doubtful Debt					
		154,796	87,861	594,397	1,203,712
					(27,610)
					1,176,102
Balance per Trial Balance					
Sundry debtors	1,176,102				1,176,102
GST receivable	333,472				333,472
Loans receivable - clubs/institutions	0				0
Total Receivables General Outstanding					1,509,574
Amounts shown above include GST (where applicable)					

SIGNIFICANT ACCOUNTING POLICIES

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

Accounts Receivable (non-rates)



Debtors Due	\$1,509,574
Over 30 Days	69.52%
Over 90 Days	49.38%

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 28 FEBRUARY 2021

OPERATING ACTIVITIES
NOTE 9
RATE REVENUE

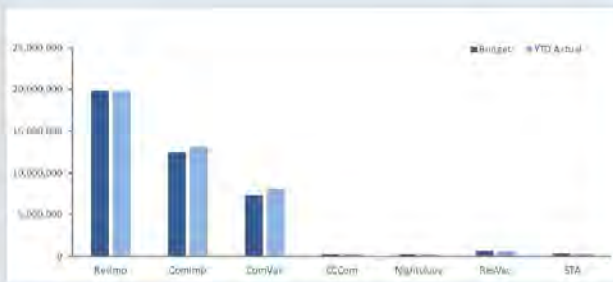
General Rate Revenue

RATE TYPE	Rate in \$	Number of Properties	Rateable Value	Rate Revenue \$	Amended Budget			YTD Actual			
					Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
Differential General Rate											
Residential Improved	0.081939	9,547	239,565,272	19,629,690	200,000		19,829,690	19,642,984	191,347		19,834,331
Commercial & Industrial General	0.087061	1,442	142,544,206	12,410,034			12,410,034	12,410,034	649,001		13,059,035
City Centre Commercial	0.094840	378	77,273,458	7,326,613			7,326,613	7,326,613	690,625		8,018,238
Nightclubs	0.112295	9	1,848,815	207,613			207,613	207,613	0		207,613
Residential Short Term Accommodation	0.091503	115	2,604,150	245,607			245,607	245,607	-2,700		242,907
Vacant Residential Land	0.120632	151	4,897,860	590,838			590,838	592,647	(16,254)		576,393
Vacant Commercial & Industrial	0.157568	50	2,214,450	348,926			348,926	348,926	5,316		354,242
Minimum \$											
Residential Improved	1344	4,111	58,617,073	5,525,184			5,525,184	5,531,904			5,591,904
Commercial & Industrial General	1344	325	3,518,061	436,800			436,800	436,800			436,800
City Centre Commercial	1344	54	520,779	72,576			72,576	72,576			72,576
Nightclubs	1344	0	0	0			0	0			0
Residential Short Term Accommodation	1344	45	568,724	60,480			60,480	60,480			60,480
Vacant Residential Land	1302	144	1,085,005	197,499			197,499	198,790			198,790
Vacant Commercial & Industrial	1344	5	32,020	6,720			6,720	6,720			6,720
Sub-Totals		16,370	536,369,873	47,050,569	200,000	0	47,250,569	47,073,694	1,522,823	0	48,596,517
Discount							0				0
Concession							(199,430)	(237,953)			(237,953)
Amount from General Rates							47,051,139				48,358,564
Ex-Gratia Rates							0	0			0
Total General Rates							47,051,139				48,358,564
Specified Area Rates											
CBD Security Levy							105,383	115,067			115,067
Lighthouse Maintenance							52,046	55,191			55,191
Total Specified Area Rates			0	0			157,429	170,258	0	0	170,258
Totals							47,208,568				48,528,822

SIGNIFICANT ACCOUNTING POLICIES

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

KEY INFORMATION



MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021

DISPOSAL OF ASSETS
NOTE 10

Asset Description	Amended Budget				YTD Actual			
	Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
	\$	\$	\$	\$	\$	\$	\$	\$
Property, Plant and Equipment								
Land - Freehold Land								
Project 10458 - Disposal of 7 Quarry St, Fremantle	2,650,000	2,750,000	100,000	-	-	-	-	-
Project 11052 - 9 to 15 Quarry St, Fremantle	1,593,000	2,250,000	657,000	-	-	-	-	-
Plant and Equipment								
Project 11847 - Purchase/Sale Road Sweeper	144,979	80,000	-	(64,979)	-	-	-	-
Project 11863 - Sale Waste Trucks		20,000	20,000					
	4,387,979	5,100,000	777,000	(64,979)	-	-	-	-

KEY INFORMATION



Proceeds on Sale		
Budget	YTD Actual	%
\$5,100,000	\$0	0%

**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 28 FEBRUARY 2021**

INFORMATION

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 7th April 2018
Prepared by: Manager of Finance and Administration
Reviewed by: Director of Corporate Services

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of Local Government (Financial Management) Regulations 1996, Regulation 34. Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations. Material accounting policies which have been adopted in the preparation of this statement are presented below and have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 12.

SIGNIFICANT ACCOUNTING POLICIES

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 28 FEBRUARY 2021

STATUTORY REPORTING PROGRAMS

City operations as disclosed in these financial statements encompass the following service orientated activities/programs.

PROGRAM NAME	OBJECTIVE	ACTIVITIES
GOVERNANCE	To provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.
GENERAL PURPOSE FUNDING	To collect revenue to allow for the provision of services.	Rates, general purpose government grants and interest revenue.
LAW, ORDER, PUBLIC SAFETY	To provide services to help ensure a safer and environmentally conscious community.	Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.
HEALTH EDUCATION AND WELFARE	To provide an operational framework To provide services to disadvantaged persons, the elderly, children and youth.	Inspection of food outlets and their control, provision of Maintenance of child minding centre, playgroup centre, senior citizen centre and aged care centre. Provision and maintenance of home and community care programs and youth services.
HOUSING	To provide and maintain elderly residents housing.	Provision and maintenance of elderly residents housing.
COMMUNITY AMENITIES	To provide services required by the community.	Rubbish collection services, operation of rubbish disposal sites, litter control, construction and maintenance of urban storm water drains, protection of the environment and administration of town planning schemes, cemetery and public conveniences.
RECREATION AND CULTURE	To establish and effectively manage infrastructure and resource which will help the social well being of the community.	Maintenance of public halls, civic centres, aquatic centre, beaches, recreation centres and various sporting facilities. Provision and maintenance of parks, gardens and playgrounds. Operation of library, museum and other cultural facilities.
TRANSPORT ECONOMIC SERVICES	To provide safe, effective and To help promote the City and its economic wellbeing.	Construction and maintenance of roads, streets, footpaths, Tourism and area promotion including the maintenance and operation of a caravan park. Provision of rural services including weed control, vermin control and standpipes. Building Control.
OTHER PROPERTY AND SERVICES	To monitor and control City overheads operating accounts.	Private works operation, plant repair and operation costs and engineering operation costs.

**KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 28 FEBRUARY 2021**

REVENUE

RATES

All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

PROFIT ON ASSET DISPOSAL

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

FEES AND CHARGEES

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES

Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995, Regulation 54 of the Local Government (Financial Management) Regulations 1996 identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

NATURE OR TYPE DESCRIPTIONS

EXPENSES

EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL

Loss on the disposal of fixed assets.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE

Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 28 FEBRUARY 2021**

**INFORMATION
NET CURRENT ASSETS**

SIGNIFICANT ACCOUNTING POLICIES

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. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

EMPLOYEE BENEFITS

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:

(i) Wages, Salaries, Annual Leave and Long Service Leave (*Short-term Benefits*)

The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the City has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the City expects to pay and includes related on-costs.

(ii) Annual Leave and Long Service Leave (*Long-term Benefits*)

The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where the City does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

PROVISIONS

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events, it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

INVENTORIES

Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

C2103-2 STATEMENT OF INVESTMENTS – FEBRUARY 2021
Meeting Attachment 1 - Cash Investment Summary – February 2021



Concise Investment Report

Cash and Simple Interest

All Books for Selected Entity

Period Ended 28 February 2021



Contents

1. Portfolio As At 28 February 2021
2. Portfolio Credit Framework As At 28 February 2021
3. Portfolio Credit Framework Limits As At 28 February 2021
4. Counterparty Credit Framework As At 28 February 2021
5. Issuer Trading Limits As At 28 February 2021
6. Portfolio by Term to Maturity As At 28 February 2021
7. Portfolio Summary by Fossil Fuel Lending ADIs As At 28 February 2021
8. Performance Statistics For Period Ending 28 February 2021
9. Interest and Distribution Income For 1 February 2021 to 28 February 2021
10. Transactions For Period 1 February 2021 to 28 February 2021

1. Portfolio As At 28 February 2021

Latest Deal Code	Latest Deal Settlement Date	Issuer	WAL / Interim Maturity Date	Term (Days)	Coupon Rate/Latest Yield	Coupon Frequency	Issuer Rating Short Term	Issuer Rating Long Term	% Total Face Value	Original Face Value Notional	Accrued Interest Notional	Market Value Notional
City of Fremantle - Municipal												
At Call Deposit												
LC103260	26 Feb 2021	National Australia Bank Ltd	1 Mar 2021	1,097	0.60	Nil	S&P ST A1+	S&P AA-	14.43%	7,938,916.14	0.00	7,938,916.14
LC103261	26 Feb 2021	Macquarie Bank	1 Mar 2021	193	0.45	Nil	Moodys ST P-1*	Moodys A2	18.21%	10,020,994.30	0.00	10,020,994.30
LC94818	30 Jun 2020	AMP Bank Ltd	1 Mar 2021	1,340	1.30	Nil	S&P ST A2	S&P BBB	0.00%	32.68	0.00	32.68
At Call Deposit Subtotal									32.64%	17,959,943.12	0.00	17,959,943.12
Term Deposit												
LC93799	3 Sep 2020	Bank of Queensland Ltd	2 Mar 2021	180	0.75	Maturity	Moodys ST P-2	Moodys A3	5.45%	3,000,000.00	10,972.59	3,010,972.59
LC93802	3 Sep 2020	Bendigo & Adelaide Bank Ltd	9 Mar 2021	187	0.65	Maturity	Moodys ST P-2	Moodys A3	7.27%	4,000,000.00	12,679.44	4,012,679.44
LC88027	15 May 2020	Beyond Bank Australia Ltd	15 Mar 2021	304	1.70	Maturity	S&P ST A2	S&P BBB	2.24%	1,232,488.77	16,589.63	1,249,078.40
LC97171	12 Nov 2020	Suncorp Bank	13 Apr 2021	152	0.40	Maturity	S&P ST A1	S&P A+	5.45%	3,000,000.00	3,560.68	3,003,560.68
LC91268	20 Jul 2020	Bank of Queensland Ltd	19 Apr 2021	273	0.85	Maturity	Moodys ST P-2	Moodys A3	1.82%	1,000,000.00	5,193.15	1,005,193.15
LC100789	25 Jan 2021	Suncorp Bank	23 Apr 2021	88	0.35	Maturity	S&P ST A1	S&P A+	7.27%	4,000,000.00	1,304.12	4,001,304.12
LC92493	5 Aug 2020	Bank of Queensland Ltd	4 May 2021	272	0.85	Maturity	Moodys ST P-2	Moodys A3	1.82%	1,000,000.00	4,820.55	1,004,820.55
LC100567	18 Jan 2021	IMB Ltd	18 May 2021	120	0.35	Maturity	Moodys ST P-2	Moodys Baa1	1.82%	1,000,000.00	393.15	1,000,393.15
LC97360	18 Nov 2020	AMP Bank Ltd	19 May 2021	182	0.70	Maturity	S&P ST A2	S&P BBB	4.54%	2,500,000.00	4,890.40	2,504,890.40
LC93786	3 Sep 2020	Members Equity Bank Ltd	27 May 2021	266	0.65	Maturity	S&P ST A2	S&P BBB	1.82%	1,000,000.00	3,169.86	1,003,169.86
LC99189	8 Dec 2020	Members Equity Bank Ltd	7 Jun 2021	181	0.45	Maturity	S&P ST A2	S&P BBB	3.63%	2,000,000.00	2,021.92	2,002,021.92
LC94914	21 Sep 2020	National Australia Bank Ltd	21 Jun 2021	273	0.70	Maturity	S&P ST A1+	S&P AA-	5.45%	3,000,000.00	9,205.47	3,009,205.47
LC89936	23 Jun 2020	National Australia Bank Ltd	22 Jun 2021	364	1.00	Maturity	S&P ST A1+	S&P AA-	2.73%	1,500,000.00	10,273.98	1,510,273.98
LC99958	24 Dec 2020	Commonwealth Bank of Australia Ltd	22 Jun 2021	180	0.46	Maturity	S&P ST A1+	S&P AA-	7.27%	4,000,000.00	3,327.12	4,003,327.12
LC99204	10 Dec 2020	Members Equity Bank Ltd	8 Jul 2021	210	0.50	Maturity	S&P ST A2	S&P BBB	3.63%	2,000,000.00	2,191.78	2,002,191.78
LC100565	18 Jan 2021	AMP Bank Ltd	17 Dec 2021	333	0.75	Maturity	S&P ST A2	S&P BBB	0.91%	500,000.00	421.24	500,421.24
LC101636	29 Jan 2021	AMP Bank Ltd	28 Jan 2022	364	0.75	Maturity	S&P ST A2	S&P BBB	1.82%	1,000,000.00	616.44	1,000,616.44
Term Deposit Subtotal									64.94%	35,732,488.77	91,621.52	35,824,110.29
City of Fremantle - Municipal Subtotal					0.50				97.58%	53,692,431.89	91,621.52	53,784,053.41
City of Fremantle - Trust												
At Call Deposit												
LC103322	26 Feb 2021	National Australia Bank Ltd	1 Mar 2021	790	0.00	Nil	S&P ST A1+*	S&P AA-	2.42%	1,329,667.15	0.00	1,329,667.15
At Call Deposit Subtotal									2.42%	1,329,667.15	0.00	1,329,667.15



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Latest Deal Code	Latest Deal Settlement Date	Issuer	WAL / Interim Maturity Date	Term (Days)	Coupon Rate/Latest Yield	Coupon Frequency	Issuer Rating Short Term	Issuer Rating Long Term	% Total Face Value	Original Face Value Notional	Accrued Interest Notional	Market Value Notional
City of Fremantle - Trust Subtotal					0.00				2.42%	1,329,667.15	0.00	1,329,667.15
Report Total									100.00%	55,022,099.04	91,621.52	55,113,720.56

Notes:

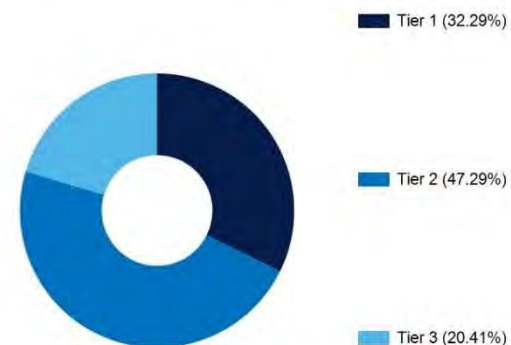
1. Coupon Rate is the full coupon rate at the next coupon date if that next coupon exists.
2. The values shown as subtotals and total of the coupon rate column are weighted average running yields
3. An asterisk in the Issuer Rating Short Term column indicates that the security's rating differs from the issuer's short term rating. Refer to Laminar for further information.

2. Portfolio Credit Framework As At 28 February 2021

Credit Quality	Issuer/Security Rating Group	Face Value	% Total Value
Tier 1			
	AA+ to AA-	8,500,000.00	15.45%
	A1+	9,268,583.29	16.85%
	Tier 1	17,768,583.29	32.29%
Tier 2			
	A+ to A-	16,000,000.00	29.08%
	A1	10,020,994.30	18.21%
	A2	32.68	0.00%
	Tier 2	26,021,026.98	47.29%
Tier 3			
	BBB+ to BBB-	11,232,488.77	20.41%
	Tier 3	11,232,488.77	20.41%
	Portfolio Total	55,022,099.04	100.00%

Limits			
	Credit Rating Group	Maximum Allocation Face Value	Maximum Allocation %
Tier 1	AAA to AA- to A1+	55,022,099.04	100%
Tier 2	A1 to A-	33,013,259.42	60%
Tier 3	BBB+ to BBB-	19,257,734.66	35%
Tier 4	Unrated (Authorised)	8,253,314.86	15%

Face Value by Portfolio Credit Framework

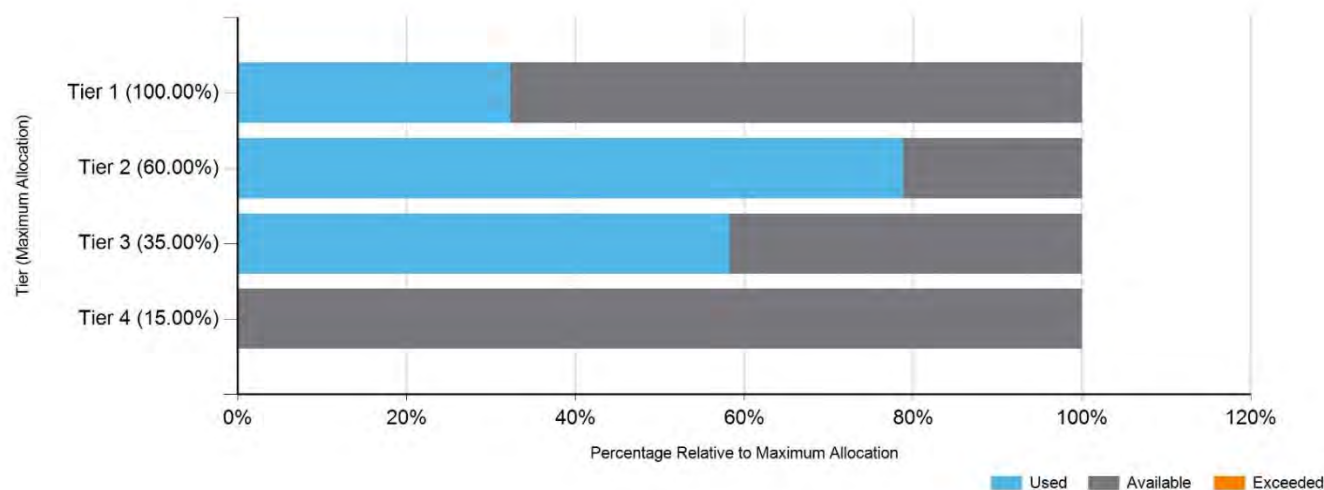


3. Portfolio Credit Framework Limits As At 28 February 2021

Tier	Allocation	Allocation %	Maximum Allocation %	% Used of Maximum Allocation	% Available of Maximum Allocation	% Exceeded of Maximum Allocation
Tier 1	17,768,583.29	32.29%	100.00%	32.29%	67.71%	0.00%
Tier 2	26,021,026.98	47.29%	60.00%	78.82%	21.18%	0.00%
Tier 3	11,232,488.77	20.41%	35.00%	58.31%	41.69%	0.00%
Tier 4	0.00	0.00%	15.00%	0.00%	100.00%	0.00%
	55,022,099.04					

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

Portfolio Credit Framework Amounts Relative to Maximum Allocations

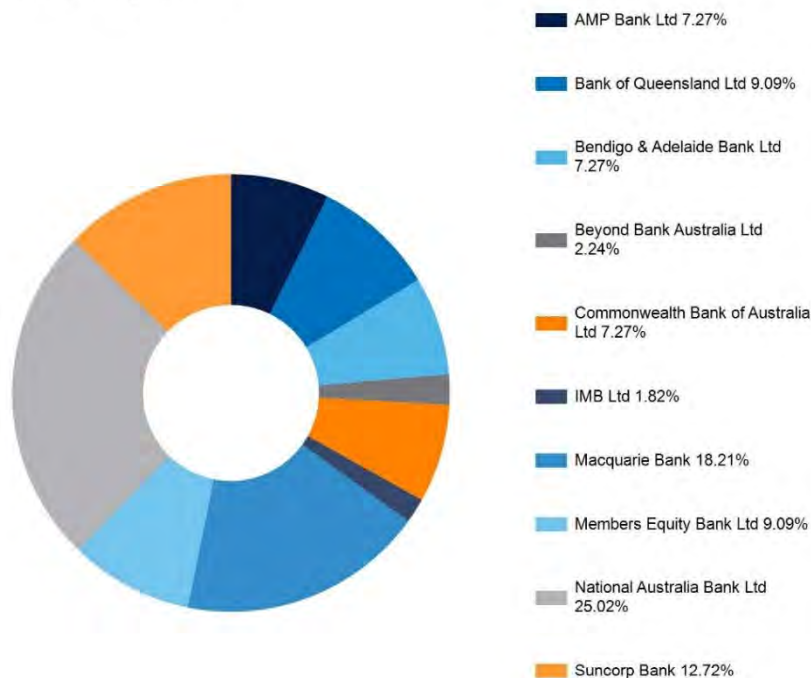


4. Counterparty Credit Framework As At 28 February 2021

Issuer	Rating Group	Face Value	% Total Value
AMP Bank Ltd	A2, BBB+ to BBB-	4,000,032.68	7.27%
Bank of Queensland Ltd	A+ to A-	5,000,000.00	9.09%
Bendigo & Adelaide Bank Ltd	A+ to A-	4,000,000.00	7.27%
Beyond Bank Australia Ltd	BBB+ to BBB-	1,232,488.77	2.24%
Commonwealth Bank of Australia Ltd	AA+ to AA-	4,000,000.00	7.27%
IMB Ltd	BBB+ to BBB-	1,000,000.00	1.82%
Macquarie Bank	A1	10,020,994.30	18.21%
Members Equity Bank Ltd	BBB+ to BBB-	5,000,000.00	9.09%
National Australia Bank Ltd	A1+, AA+ to AA-	13,768,583.29	25.02%
Suncorp Bank	A+ to A-	7,000,000.00	12.72%
Portfolio Total		55,022,099.04	100.00%

Notes
1. An issuer may have multiple rating groups if they are associated with, as an example, holdings in both an At Call Deposits (short term rating) and a term deposit (long term rating) security.

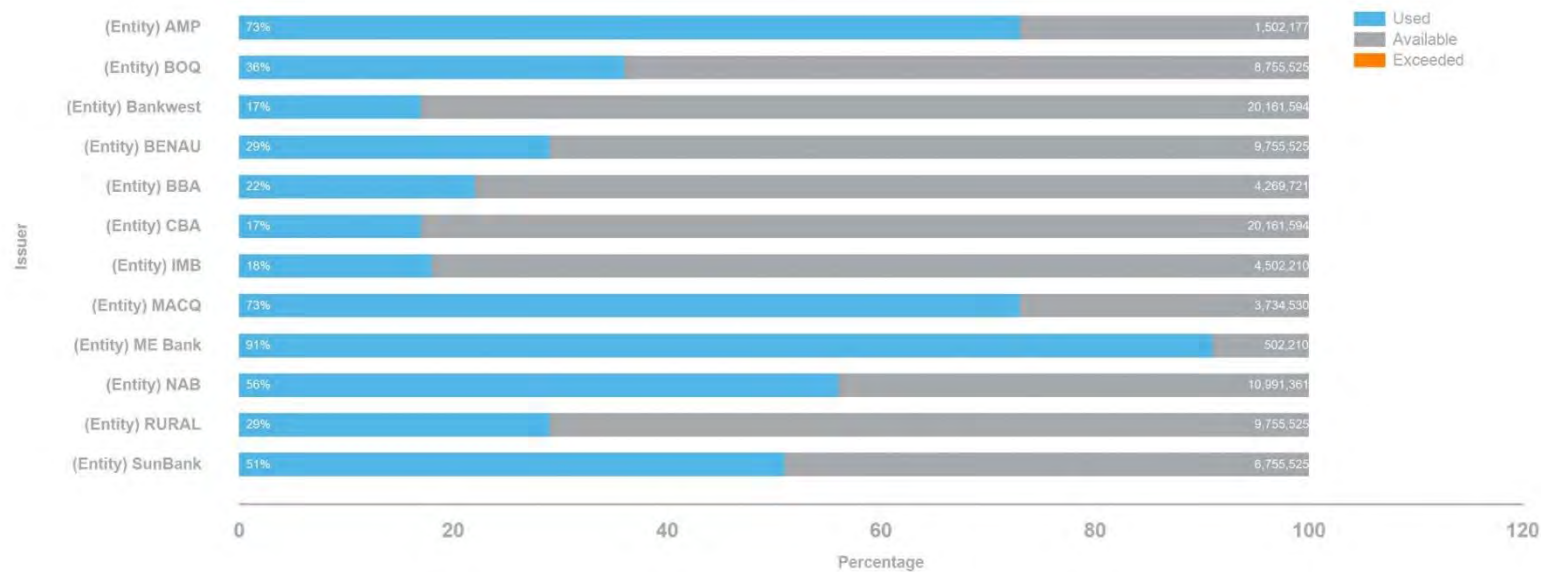
Face Value by Issuer



5. Issuer Trading Limits As At 28 February 2021

Issuer	Issuer Parent	A/ready Traded (with Issuer Group) Face Value Notional	Limit For Book or Trading Entity	Tier (Long Term Rating)	Trading Limit	Trading Limit Type	Trading Limit Used (%)	Trading Limit Available (%)	Trading Limit Available (Value)	Trading Limit Exceeded (%)	Trading Limit Exceeded (\$)
AMP Bank Ltd	Commonwealth Bank of Australia Ltd	4,000,032.68	Entity	Tier 3	10.00	% of 55,022,099.04	73	27	1,502,177	0	0
Bank of Queensland Ltd		5,000,000.00	Entity	Tier 2	25.00	% of 55,022,099.04	36	64	8,755,525	0	0
BankWest Ltd		4,000,000.00	Entity	Tier 1	45.00	% of 53,692,431.89	17	83	20,161,594	0	0
Bendigo & Adelaide Bank Ltd		4,000,000.00	Entity	Tier 2	25.00	% of 55,022,099.04	29	71	9,755,525	0	0
Beyond Bank Australia Ltd		1,232,488.77	Entity	Tier 3	10.00	% of 55,022,099.04	22	78	4,269,721	0	0
Commonwealth Bank of Australia Ltd		4,000,000.00	Entity	Tier 1	45.00	% of 53,692,431.89	17	83	20,161,594	0	0
IMB Ltd		1,000,000.00	Entity	Tier 3	10.00	% of 55,022,099.04	18	82	4,502,210	0	0
Macquarie Bank		10,020,994.30	Entity	Tier 2	25.00	% of 55,022,099.04	73	27	3,734,530	0	0
Members Equity Bank Ltd		5,000,000.00	Entity	Tier 3	10.00	% of 55,022,099.04	91	9	502,210	0	0
National Australia Bank Ltd		13,768,583.29	Entity	Tier 1	45.00	% of 55,022,099.04	56	44	10,991,361	0	0
Rural Bank Ltd	Bendigo & Adelaide Bank Ltd	4,000,000.00	Entity	Tier 2	25.00	% of 55,022,099.04	29	71	9,755,525	0	0
Suncorp Bank		7,000,000.00	Entity	Tier 2	25.00	% of 55,022,099.04	51	49	6,755,525	0	0
		63,022,099.04							100,847,497		0
	(Excluding Parent Group Duplicates)	55,022,099.04									

Issuer Trading Limits (Entity Wide Limits Only)

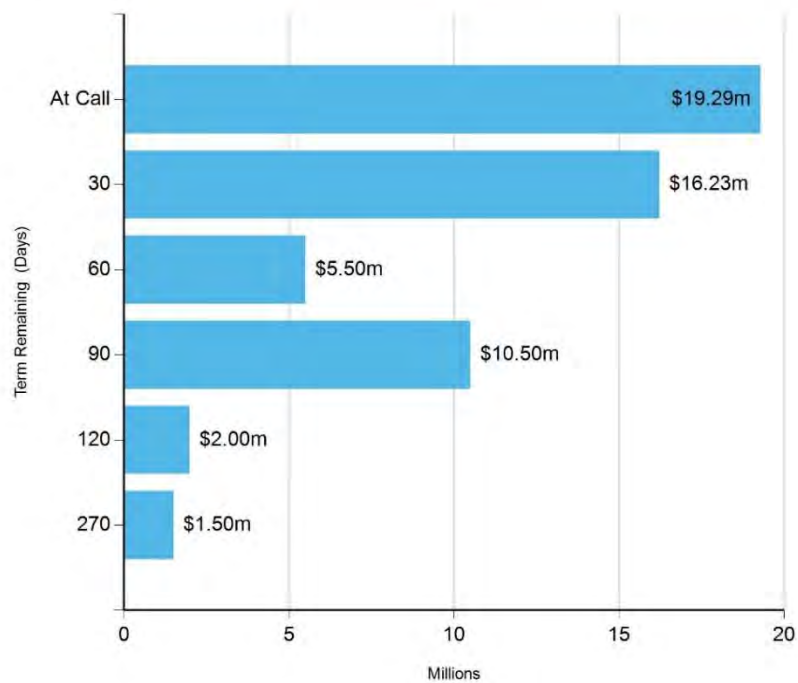


6. Portfolio by Term to Maturity As At 28 February 2021

Term Remaining (Days)	Face Value	% Total Value
At Call	19,289,610.27	35.06%
30	16,232,488.77	29.50%
60	5,500,000.00	10.00%
90	10,500,000.00	19.08%
120	2,000,000.00	3.63%
270	1,500,000.00	2.73%
Portfolio Total	55,022,099.04	100.00%

Note: Term Remaining is calculated using a weighted average life date (WAL) where appropriate and available otherwise the interim (initial) maturity date is used.

Face Value by Term Remaining



7. Portfolio Summary by Fossil Fuel Lending ADIs As At 28 February 2021

Portfolio Summary by Fossil Fuel Lending ADIs

ADI Lending Status	% Total	Current Period
Non Fossil Fuel Lending ADIs		
Bendigo & Adelaide Bank Ltd	7.3%	4,000,000.00
Beyond Bank Australia Ltd	2.2%	1,232,488.77
IMB Ltd	1.8%	1,000,000.00
Members Equity Bank Ltd	9.1%	5,000,000.00
Suncorp Bank	12.7%	7,000,000.00
	33.1%	18,232,488.77
Fossil Fuel Lending ADIs		
AMP Bank Ltd	7.3%	4,000,032.68
Bank of Queensland Ltd	9.1%	5,000,000.00
Commonwealth Bank of Australia Ltd	7.3%	4,000,000.00
Macquarie Bank	18.2%	10,020,994.30
National Australia Bank Ltd	25.0%	13,768,583.29
	66.8%	36,789,610.27
Total Portfolio		55,022,099.04

All amounts shown in the table and charts are Current Face Values. The above percentages are relative to the portfolio total and may be affected by rounding. A fossil fuel lending ADI appearing in the non-fossil fuel related table will indicate that the portfolio contains a "green bond" issued by that ADI.

Note: Reference for financial institutions not supporting the unlocking of carbon is (<http://www.marketforces.org.au/>).

Fossil Fuel vs Non Fossil Fuel Lending ADI



Non Fossil Fuel Lending ADIs (33.1%)

Fossil Fuel Lending ADIs (66.9%)

Non Fossil Fuel Lending ADIs



Suncorp Bank (38.4%)

Members Equity Bank Ltd (27.4%)

Bendigo & Adelaide Bank Ltd (21.9%)

Beyond Bank Australia Ltd (6.8%)

IMB Ltd (5.5%)

Fossil Fuel Lending ADIs



National Australia Bank Ltd (37.4%)

Macquarie Bank (27.2%)

Bank of Queensland Ltd (13.6%)

AMP Bank Ltd (10.9%)

Commonwealth Bank of Australia Ltd (10.9%)

8. Performance Statistics For Period Ending 28 February 2021

Trading Book	1 Month	3 Month	12 Month	Since Inception
City of Fremantle - Municipal				
Portfolio Return (1)	0.03%	0.13%	0.86%	1.72%
Performance Index (2)	0.00%	0.00%	0.21%	1.18%
Excess Performance (3)	0.03%	0.13%	0.65%	0.54%
City of Fremantle - Trust				
Portfolio Return (1)	0.00%	0.00%	0.00%	0.58%
Performance Index (2)	0.00%	0.00%	0.21%	0.93%
Excess Performance (3)	0.00%	0.00%	-0.21%	-0.35%

Notes

- 1 Portfolio performance is the rate of return of the portfolio over the specified period
- 2 The Performance Index is the Bloomberg AusBond Bank Bill Index (Bloomberg Page BAUBIL)
- 3 Excess performance is the rate of return of the portfolio in excess of the Performance Index

Trading Book	Weighted Average Running Yield
City of Fremantle - Municipal	0.50
City of Fremantle - Trust	0.00
All Trading Books	0.49
Fossil Fuel Support - Simple Interest Only	0.70
Non Fossil Fuel Support - Simple Interest Only	0.56
Fossil Fuel Support - All Securities	0.46
Non Fossil Fuel Support - All Securities	0.56

9. Interest and Distribution Income For 1 February 2021 to 28 February 2021

No interest income for entered period.

10. Transactions For Period 1 February 2021 to 28 February 2021

No fixed interest deals transacted during entered period.



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City of Fremantle
1 February 2021 to 28 February 2021

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LAMINAR CAPITAL PTY LTD
ACN 134 784 740
WWW.LAMINARCAPITAL.COM.AU

MELBOURNE OFFICE: LEVEL 2, 546 COLLINS STREET, MELBOURNE, VIC 3000 T 61 3 9001 6990 F 61 3 9001 6933
SYDNEY OFFICE: LEVEL 42, GATEWAY TOWER, 1 MACQUARIE PLACE, SYDNEY NSW, 2000 T 61 2 8094 1230 F 61 2 8094 1233
BRISBANE OFFICE: LEVEL 18, RIVERSIDE CENTRE 123 EAGLE STREET, BRISBANE QLD, 4000 T 61 7 3123 5370 F 61 7 3123 5371

C2103-3 SCHEDULE OF PAYMENTS FEBRUARY 2021

ATTACHMENT 1

Schedule of payments and listing - viewed electronically

ATTACHMENT 2

Purchase card transactions – viewed electronically