



City of
Melville

MINUTES

ORDINARY COUNCIL MEETING

6:30pm Tuesday, 14 October 2025

Held in the Council Chambers, Melville Civic Centre,
10 Almondbury Road, Booragoon

The City of Melville acknowledges the Bibbulmun people as the Traditional Owners and custodians of the lands on which the City stands today and pays its respect to the Whadjuk people, and Elders both past, present and emerging.

Minutes to be confirmed at the next Ordinary Council Meeting

These minutes are hereby confirmed as true and accurate

Presiding Member

Date



Vision

Vibrant, Sustainable, Inclusive Melville

Mission

To provide good governance and quality services for the City of Melville community.

Values

In everything we do, we seek to adhere to our values that guide our behaviour.

- **Excellence** - Striving for the best possible outcomes.
- **Participation** – Involving, collaborating and partnering.
- **Integrity** - Acting with honesty, openness and with good intent.
- **Caring** – Demonstrating empathy, kindness and genuine concern.

Our Approach

To put our customer at the centre of everything we do.



Social / Community	Environment	Built Environment	Economic	Governance
Healthy, Safe and Inclusive	Clean and Green	Sustainable and Connected Development	Vibrant and Prosperous	Good Governance and Leadership
Healthy, safe and inclusive communities with a sense of belonging and wellbeing.	A clean, green and sustainable City for current and future generations.	Sustainable, connected development and transport infrastructure across our City.	Economic prosperity and vibrant resilient communities and businesses.	Leadership and good governance for the benefit of the whole community.

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The nature of the Council's decision making role in the matter:

Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>

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1 OFFICIAL OPENING

The Presiding Member welcomed those in attendance to the meeting, officially declared the meeting open at 6:30pm and invited Cr S Hong to read the Acknowledgement of Country and advised those present of the Disclaimer, the Affirmation of Civic Duty and Responsibility and the Audio Recording Advice.

2 ATTENDANCE AND APOLOGIES

In Attendance

K Mair

Mayor

Councillors

Cr K Wheatland, Deputy Mayor

Cr G Barber

Cr J Edinger

Cr N Robins

Cr S Hong

Cr C Ross

Cr D Lim

Cr J Spanbroek

Cr M Woodall

Cr S Green

Cr T Lee

Ward

Palmyra - Melville - Willagee Ward

Bicton - Attadale - Alfred Cove Ward

Bicton - Attadale - Alfred Cove Ward

Bateman - Kardinya - Murdoch Ward

Bateman - Kardinya - Murdoch Ward

Applecross - Mount Pleasant Ward

Applecross - Mount Pleasant Ward

Bull Creek - Leeming Ward

Bull Creek - Leeming Ward

Central Ward

Central Ward

Officers

Ms G Bowman

Chief Executive Officer

Mr J Coten

Director Environment & Infrastructure

Ms M Pickering

Director Community Development

Mr G Tuffin

Director Corporate Services

Mr T Free

Acting Director Planning

Mr D Burton (*until 8:25pm*)

Manager Healthy Melville

Ms K Bainbridge (*until 9:37pm*)

Manager Development Approvals

Mr J Bird (*until 8:25pm*)

Manager Natural Areas and Parks

Ms C Newman

Head of Governance

Ms M Smith Poulton

Lead Governance

Ms R Theunissen

Governance Officer (Council Support)

At the commencement of the meeting:

Public Gallery 64

Apologies

Nil.

On Approved Leave of Absence

Nil.

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3 DECLARATIONS BY MEMBERS

3.1 Declarations by Members who have not read and given due consideration to all matters contained in the business papers presented before the Meeting

- Cr K Wheatland – Information distributed on Tuesday 14 October 2025 in relation to the Ordinary Meeting of Council.
- Cr D Lim – Information distributed on Tuesday 14 October 2025 in relation to the Ordinary Meeting of Council.

3.2 Declarations by Members who have received and not read the Elected Members Bulletin

Nil.

4 ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

Approved Deputations

- Ms S Sibbald, Applecross
Item 15.3 Motion with Notice – John Connell Reserve Clearing Permit
- Mr P Coombs on behalf of the Leeming Spartan Cricket Club
Item 15.3 Motion with Notice – John Connell Reserve Clearing Permit
- Ms R Young, Ms R Richards, Ms M Nuber and Ms L White on behalf of Element Advisory
Item UP/87 Proposed Applecross Ferry Terminal and Associated Facilities within the Canning River and Canning Beach Road Reserve

Approved Written Submissions

Nil.

5 DISCLOSURE OF INTEREST

5.1 Financial or Proximity Interests

Under sections 5.60A and/or 5.60B of the *Local Government Act 1995*

Nil.

5.2 Disclosure of Interest that may cause a Conflict

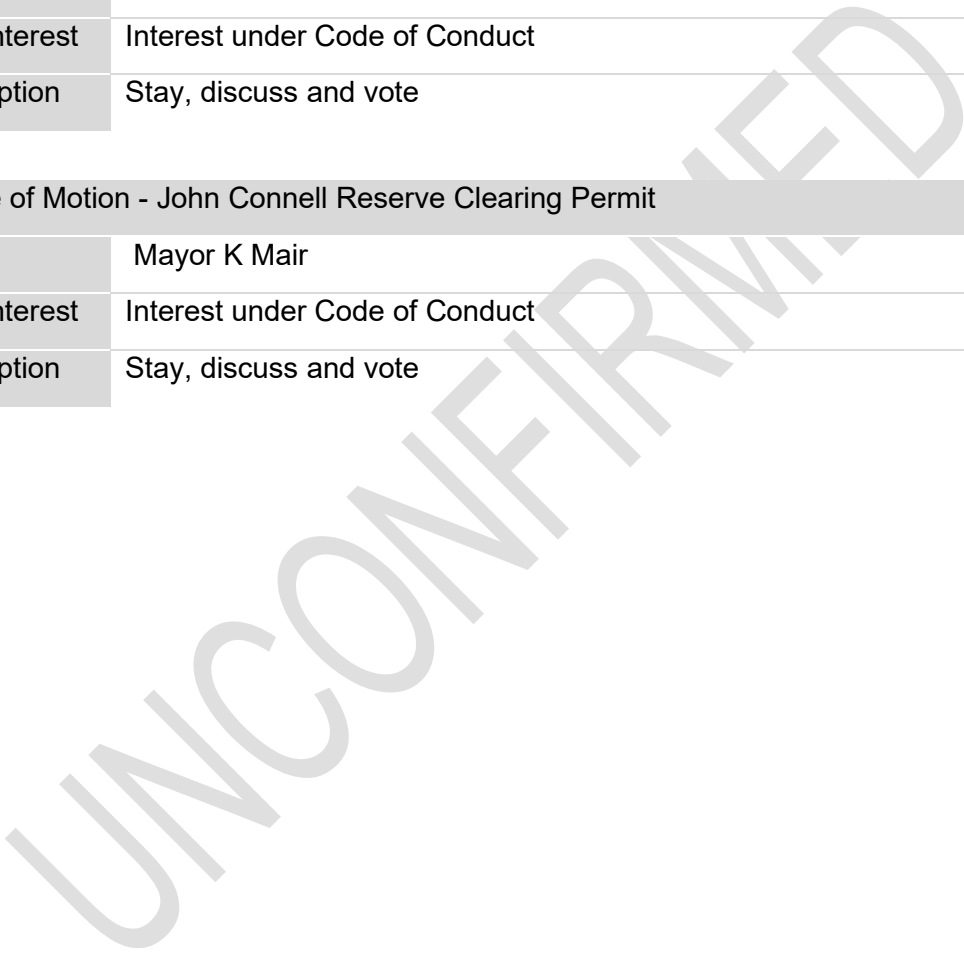
Under *22 Local Government (Model Code of Conduct) Regulations 2021* or a City of Melville Code of Conduct)

12.1 Receipt of Petition - John Connell Master Plan

Name	Cr C Ross
Nature of interest	Interest under Code of Conduct
Item description	Stay, discuss and vote

15.3 Notice of Motion - John Connell Reserve Clearing Permit

Name	Mayor K Mair
Nature of interest	Interest under Code of Conduct
Item description	Stay, discuss and vote



6 PUBLIC QUESTION TIME

At 6:36pm the Presiding Member opened Public Question Time.

6.1 Questions Received with Notice

6.1.1 City of Melville Residents and Ratepayers Association

As a representative of the Melville Residents and Ratepayers Association was not in attendance, the Presiding Member ruled that the questions and responses would be included in the minutes of the meeting and not read out, in accordance with clause 6.7(7)(d) of the *City of Melville Local Government (Meeting Procedures) Local Law 2022*.

Preamble to Questions 1 to 11:

Local Government Act S1.3(2) has the simplified meaning that;

The City of Melville's community would benefit from more efficient, effective and accountable decision-making where greater community engagement is promoted to occur in governance decisions and affairs.

And s2.7(4) – Role of Council - has the simplified meaning that;

Council must make its decisions on the basis of evidence of the merit in the Governance Framework when taking into account finances and resources.

At the September OMC, Council reported that governance had significantly improved since the Governance Framework had been first adopted.

Question 1:

As a measure of governance compliance with S2.7(4) evidence of the claimed improvements from initial implementation of the Governance Framework were not published in the OMC minutes; Will Council publish for community understanding that evidence of community-benefiting merit Council used to assess, quantify or qualify its decision to adopt the Governance Framework? If not, why not?

Question 2:

As a measure of functional-performance-merit, compliant with S2.7(2); where is the Governance Framework's initial implementation-plan, and when will a revised implementation plan be put to community examination and Council endorsement?

Response to Question 1 and 2:

The Governance Framework was adopted in March 2024 and sets out guidelines and standards expected of Elected Members and employees to achieve good governance through concepts such as compliance, community participation, ethical conduct, transparency, accountability, and ongoing performance management.

It is also a mechanism for the wider organisation and the community to understand the roles of Elected Members, the CEO and staff of the City, their relationships, along with financial, legal, and ethical responsibilities that impact individuals and the organisation.

The City of Melville Governance Framework is an overview of the documents and processes of the City of Melville that guide its strategic decision making to:

- best respond to community needs;
- ensure public participation and accountability in local government processes; and
- respond to the growing demand for more efficient and effective local government.

Question 3:

As a measure of governance compliance with S1.3(2)(b); how did community engagement materially increase following implementation of the Governance Framework?

Response 3:

The level of community engagement has not materially increased as a result of including the Stakeholder Engagement Policy and framework within the Governance Framework. However, the City already has a well-established approach to engagement through its Stakeholder Engagement Policy, which incorporates the IAP2 principles and the AA1000 Stakeholder Engagement Standard, reviewed in December 2019. While these foundations are now formally integrated within the new Governance Framework, they were already embedded in the City's established practice, ensuring community participation and transparency have long been central to the City's governance approach.

Question 4:

As a measure of governance compliance against S1.3(2); how will increasing community engagement across the Governance Framework be measured and recorded ahead of the next Governance Framework review in 2027?

Response 4:

As a measure of governance compliance under S1.3(2), increasing community engagement across the Governance Framework will continue to be measured through participation data, reach, demographic sampling, community satisfaction results in the Community Scorecard, Customer Effort Scores, post-engagement evaluations, and reporting against the City's Stakeholder Engagement and Governance Frameworks, as well as the Council and Corporate Business Plan.

Additionally the City conducts Stakeholder Engagement Triennial Audit Report, with the most recent one presented to the December 2023 Ordinary Meeting of Council.

These established measures ensure transparency, accountability, and continuous improvement in how we engage with our community ahead of the next Governance Framework review in 2027.

Question 5:

As a matter of good governance, if MRRA (or any other party) were to provide a professional review report to Council assessing the adopted Governance Framework against the "Rule of Law", what degree of integrity of consideration would the Councillors apply to the merits in the content of such a review report?

Response 5:

If a community member wished to provide feedback on the Governance Framework, this would be considered as part of the next scheduled review.

Question 6:

What KPI's are applied to the functional performance of the members of the Governance Team and how are they applied?

Response 6:

The City seeks to achieve the outcomes outlined in the Council Plan 2024-2034. Performance plans for individual teams is a staff matter and not for discussion at a public forum.

Question 7:

How does the Council measure and ensure the Governance Team apply due diligence to administrative staff to ensure responses to 'questions to the Council' do not embarrass the council through being inaccurate or misleading? For example: the responses to questions on volunteers at the May 20, 2025 OMC, lack legislative authority.

Response 7:

There is an established process for preparing and reviewing responses to questions submitted to public question time at a Council Meeting. Any Elected Member can seek clarification on information provided or raise concerns with the CEO.

Question 8:

Why is Council persisting with a Governance Team and Committee constitution which continues to permit the unauthorised use and application of Policy not authorised under section 2.7(2)(b) of the Local Government Act. Particularly that this provision of the Act. is confirmed through multiple references in the City of Melville's Statutory Delegation and Authorisation Manual?

Question 9:

Why is Council persisting with a Governance Team and Committee constitution which has overseen the continuation and escalation of now decade long complaints and disputations which are wholly and totally under the control of officers of the City?

Response to Questions 8 and 9:

Any concerns relating to the performance of Elected Members and/or staff should be raised through the appropriate mechanisms and include specific details of the concerns. This is not a matter for a public forum.

Question 10:

As a governance indiscretion, how does council reconcile to its community, that while the Governance Framework at 5.4.1. quoted; i) The City of Melville is committed to the International Association of Public Participation (IAP2) Core Values of Public Participation and ii) The City of Melville also commits to the Accountability Principles defined in the AA1000 Stakeholder Engagement Standard 2015: that is, with respect to the recent adoption of that very same Governance Framework, Council did not utilise or uphold those commitments?

Response 10:

The Governance Framework is a document that outlines the key legislation, policies and processes that guide the City operations and the Council's decision making. Its purpose is to enhance the transparency to our community on how the City of Melville operates within as a business within the multi-layer governance environment. The IAP2 and AA1000 Stakeholder Engagement Standard are the principles that underpin the City's approach to community engagement and are incorporated within Policy CP-002 Stakeholder Engagement, which was adopted in 2011 and last reviewed on 10 December 2019.

Question 11:

In a further governance indiscretion, why, when a question about the council is asked of council, does an administrative employee respond for the council despite that employee not having been delegated authority to do so?

Response 11:

Public questions that are submitted for consideration and response at a Council meeting, are directed to the administration and managed through established administrative processes. Where members of the community wish to pose questions to Elected Members, they may do this by contacting them individually.

6.1.2 Ms S Sibbald, ApplecrossPreamble to Question 1:

DWER has approved the clearing of 0.65 hectares of remnant bushland at John Connell Reserve recently for an extension to the cricket oval. Their report noted that the area to be cleared is significant foraging habitat for cockatoos, has threatened ecological community (banksia woodland) and will result in loss of canopy. DWER demands a 7 hectare revegetation program to be funded by the City to offset this loss.

Question 1:

With regard to the plan to clear approximately 0.65 hectares of remnant bushland at the John Connell Reserve for an extension to the oval, is the City able to provide evidence that every opportunity to find an alternative to clearing this significant habitat for cockatoos has been explored, including a review of the golf course to include waste land to mitigate this drastic step of removal and potentially eroding threatened ecological banksia woodland adjoining the oval and incurring huge expense in offsets?

Response 1:

The Council has yet to decide on whether clearing and the oval extension will proceed; this matter will be presented at the April 2026 Ordinary Meeting of Council. At this meeting, various options will be provided for the Council to consider.

6.1.3 Mr J Meotti, LeemingQuestion 1:

My first question is: who decided that the motion submitted by Cr Clive Ross regarding saving remnant bushland at John Connell Reserve contravened the City's Council Policy CP-105 - Election Caretaker Period - but a similar Motion by Cr Jane Edinger did NOT contravene the same Policy?

Response 1:

The motion was reviewed by officers and the CEO, with Cr Ross being advised by the CEO that the motion was not in keeping with the intent of the City's Caretaker Policy and that as parts of the 21 June 2022 resolution of the Council has been acted upon a rescission motion and a statement of impact would be required in accordance with the clause 15.4 of the City of Melville Meeting Procedures Local Law.

The motion submitted by Cr J Edinger does not require rescission of the June 2022 resolution and supports the work being undertaken by officers to provide a report on this matter to the Council in April 2026.

Additionally, Cr J Edinger is not a candidate in the 2025 Local Government Election.

Question 2:

Further, why is the Mayor and Council Administration making public comments, in the middle of a Council election campaign, regarding the Motion by Cr Edinger (seeking to protect the same bushland) before Council has had a chance to debate the matter - without a known outcome - considering a valid Clearing Permit has been issued to destroy this native habitat?

Response 2:

The purpose of the post on the City's Facebook page was to address the speculation around the removal of native vegetation, including trees, at John Connell Reserve, and advise the community that no works would be undertaken until after the matter is to be considered by the Council at the April 2026 meeting.

Question 3:

In the interests of accountability and transparency, why does the City of Melville not provide an easy to locate/requestable summary of all Council decisions, reasons given for those decisions and the individual voting record of each Councillor?

Response 3:

This information is contained within the minutes of each Council meeting, with the City providing 15 years of minutes of Council meetings on its website.

The *Local Government Act 1995*, at clause 5.94 provides a list of all the information that the City is required to make publicly available.

Question 4:

Further, why does the City not provide a breakdown of capital works and other improvements, on a Ward-by-Ward basis, so that ratepayers and residents can see where their rate payments are actually going?

Response 4:

Clause 7 of the *Local Government (Financial Management) Regulations 1996*, specifically provides that a local government is to have regard to the needs of the inhabitants of the district as a whole and is not to keep separate ward accounts, or determine expenditure on the basis of revenue from a ward.

6.1.4 Mr T Newsham on behalf of D Morley, WillageePreamble to Question 1:

Regarding Item 12.1 on the Agenda for tonight's meeting, "Receipt of Petition - John Connell Master Plan" and 15.3 - Notice of Motion - John Connell Reserve Clearing Permit

Question 1:

Given the significant community support demonstrated by the petition of 244 signatures (222 residents and 22 non-residents including the signature of at least one resident under the age of 18 years of age), will the Melville City Council commit to re-evaluating the vote on John Connell Reserve to preserve the trees and explore alternative locations for the cricket pitch?" "In addition: In light of community concerns, what alternative measures can the council consider to protect the mature trees at John Connell Reserve, should the current petition fail to change the council's decision?" "Finally: What future liability issues would Melville City Council need to consider if non-alignment with the recently announced Federal National Risk Assessment and the National Adaptation Plan caused by the destruction of the trees at John Connell Reserve, occurs?"

Response 1:

Council has yet to decide on whether clearing and the oval extension will proceed; this matter will be presented at the April 2026 Ordinary Meeting of Council. At this meeting, various options will be provided for the Council to consider.

If the clearing of the bushland at John Connell Reserve is to take place the City and the Leeming Spartan Cricket Club will design an oval extension option that where possible minimises disturbance to the existing vegetation.

Clearing of the area in question does not put the City at risk of non-compliance with the National Climate Risk Assessment (NCRA) and National Adaptation Plan (NAP) as these are guiding documents not regulatory instruments.

6.1.5 Mr G Jenke, ApplecrossQuestion 1:

In relation to UP25/73, Has any assessment of the vegetation in the C class reserve been or is being undertaken this spring?

Question 2:

If so, What kinds of surveys are being conducted?

Question 3:

At what time intervals during the season are the surveys being carried out, and how long are they planned to continue?

Question 4:

Who is conducting the surveys and what are their qualifications?

Question 5:

Specifically, what parts of the area are being surveyed, and is any part of the adjacent A class being assessed for comparison?

Question 6:

When completed, will the results of the surveys be made available to the public?

Preamble to Question 7:

The pedestrian path between McCallum Crescent at Alexander Road and Telefunken Drive has been eroded by rainwater runoff from Telefunken drive to the point where it has become hazardous over much of its length, particularly for pedestrians using mobility aids such as strollers, walkers and wheelchairs, as well as cyclists.

Question 7:

Will the council close the path to the public until it is rehabilitated to make it safe for pedestrians and the rainwater runoff controlled to prevent further erosion in the future?

Response to Questions 1 to 7:

In accordance with the *City of Melville Meeting Procedures Local Law 2022*, as these questions have been received late, and the questioner was not in attendance, the Presiding Member ruled that the questions would be taken on notice and a response provided in the November 2025 Ordinary Meeting of Council agenda.

6.2 Questions Received at the Meeting

Nil.

6.3 Questions Taken on Notice at Previous Meeting

Nil.

At 6:46pm the Presiding Member closed Public Question Time.

7 AWARDS AND PRESENTATIONS

Nil.

8 APPLICATIONS FOR NEW LEAVE OF ABSENCE**8.1 Leave of Absence Requests - October 2025****COUNCIL RESOLUTION**

At 6:46pm Cr K Wheatland moved, seconded Cr G Barber

That the Council approve the requests for leave of absence from:

- **Cr S Hong for four weeks in October and November 2025; and**
- **Cr S Green for dates in November 2025.**

At 6:46pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

9 CONFIRMATION OF MINUTES

9.1 Ordinary Meeting Of The Council – 16 September 2025

COUNCIL RESOLUTION

At 6:47pm Cr T Lee moved, seconded Cr K Wheatland

That the minutes of Ordinary Council Meeting held on 16 September 2025 be confirmed as a true and accurate record.

At 6:47pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

9.2 Notes Of Agenda Briefing Forum – 7 October 2025

COUNCIL RESOLUTION

At 6:47pm Cr J Edinger moved, seconded Cr D Lim

That the notes of the Agenda Briefing Forum held on 7 October 2025 be confirmed as a true and accurate record.

At 6:47pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

10 NEW BUSINESS OF AN URGENT NATURE

Nil.

11 IDENTIFICATION OF MATTERS FOR WHICH MEETING MAY BE CLOSED

Nil.

12 PETITIONS

6:47pm
14/10/2025

Cr C Ross disclosed an interest under code of conduct in Item 12.1 (detailed in Item 5).

12.1 Receipt of Petition - John Connell Master Plan

On Tuesday, 7 October 2025, the City of Melville (the City) received a petition from Ms S Sibbald of Applecross, signed by 222 residents of the City and 22 non-residents.

Additional pages received by the City on Tuesday, 14 October 2025 signed by 54 residents and 16 non-residents of the City.

The petition reads as follows:

"We, the undersigned, all being electors of the City of Melville, respectfully request that the Council: Action Sought: Do not remove the mature trees at John Connell Reserve to extend the cricket pitch.

The Reasons Supporting this action: There are at least 100 mature trees some estimated at over 70 years old. These are old growth Banksia and grass trees that provide a habitat for Black Cockatoos. These trees also contribute to the tree canopy in Melville. Removing these mature trees and planting saplings in Ken Hurst Park or any other location will still result in a net loss of tree canopy cover for ten or more years to come. The additional cricket pitch can be constructed in an alternative location as recommended by the City administration in the original proposal for remediation of John Connell Reserve. Retaining the trees and building the second cricket pitch in a suitable alternative location is a win for the club, a win for the wildlife and a win for tree canopy cover."

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (12.1)

At 6:48pm Cr C Ross moved, seconded Cr G Barber

That the Council:

- 1. Acknowledge the Petition; and**
- 2. Request the CEO prepare a report on the matters raised be prepared by April 2026 Ordinary Meeting of Council.**

At 6:48pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

13 ADOPTION OF RECOMMENDATIONS EN BLOC

COUNCIL RESOLUTION

At 6:48pm Cr T Lee moved, seconded Cr C Ross

That the recommendations for:

- **C25/322 - Common Seal October 2025**
- **C25/323 - Investment Statements for August 2025**
- **C25/324 - Schedule of Accounts Paid for August 2025**

be carried En bloc

At 6:48pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

14 REPORTS

14.1 Reports from Committees

Nil.

UNCONFIRMED

14.2 Reports of the Chief Executive Officer

Items brought forward

At 6:49pm, the Presiding Member brought forward Item 15.3 Notice of Motion – John Connell Reserve Clearing Permit for the convenience of those providing a deputation.

At 6:49pm, Ms S Sibbald gave a deputation which concluded at 6:58pm. At 7:08pm Ms S Sibbald returned to the Public Gallery. [Hardcopy Deputation – Item 15.3 – Ms S Sibbald](#)

At 7:10pm, Mr P Coombs gave a deputation which concluded at 7:25pm. At 7:39pm Mr P Coombs returned to the Public Gallery. [Deputation – Item 15.3 – Mr P Coombs](#) & [Hardcopy Deputation – Item 15.3 – Mr P Coombs](#)

At 7:39pm, the Presiding Member reminded the Council of the Officer advice note distributed to Elected Members on Friday, 10 October 2025. [Officer Advice Note – Item 15.3](#)

At 7:40pm, Mr J Bird, Manager Natural Areas and Parks provided an officer presentation which concluded at 7:49pm. Mr J Bird, Manager Natural Areas and Parks responded to questions which concluded at 8:12pm. [Officer Presentation – Item 15.3](#)

8:13pm
14/10/2025

Mayor K Mair disclosed an interest under Code of Conduct in Item 15.3 (detailed in Item 5).

15.3 Notice of Motion - John Connell Reserve Clearing Permit

File Number:	
Related to Item:	Nil.
Elected Member:	Cr Jane Edinger
Attachments	Nil

MOTION

That the Council requests the CEO as follows:

- 1. That the conditions imposed in Section 6 Offset – Revegetation and Rehabilitation, and Schedule 2, in particular survival rate to be achieved, of Clearing Permit CPS 10237/1 recently granted by the Department of Water and Environmental Regulation (DWER) to Leeming Spartan Cricket Club Inc., acting on behalf of the City of Melville, are extremely onerous to fulfill and manage and that, due to these conditions, no trees are to be removed from John Connell Reserve in the area designated by the Clearing Permit until the Council considers and makes a resolution in relation to this matter; and**
- 2. Requests the CEO to notify the Leeming Spartan Cricket Club Inc., that no trees are to be removed or damaged in the area designated in the above-mentioned Clearing Permit until the Council considers and makes a resolution in relation to this matter.**
- 3. Requests the CEO to prepare a report to be presented to the Ordinary Meeting of Council to be held in April 2026, on the viability and costs of increasing the green cover at Ken Hurst Park, not as an offset against the Clearing Permit but as a strategy for increasing sustainable green cover and combating the loss of green cover caused by infill developments;**
- 4. Requests the CEO to prepare a report on the costs and viability of constructing a second multi-use oval at the John Connell Reserve, to be presented to the Ordinary Meeting of Council to be held in April 2026.**

At 8:20pm, Cr J Edinger advised the Council of an amendment to point 4 of the motion:

- to include the additional words “on the area to be remediated” after the words “*John Connell Reserve*”; and
- to amend “costs” to read “cost estimates”.

COUNCIL RESOLUTION

At 8:21pm Cr J Edinger moved, seconded Cr K Wheatland

That the Council resolves and requests the CEO as follows:

1. **That the conditions imposed in Section 6 Offset – Revegetation and Rehabilitation, and Schedule 2, in particular survival rate to be achieved, of Clearing Permit CPS 10237/1 recently granted by the Department of Water and Environmental Regulation (DWER) to Leeming Spartan Cricket Club Inc., acting on behalf of the City of Melville, are extremely onerous to fulfill and manage and that, due to these conditions, no trees are to be removed from John Connell Reserve in the area designated by the Clearing Permit until the Council considers and makes a resolution in relation to this matter; and**
2. **Requests the CEO to notify the Leeming Spartan Cricket Club Inc., that no trees are to be removed or damaged in the area designated in the above-mentioned Clearing Permit until the Council considers and makes a resolution in relation to this matter.**
3. **Requests the CEO to prepare a report to be presented to the Ordinary Meeting of Council to be held in April 2026, on the viability and costs of increasing the green cover at Ken Hurst Park, not as an offset against the Clearing Permit but as a strategy for increasing sustainable green cover and combating the loss of green cover caused by infill developments;**
4. **Requests the CEO to prepare a report on the cost estimate of constructing a second multi-use oval on the area to be remediated at the John Connell Reserve, to be presented to the Ordinary Meeting of Council to be held in April 2026.**

Procedural Motion**COUNCIL RESOLUTION (15.3)**

At 8:22pm Cr N Robins moved, seconded Cr M Woodall

That the Council defer the motion to the April 2026 Ordinary Meeting of Council.

At 8:24pm the Presiding Member declared the motion.

CARRIED (8/4)

Yes (8): Mayor K Mair, and Crs Nicole Robins, Jennifer Spanbroek, Matthew Woodall, Daniel Lim, Soo Hong, Scott Green and Terry Lee

No (4): Crs Glynis Barber, Jane Edinger, Clive Ross and Karen Wheatland

REASONS FOR THE MOTION

1. The conditions relating to offset revegetation and rehabilitation imposed by DWER were not contemplated or considered by Council in the Council Resolution EI22/3978 – John Connell Oval Extension, which was passed at the Ordinary Meeting of Council on 21 June 2022 and authorised the President of the Leeming Spartan Cricket Club to make an application for a Clearing Permit.
2. In the interests of clarity and certainty Council must now resolve whether to accept those conditions and proceed, or to not accept those conditions and consider alternative actions that may be more environmentally suitable, cost friendly and in the best interests of the Community as a whole.
3. The Conditions imposed by DWER would place a long-term obligation on the City of Melville and costs on ratepayers to not only plant saplings at the DWER designated site at Ken Hurst Park but to also ensure survival of at least 70% of the new planting for posterity. This is not a condition that should be undertaken by the City as the costs to ratepayers cannot be determined over any reasonable period and will be a never-ending responsibility.
4. The Friends of Ken Hurst Park, who are the experts in revegetation planting in Ken Hurst Park, have advised that they plant about 300 tubestock per year, of which maybe 30% are tree species, and that survival rate, despite regular watering, is between 30 and 50%. They also suggest that some of the proposed measures, such as watering, are almost impossible and probably unsustainable.
5. In view of the City's current understanding and declaration of a climate emergency, as well as an inability to even meet a 15% overall green canopy cover, the removal of approximately two hectares of mature healthy green cover cannot be justified as this is a significant backward step that cannot be replaced in under 50 to 70 years.
6. The Community does not support any further reduction in mature green cover and the City must set an example and must not clear mature trees that provide a food source and habitat for endangered native species and contributes approximately two hectares of green cover towards the City's overall green cover which overall is already recognised as less than sufficient.
7. John Connell Reserve has adequate under-utilised space to enable at least one new sports ground to be constructed.

At 8:25pm, the Presiding Member brought forward Item UP25/87 Proposed Applecross Ferry Terminal and Associated Facilities within the Canning River and Canning Beach Road Reserve for the convenience of those providing a deputation.

At 8:25pm, Mr J Bird left the meeting and did not return.

At 8:25pm, Mr D Burton left the meeting and did not return.

At 8:25pm, Cr J Spanbroek left the meeting.

At 8:25pm, Cr K Wheatland left the meeting.

At 8:25pm, Cr T Lee left the meeting.

At 8:27pm, Cr K Wheatland returned to the meeting.

At 8:27pm, Cr T Lee returned to the meeting.

At 8:29pm, Cr J Spanbroek returned to the meeting.

At 8:26pm, Ms R Young, Ms R Richards, Ms M Nuber, and Ms L White gave a deputation which concluded at 8:52pm. At 8:52pm, Ms R Young, Ms R Richards, Ms M Nuber and Ms L White returned to the Public Gallery. [Deputation – Item UP25/87 – Ms R Young](#)

At 8:52pm, Ms M Pickering left the meeting.

At 8:54pm, Ms M Pickering returned to the meeting.

At 8:53pm, Ms K Bainbridge, Manager Development Approvals provided an officer presentation which concluded at 8:56pm. Ms K Bainbridge, Manager Development Approvals responded to questions which concluded at 9:04pm. [Officer Presentation – Item UP25/87](#)

UP25/87 Proposed Applecross Ferry Terminal and Associated Facilities within the Canning River and Canning Beach Road Reserve

File Number:	
Responsible Officer:	Chief Executive Officer
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	N/A
Application Number:	DA-2025-906
Applicant:	Element Advisory Pty Ltd
Owner:	State of Western Australia
Proposal:	Proposed Applecross Ferry Terminal and Associated Facilities within the Canning River and Canning Beach Road Reserve
Attachments:	<ol style="list-style-type: none"> 1. Applicant Planning Report 2. Heritage Impact Assessment 3. Environmental Assessment Report 4. Architectural Plans 5. Environmental Noise Assessment 6. Photomontages 7. Coastal Processes and Hazard Assessment 8. Transport Impact Statement 9. Landscape Concept Plan and Design Review Response

COUNCIL'S ROLE

Advocacy: When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.

<p>SUMMARY</p> <ul style="list-style-type: none"> • A Metropolitan Regional Scheme (MRS) Form 1 development application for a new ferry terminal in Applecross with associated facilities as part of the Public Transport Authority's Metronet on Swan Ferry Service Expansion, was submitted to the City of Melville on 9 September 2025. The development is proposed on the following parcels of land ('The Subject Site'): <ul style="list-style-type: none"> ○ Lot 310 on Deposited Plan 47439, Volume LR3151, Folio 540, within the Swan River; and ○ The Canning Beach Road and Principal Shared Path (PSP) reserve under Land ID No. 3159415. • Under the MRS, the proposed ferry terminal and associated facilities will be situated on public purpose reserves for 'Waterways' and 'Regional Open Space' and therefore Department of Planning, Lands and Heritage (DPLH) will assess the development application and make a recommendation to the Western Australian Planning Commission (WAPC), who is the decision maker as the application needs to be determined under Part 10 of the MRS.

- The City formally referred the development application on 12 September 2025 to DPLH. The City has until 20 October 2025, to provide any comments and recommended conditions to DPLH.
- The application has been referred to Council to provide the City's recommendation to DPLH due to the level of community interest in the proposal. Council has the option to approve the officer recommendation, make alternate recommendation or to elect not to make recommendation to the DPLH.
- The DPLH is responsible for undertaking public consultation for this development application, and considering any submissions received. Consultation commenced on the 2 October 2025 and will run until 23 October 2025.
- The details of the proposed development have been assessed against the Metropolitan Regional Scheme (MRS) with due regard to the state and local planning frameworks including the City of Melville Local Planning Scheme No. 6 (LPS6) and the Canning Bridge Activity Centre Plan (CBACP).
- It is recommended that the application be recommended to the WAPC for approval subject to further consideration of various concerns and appropriate conditions.

OFFICER RECOMMENDATION

At 9:04pm Cr K Wheatland moved, seconded Cr G Barber

That the Council recommends that the proposal is approved subject to the following matters being addressed:

Stakeholder and Community Engagement

Ongoing stakeholder, community and Whadjuk Noongar consultation that is transparent and inclusive is essential to ensure community concerns are addressed. Given the consultation period will close after this item is presented to Council to confirm the City's recommendation, the City would appreciate ability to review submissions received to inform future decision making for this area.

Location

Canning Bridge Vision

The long-term vision for the Canning Bridge Activity Centre is that a ferry terminal will eventually be established on the eastern side of Canning Bridge and integrated with the bus/rail exchange. The City encourages this option continue to be explored by the Public Transport Authority and the Department of Transport and Major Infrastructure.

Alternatives Locations

The application does not include details justifying why the selected location is most appropriate as opposed to alternative locations. Therefore, the City requests the applicant provide further information to the Western Australian Planning Commission prior to a determination as to why the selected location has been deemed the most appropriate and has greatest benefit to the wider community.

Technical Reports

While the City has reviewed the technical reports provided, due to time constraints, it is recommended the Western Australian Planning Commission have all technical reports reviewed by suitably qualified and experienced professionals particularly with regard to matters such as traffic and parking, ecological impacts and coastal processes. The City would appreciate to be kept informed of these on-going reviews to inform future decision making.

Transport

An updated Traffic Impact Statement (TIS) is to be submitted addressing the below concerns:

Pathway Congestion and Safety

There is a blind corner on the shared path near the terminal which poses a significant risk of conflict between faster path users (e.g., cyclists, e-rideable) and pedestrians. Design interventions such as improved sightlines, speed calming, or separation should be considered.

The adjacent recreational shared path is one of the City's few with a dedicated "bike only" green section and a separate "pedestrian only" path. Preserving this separation is critical to maintaining safety and flow.

High-speed bike traffic near the ferry terminal creates safety risks for pedestrians stopping within and exiting the area. Measures such as signage, physical separation, and speed management should be explored.

Parking Provision and Impacts

There is no parking made available for ferry users which is of particular concern for the City noting the planned removal of six on-street bays outside the Riviere development to facilitate a more pedestrian friendly environment. We also note that persons of all abilities will need to be accommodated to use the ferry which includes the provision of accessible car parking for drop-off and pick-up. We do not believe that this has been adequately addressed.

Whilst it is noted that the ferry is unlikely to generate significant car traffic without dedicated, public car parking options, the City requests that the Public Transport Authority works with the City to discourage ferry users from starting or continuing their journeys via car and to work with the City to investigate options to provide additional public car parking within the vicinity of the terminal.

Ferry Service Viability

The applicant should clarify the expected origin and destination of majority of ferry patrons to demonstrate that the ferry will provide a different service to the existing train service at Canning Bridge (which is more efficient and frequent in providing connectivity to Perth CBD).

Bus Service Integration

There is uncertainty in relation to increased bus services/connectivity being provided to align with ferry schedules. Enhanced coordination would improve the ferry's utility as a transport option.

Should a future bus drop off zone on Canning Beach Road be proposed, detailed designs will need to be approved by the City's Technical Services Department along with a road safety audit to demonstrate its suitability.

Foreshore Management

The City is currently updating its Foreshore Management Plan for this portion of the river Foreshore. Consultation with the City is requested during the preparation of detailed designs to ensure all works tie in with the City's plans specifically in relation to foreshore stabilisation methods (i.e., the City may not support a concrete wall), and foreshore planting locations and species selection (i.e., there is scope to increase the areas of foreshore vegetation which would help in the long-run to stabilise the foreshore bank for a greater period of time).

Landscape and Open Space Design

1. The unsecured bike u-rails are unlikely to be utilised often due to a perceived security risk. We also note that the ability to take bikes onto the ferry during peak hours may be limited in some circumstances. Therefore, it is recommended that these bike u-rails are provided within a secure facility to increase attractiveness to cycle to the ferry terminal or placed in a location which has a high level of public surveillance.
2. It is requested the colour of the principal red path (red) is continued to maintain the character of the locality.
3. It is recommended that pedestrian footpath improvements are included as part of this project, to enable safe and attractive movement of patrons and mass people movement from the ferry terminal to Canning Highway and other key nodes within the activity centre.
4. The planting should reflect the Canning Bridge Activity Centre landscape design guidelines unless conflicting with advice from the Department of Biodiversity, Conservation and Attractions (DBCA).
5. Material/furniture selection should reflect the Canning Bridge Activity Centre landscape design guidelines.
6. The location of the future secured bike parking is not ideal, as it blocks key visual linkage to the river as you walk down Canning Beach Road and would not be supported by the City, alternate locations are recommended to be investigated.
7. It is noted the proposed plans refer to 'localised path raising' at the point where the jetty joins the foreshore to accommodate coastal processes. Detailed landscaping plans shall be provided including details such as height, length and impacts of the

path raising in relation to the rest of the path network and surrounding foreshore. More detail is required on the raising of the localised path indicated on the plans which is proposed to connect to the fixed jetty to determine impact on existing physical and visual connections, including the continuity of walkability along the foreshore.

Waste

Due to the anticipated increase in foot traffic, the quantity of public waste bins will need to increase following the completion of this development with consideration of the placement and accessibility.

Ferry Terminal Design

The adjacent Raffles apartment development overlooks the Ferry Terminal and therefore it is requested that final design and material selection minimises impact on the adjacent residential development where possible. The design should also consider exposure to weather and climate and therefore provide suitable weather protection for waiting areas.

The following conditions are recommended:

1. The development is to be carried out generally in accordance with the approved plans and documents attached to this approval, subject to any modifications as required by the conditions of approval, to the satisfaction of the Western Australian Planning Commission (WAPC), on advice from the City of Melville.
2. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and have no further effect.
3. Prior to the commencement of development, all trees located in the reserve area adjacent to the subject site are to be protected throughout construction of the development via the installation of a Tree Protection Zone (TPZ) unless otherwise approved in writing by the Western Australian Planning Commission, on advice from the City of Melville.
4. Prior to the commencement of development, details of the exterior colours, materials and finishes in general accordance with the Canning Bridge Activity Centre landscape design guidelines are to be submitted and approved in writing, by the Western Australian Planning Commission, on advice from the City of Melville. The development shall thereafter be constructed in accordance with those approved details to the satisfaction of the WAPC.
5. Prior to the commencement of development, a Public Art Plan proposal shall be submitted to and approved in writing by the WAPC in accordance with the State Government's Percent for Art Scheme Guideline, on the advice from the City of Melville. Once approved, the public art is to be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development, to the satisfaction of the WAPC.

6. Prior to commencement of development, a Construction Management Plan (CMP) is to be submitted to and approved by the WAPC, on advice from the City of Melville and the Department of Biodiversity, Conservation and Attractions (DBCA). The CMP is to be prepared having due regard to the provisions of Local Planning Policy 1.22 'Construction Management Plans' and in general accordance with the Environmental Assessment Report (EAR) prepared by AECOM, Dated 25 August 2025. Once approved in writing by the WAPC, the construction is to be carried out in accordance with the CMP to the satisfaction of the WAPC. Any modifications to the CMP are to be approved by the WAPC, on advice from the City of Melville and DBCA.
7. Prior to commencement of development, a Foreshore Management Plan (FMP) is to be submitted to and approved by the WAPC, on advice from the City of Melville and the DBCA. The FMP is to be prepared in general accordance with the Environmental Assessment Report (EAR) prepared by AECOM, Dated 25 August 2025, and the Coastal Processes and Hazard Assessment prepared by Seashore Engineering, Dated September 2025. Once approved in writing by the WAPC, the development is to be carried out in accordance with the FMP to the satisfaction of the WAPC. Any modifications to the FMP are to be approved by the WAPC, on advice from the City of Melville and DBCA.
8. Prior to commencement of development, a detailed Landscaping and Reticulation Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville and the DBCA. The landscaping plan is to be prepared in general accordance with the Landscape Concept Plan and Design Response prepared by ASPECT Studios, Revision 2, Dated 09 September 2025 and is to include proposed details of (but is not limited to):

 - (a) The location, number and type of proposed trees and shrubs including planter size and planting density;
 - (b) Landscape materials and fixtures
 - (c) Any lawns to be established;
 - (d) Any existing vegetation and/or landscaped areas to be retained; and
 - (e) Any verge and shared path treatments

The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the WAPC.
9. Prior to commencement of development, a detailed Lighting Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The lighting plan is to be prepared in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting is to be provided such that the light source does not compromise safety and/or amenity of the locality or adjacent residential developments. The development is to thereafter operate in accordance with the approved lighting plan, to the satisfaction of the WAPC.
10. All stormwater generated is to be retained in accordance with a plan approved in writing by the WAPC, on advice from the City of Melville and the DBCA. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24-hour storm duration is recommended) for the approval of the, on advice from the City of Melville and DBCA. Prior to initial occupation of the

development, a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the satisfaction of the WAPC.

11. Prior to commencement of development, detailed architectural and engineering plans for all works including for the road and pedestrian network is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The development shall thereafter be constructed in accordance with those approved plans to the satisfaction of the WAPC.
12. Prior to commencement of development, an Acid Sulphate Soils Management Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville and the DBCA. The development is to thereafter be constructed in accordance with the approved plan to the satisfaction of the WAPC.
13. Prior to commencement of development, an Asset Management and Maintenance Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The development shall thereafter be constructed and operated in accordance with the approved plan to the satisfaction of the WAPC.
14. Prior to commencement of development, a Wayfinding and Signage Strategy is to be submitted to and approved by the WAPC, on advice from the City of Melville. The development shall thereafter be constructed and operated in accordance with the approved plan to the satisfaction of the Western Australian Planning Commission, on the advice from the City of Melville.
15. Prior to the commencement of development, a Road Safety Audit is to be submitted to the satisfaction of the WAPC, on advice from the City of Melville using the City's Road Safety Audit Council Policy. Recommendations of the Road Safety Audit are to be incorporated into the design to the satisfaction of the WAPC.
16. Prior to the commencement of development, a Crime Prevention Through Environmental Design (CPTED) report is to be submitted to and approved by the WAPC, on advice from the City of Melville. The report is to be consistent with the Western Australian Planning Commission's 'Safer Places by Design - Crime Prevention Through Environmental Design Planning Guidelines'. Recommendations of the CPTED Report are to be incorporated into the design to the satisfaction of the WAPC.
17. Prior to the commencement of development, a Waste Management Plan shall be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The development is thereafter be constructed and operated in accordance with the approved plan to the satisfaction of the WAPC.
18. All Noise control requirements and recommendations contained within the Environmental Noise Assessment (ENA) prepared by SLR, Revision 1, Dated 25 July 2025, for the development to achieve compliance with the Environmental Protection (Noise) Regulations 1997 are to be adopted. Where any changes outside of these recommendations are proposed or where equipment specifications and locations

could not be determined at the design stage for accurate noise modelling, assessment by an acoustic consultant is to be completed to confirm compliance with the Regulations to the satisfaction of the WAPC, on the advice of the City of Melville.

19. The development is to be constructed in accordance with the recommended design treatments set out in the Coastal Processes and Hazard Assessment prepared by Seashore Engineering, Dated September 2025, to the satisfaction of the WAPC, on advice from the City of Melville.

Amendment

COUNCIL RESOLUTION

At 9:09pm Cr N Robins moved, seconded Cr D Lim

That the officer recommendation be amended by replacing the words:

1. ***“That the Council recommends that the proposal is approved subject to the following matters being addressed” with “That the Council recommends that WAPC defers its consideration of the proposal until the following matters are addressed:”; and***
2. ***“The following conditions are recommended:” with “Should the WAPC be of a view to approve the development, the following conditions are recommended:”.***

At 9:16pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

Substantive Motion As Amended

COUNCIL RESOLUTION (UP25/87)

At 9:22pm Cr K Wheatland moved, seconded Cr G Barber

That the Council recommends that WAPC delays its consideration of the proposal until the following matters are addressed:

Stakeholder and Community Engagement

Ongoing stakeholder, community and Whadjuk Noongar consultation that is transparent and inclusive is essential to ensure community concerns are addressed. Given the consultation period will close after this item is presented to Council to confirm the City’s recommendation, the City would appreciate ability to review submissions received to inform future decision making for this area.

Location

Canning Bridge Vision

The long-term vision for the Canning Bridge Activity Centre is that a ferry terminal will eventually be established on the eastern side of Canning Bridge and integrated with the bus/rail exchange. The City encourages this option continue to be explored by the Public Transport Authority and the Department of Transport and Major Infrastructure.

Alternatives Locations

The application does not include details justifying why the selected location is most appropriate as opposed to alternative locations. Therefore, the City requests the applicant provide further information to the Western Australian Planning Commission prior to a determination as to why the selected location has been deemed the most appropriate and has greatest benefit to the wider community.

Technical Reports

While the City has reviewed the technical reports provided, due to time constraints, it is recommended the Western Australian Planning Commission have all technical reports reviewed by suitably qualified and experienced professionals particularly with regard to matters such as traffic and parking, ecological impacts and coastal processes. The City would appreciate to be kept informed of these on-going reviews to inform future decision making.

Transport

An updated Traffic Impact Statement (TIS) is to be submitted addressing the below concerns:

Pathway Congestion and Safety

There is a blind corner on the shared path near the terminal which poses a significant risk of conflict between faster path users (e.g., cyclists, e-rideable) and pedestrians. Design interventions such as improved sightlines, speed calming, or separation should be considered.

The adjacent recreational shared path is one of the City's few with a dedicated "bike only" green section and a separate "pedestrian only" path. Preserving this separation is critical to maintaining safety and flow.

High-speed bike traffic near the ferry terminal creates safety risks for pedestrians stopping within and exiting the area. Measures such as signage, physical separation, and speed management should be explored.

Parking Provision and Impacts

There is no parking made available for ferry users which is of particular concern for the City noting the planned removal of six on-street bays outside the Riviere development to facilitate a more pedestrian friendly environment. We also note that persons of all abilities will need to be accommodated to use the ferry which includes the provision of accessible car parking for drop-off and pick-up. We do not believe that this has been adequately addressed.

Whilst it is noted that the ferry is unlikely to generate significant car traffic without dedicated, public car parking options, the City requests that the Public Transport Authority works with the City to discourage ferry users from starting or continuing their journeys via car and to work with the City to investigate options to provide additional public car parking within the vicinity of the terminal.

Ferry Service Viability

The applicant should clarify the expected origin and destination of majority of ferry patrons to demonstrate that the ferry will provide a different service to the existing train service at Canning Bridge (which is more efficient and frequent in providing connectivity to Perth CBD).

Bus Service Integration

There is uncertainty in relation to increased bus services/connectivity being provided to align with ferry schedules. Enhanced coordination would improve the ferry's utility as a transport option.

Should a future bus drop off zone on Canning Beach Road be proposed, detailed designs will need to be approved by the City's Technical Services Department along with a road safety audit to demonstrate its suitability.

Foreshore Management

The City is currently updating its Foreshore Management Plan for this portion of the river Foreshore. Consultation with the City is requested during the preparation of detailed designs to ensure all works tie in with the City's plans specifically in relation to foreshore stabilisation methods (i.e., the City may not support a concrete wall), and foreshore planting locations and species selection (i.e., there is scope to increase the areas of foreshore vegetation which would help in the long-run to stabilise the foreshore bank for a greater period of time).

Landscape and Open Space Design

1. The unsecured bike u-rails are unlikely to be utilised often due to a perceived security risk. We also note that the ability to take bikes onto the ferry during peak hours may be limited in some circumstances. Therefore, it is recommended that these bike u-rails are provided within a secure facility to increase attractiveness to cycle to the ferry terminal or placed in a location which has a high level of public surveillance.
2. It is requested the colour of the principal red path (red) is continued to maintain the character of the locality.
3. It is recommended that pedestrian footpath improvements are included as part of this project, to enable safe and attractive movement of patrons and mass people movement from the ferry terminal to Canning Highway and other key nodes within the activity centre.
4. The planting should reflect the Canning Bridge Activity Centre landscape design guidelines unless conflicting with advice from the Department of Biodiversity, Conservation and Attractions (DBCA).
5. Material/furniture selection should reflect the Canning Bridge Activity Centre landscape design guidelines.

6. The location of the future secured bike parking is not ideal, as it blocks key visual linkage to the river as you walk down Canning Beach Road and would not be supported by the City, alternate locations are recommended to be investigated.
7. It is noted the proposed plans refer to 'localised path raising' at the point where the jetty joins the foreshore to accommodate coastal processes. Detailed landscaping plans shall be provided including details such as height, length and impacts of the path raising in relation to the rest of the path network and surrounding foreshore. More detail is required on the raising of the localised path indicated on the plans which is proposed to connect to the fixed jetty to determine impact on existing physical and visual connections, including the continuity of walkability along the foreshore.

Waste

Due to the anticipated increase in foot traffic, the quantity of public waste bins will need to increase following the completion of this development with consideration of the placement and accessibility.

Ferry Terminal Design

The adjacent Raffles apartment development overlooks the Ferry Terminal and therefore it is requested that final design and material selection minimises impact on the adjacent residential development where possible. The design should also consider exposure to weather and climate and therefore provide suitable weather protection for waiting areas.

Should the WAPC be of a view to approve the development, the following conditions are recommended:

1. The development is to be carried out generally in accordance with the approved plans and documents attached to this approval, subject to any modifications as required by the conditions of approval, to the satisfaction of the Western Australian Planning Commission (WAPC), on advice from the City of Melville.
2. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and have no further effect.
3. Prior to the commencement of development, all trees located in the reserve area adjacent to the subject site are to be protected throughout construction of the development via the installation of a Tree Protection Zone (TPZ) unless otherwise approved in writing by the Western Australian Planning Commission, on advice from the City of Melville.
4. Prior to the commencement of development, details of the exterior colours, materials and finishes in general accordance with the Canning Bridge Activity Centre landscape design guidelines are to be submitted and approved in writing, by the Western Australian Planning Commission, on advice from the City of Melville. The development shall thereafter be constructed in accordance with those approved details to the satisfaction of the WAPC.

5. Prior to the commencement of development, a Public Art Plan proposal shall be submitted to and approved in writing by the WAPC in accordance with the State Government's Percent for Art Scheme Guideline, on the advice from the City of Melville. Once approved, the public art is to be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development, to the satisfaction of the WAPC.
6. Prior to commencement of development, a Construction Management Plan (CMP) is to be submitted to and approved by the WAPC, on advice from the City of Melville and the Department of Biodiversity, Conservation and Attractions (DBCA). The CMP is to be prepared having due regard to the provisions of Local Planning Policy 1.22 'Construction Management Plans' and in general accordance with the Environmental Assessment Report (EAR) prepared by AECOM, Dated 25 August 2025. Once approved in writing by the WAPC, the construction is to be carried out in accordance with the CMP to the satisfaction of the WAPC. Any modifications to the CMP are to be approved by the WAPC, on advice from the City of Melville and DBCA.
7. Prior to commencement of development, a Foreshore Management Plan (FMP) is to be submitted to and approved by the WAPC, on advice from the City of Melville and the DBCA. The FMP is to be prepared in general accordance with the Environmental Assessment Report (EAR) prepared by AECOM, Dated 25 August 2025, and the Coastal Processes and Hazard Assessment prepared by Seashore Engineering, Dated September 2025. Once approved in writing by the WAPC, the development is to be carried out in accordance with the FMP to the satisfaction of the WAPC. Any modifications to the FMP are to be approved by the WAPC, on advice from the City of Melville and DBCA.
8. Prior to commencement of development, a detailed Landscaping and Reticulation Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville and the DBCA. The landscaping plan is to be prepared in general accordance with the Landscape Concept Plan and Design Response prepared by ASPECT Studios, Revision 2, Dated 09 September 2025 and is to include proposed details of (but is not limited to):
 - (a) The location, number and type of proposed trees and shrubs including planter size and planting density;
 - (b) Landscape materials and fixtures
 - (c) Any lawns to be established;
 - (d) Any existing vegetation and/or landscaped areas to be retained; and
 - (e) Any verge and shared path treatmentsThe approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the WAPC.
9. Prior to commencement of development, a detailed Lighting Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The lighting plan is to be prepared in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting is to be provided such that the light source does not compromise safety and/or amenity of the locality or adjacent residential developments. The development is to thereafter operate in accordance with the approved lighting plan, to the satisfaction of the WAPC.

10. All stormwater generated is to be retained in accordance with a plan approved in writing by the WAPC, on advice from the City of Melville and the DBCA. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24-hour storm duration is recommended) for the approval of the, on advice from the City of Melville and DBCA. Prior to initial occupation of the development, a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the satisfaction of the WAPC.
11. Prior to commencement of development, detailed architectural and engineering plans for all works including for the road and pedestrian network is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The development shall thereafter be constructed in accordance with those approved plans to the satisfaction of the WAPC.
12. Prior to commencement of development, an Acid Sulphate Soils Management Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville and the DBCA. The development is to thereafter be constructed in accordance with the approved plan to the satisfaction of the WAPC.
13. Prior to commencement of development, an Asset Management and Maintenance Plan is to be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The development shall thereafter be constructed and operated in accordance with the approved plan to the satisfaction of the WAPC.
14. Prior to commencement of development, a Wayfinding and Signage Strategy is to be submitted to and approved by the WAPC, on advice from the City of Melville. The development shall thereafter be constructed and operated in accordance with the approved plan to the satisfaction of the Western Australian Planning Commission, on the advice from the City of Melville.
15. Prior to the commencement of development, a Road Safety Audit is to be submitted to the satisfaction of the WAPC, on advice from the City of Melville using the City's Road Safety Audit Council Policy. Recommendations of the Road Safety Audit are to be incorporated into the design to the satisfaction of the WAPC.
16. Prior to the commencement of development, a Crime Prevention Through Environmental Design (CPTED) report is to be submitted to and approved by the WAPC, on advice from the City of Melville. The report is to be consistent with the Western Australian Planning Commission's 'Safer Places by Design - Crime Prevention Through Environmental Design Planning Guidelines'. Recommendations of the CPTED Report are to be incorporated into the design to the satisfaction of the WAPC.
17. Prior to the commencement of development, a Waste Management Plan shall be submitted to and approved in writing by the WAPC, on advice from the City of Melville. The development is thereafter be constructed and operated in accordance with the approved plan to the satisfaction of the WAPC.

- 18. All Noise control requirements and recommendations contained within the Environmental Noise Assessment (ENA) prepared by SLR, Revision 1, Dated 25 July 2025, for the development to achieve compliance with the Environmental Protection (Noise) Regulations 1997 are to be adopted. Where any changes outside of these recommendations are proposed or where equipment specifications and locations could not be determined at the design stage for accurate noise modelling, assessment by an acoustic consultant is to be completed to confirm compliance with the Regulations to the satisfaction of the WAPC, on the advice of the City of Melville.
- 19. The development is to be constructed in accordance with the recommended design treatments set out in the Coastal Processes and Hazard Assessment prepared by Seashore Engineering, Dated September 2025, to the satisfaction of the WAPC, on advice from the City of Melville.

At 9:22pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

PURPOSE

The purpose of this report is to provide an outline of the key matters of consideration for the proposed ferry terminal and associated facilities, outline the assessment against the applicable planning framework and explain the rationale for the proposed City recommendation to WAPC on the development application.

STRATEGIC ALIGNMENT

Outcome	3	Sustainable, connected development and transport infrastructure across our City.
	4	Economic prosperity and vibrant resilient communities and businesses.
Objective	3	Sustainable and Connected Development
	3.1	Facilitate enhanced and sustainable urban development and amenity.
	3.2	Deliver sustainable and well-planned infrastructure and public places and spaces.
	3.3	Plan for urban growth and local commercial activity centres.
	3.5	Facilitate improved integrated public transport solutions.
	3.6	Provide sustainable and connected road, bicycle, footpath and transport networks.
	4	Vibrant and Prosperous
	4.1	Facilitate vibrant activated local places and centres.
	4.2	Increase awareness of Melville as a tourism and eco-tourism destination.
	4.3	Attract investment in strategic locations.
4.4	Support local business growth and resilience.	

BACKGROUND

Site and Locality

The subject site is located to the north of Canning Bridge where the Swan River intersects with the Canning River. The foreshore in this area is predominantly made up of a rock sea wall with a principal shared path (PSP) for pedestrians and cyclists running along the river foreshore. The broader area is made up of a mix of different land uses inclusive of the Raffles Hotel and Raffles Waterfront Apartments amongst other development. The Canning Bridge train station, bus interchange and the Kwinana Freeway are situated to the east on the opposite side of Canning Bridge. The subject site is also in proximity to bus stops on Kintail Road and Caning Highway.



Figure 1. Proposed Aerial Plan of Ferry Terminal

History

Expanding ferry operations in Perth has been subject to investigations over a few decades by numerous state government departments and local governments. Section 2.1 of the applicant's planning report (Attachment 1) outlines various studies and work that has been undertaken in relation to expanding Perth's ferry services dating back to 1990.

Development Application Process

The local government's role in the application is as a referral agency only, whereby a local government is invited to make a submission for consideration by the WAPC in its determination of the application. The DPLH is responsible for undertaking the community consultation process and making final recommendation to the WAPC.

Subject Application

As per the applicant's planning report (Attachment 1), the development comprises the following:

- A new passenger ferry terminal, including a fixed jetty with a covered waiting area, a suspended covered access gangway for passenger queuing, and a floating pontoon that enables ferry berthing for a single passenger ferry;
- A walkway structure connecting the ferry terminal to the shoreline;
- A new concrete foreshore sea wall at the walkway abutment point;
- New pedestrian access pathways to the terminal from the adjoining footpath and PSP;

- Provision of bicycle parking U-rails adjacent to the proposed ferry terminal accessway;
- Provision of additional electrical infrastructure associated with the new ferry terminal, including a new site main switchboard integrated with proposed new landscape treatments;
- Provision for temporary laydown areas and construction site compounds to support project delivery; and
- Realigning and treating the Principal Shared Path.

Plans of the development and supporting documentation are included at Attachments 2 to 9 to this Report.

Public Transport Authority's Metronet on Swan Ferry Service Expansion

It is understood that two separate development applications have also been made to WAPC for approval for the delivery of Public Transport Authority's Metronet on Swan Ferry Service Expansion as follows:

- A new ferry terminal at Matilda Bay, near the University of Western Australia in Crawley; and
- Modifications to the existing Elizabeth Quay ferry terminal to accommodate the increased ferry movements associated with the expanded ferry routes.

Further to the above, the new electric ferries will be berthed overnight at the existing facilities at the Barrack Street Jetty. Any infrastructure modifications necessary at Barrack Street will be subject to separate approvals as required.

Approvals under separate legislative frameworks being sought by the applicant concurrently to the subject application, that are relevant to the proposed development include:

- Section 18 of the *Aboriginal Heritage Act 1972*, to address the intersection of the project with registered Aboriginal Cultural Heritage Site 3536: Swan River;
- Part IV Division 1 of the *Environmental Protection Act 1986* (EP Act), to address referral of the proposal to the Environmental Protection Authority (EPA) for consideration of environmental impacts;
- Part V Division 2 of the EP Act, which regulates clearing of native vegetation;
- The *Conservation and Land Management Act 1984* (CALM Act), which identifies the Swan River (R 48325), vested with the Swan River Trust for the purpose of Landscape Protection; and
- Part 5 of the *Swan and Canning Rivers Management Act 2006* (SCRM Act) for the operational aspects of the new ferry service on the Swan River given that the ferry operations are to occur wholly within the Swan Canning Development Control Area (DCA).

Council Notices of Motion - Applecross Ferry Terminal

At the Ordinary Meeting of Council (OMC) on 16 July 2024, a Notice of Motion was supported by the Council to request the preparation of a report on the resources, budget, and requirements to undertake a scope of works that investigates the feasibility and potential development options for City owned land at Nos. 67-69 Canning Beach Road and 2 Kintail Road, Applecross (Tivoli site and surrounding City owned lots).

At the OMC on 16 July 2024, it was resolved that the Council:

1. **Requests the Chief Executive Officer to prepare a report on the resources, budget, and requirements to undertake a scope of works that investigates the feasibility and potential development options for the Council owned land at 67-69 Canning Beach Road and 2 Kintail Road, Applecross.**
2. **Request that the scope of works include the exploration of opportunities for revenue streams associated with the potential development, sale, or long-term lease of the land and incorporate options that include but are not limited to; multi-storey car parking, office, tourism related uses, tourism accommodation and residential.**
3. **Request that the report be presented at an Elected Member Engagement Session and then Council by December 2024.**

A report was presented at the 10 December 2024 OMC, at which the Council resolved:

That the Council:

1. **Notes the draft the scope of works as outlined in Attachment 1 for the purpose of Planning and Development Investigation; and**
2. **Requests the Chief Executive Officer to list \$80,000 and associated resourcing for the project for consideration in the 2025/2026 budget.**

The Ordinary Meeting of Council held on 19 August 2025 resulted in the following resolution:

That the Council:

1. **Request the CEO to initiate discussions with appropriate stakeholders and prepare reports on:**
 - (a) **The viability and potential for both East and West bound Transperth buses to have access and egress from and to Canning Highway via Canning Beach Road, to the proposed Applecross Ferry Terminal; and**
 - (b) **Obtaining State Government funding to construct a public carpark site/s as soon as possible, taking into account the Ferry Terminal is proposed to be completed by late 2027.**
2. **Reports to be presented to the Ordinary Meeting of Council on or before December 2025.**

Previous officer advice provided for the Ordinary Meeting of Council held on 19 August 2025 noted the following:

- While discussion can occur with the Public Transport Authority (PTA) and other relevant state government stakeholders, the City does not have authority to determine or approve PTA bus operations.
- \$80,000 has been included in the 25/26 Budget and a Request for Proposal has been prepared in relation to investigating the merits of using the parking station site and Applecross library site (next to the Tivoli Theatre) to construct a multi storey public carpark.
- Enquiries will be made with regard to obtaining State Government funding to support the construction of a public carpark on the site.

Further to the above, this report covers recommendation to the DPLH on the Development Application for the proposed Ferry Terminal and therefore the City's recommendation response to the DPLH needs to relate to this proposal and planning matters only.

Additionally, whilst the City is in caretaker period, advocacy to state government agencies and other stakeholders is limited.

CONSIDERATION

The City has undertaken an assessment of the proposed development against the Metropolitan Regional Scheme (MRS) with due regard to the state and local planning frameworks including Local Planning Scheme No. 6 (LPS6) and the Canning Bridge Activity Centre Plan (CBACP). The following matters have been identified as key considerations for this proposal.

Heritage

The proposed ferry terminal will be situated on the Swan River which is registered as Aboriginal Cultural Heritage Site 3536. It is understood a separate approval under Section 18 of the *Aboriginal Heritage Act 1972* has been sought by the applicant from the DPLH. This is a separate process under different legislation therefore having no direct impact on the consideration of the development approval application.

Within the surrounding area, there are three other registered heritage places being Canning Bridge (P16178), the Raffles Hotel (P01544) and the Applecross District Hall (P01543), which is located to the east. A Heritage Impact Statement (HIS) has been provided with the application which concludes the ferry terminal will not impact the heritage values associated with the Swan River, Canning Bridge, the Raffles Hotel and the Applecross District Hall. Based on the conclusions reached in the HIS, it is considered the proposal has appropriately considered the heritage values of the area and the proposal is therefore acceptable in this regard.

Transport

The Transport Impact Statement (TIS) (Attachment 8) provided with the application has been reviewed by the City with the below outstanding concerns as follows:

1. *Pathway Congestion and Safety*

The blind corner near the terminal poses a significant risk of conflict between faster path users (e.g., cyclists, e-rideable) and pedestrians. Design interventions such as improved sightlines, speed calming, or separation should be considered.

The adjacent recreational shared path is one of the City's few with a dedicated "bike only" green section and a separate "pedestrian only" path. Preserving this separation is critical to maintaining safety and flow.

High-speed bike traffic near the ferry terminal creates safety risks for pedestrians alighting and exiting the area. Measures such as signage, physical separation, and speed management should be explored.

2. *Parking Provision and Impacts*

Parking for ferry users is limited especially noting the planned removal of six on-street car parking bays outside Riviere to facilitate a more pedestrian friendly experience.

The ferry is unlikely to generate significant car traffic without dedicated, accessible parking options, including parking for persons of different abilities.

3. *Stakeholder Engagement*

Transparent and inclusive consultation is essential to ensure community concerns are addressed, particularly around parking, access and safety.

4. *Ferry Service Viability*

It is anticipated that most users will arrive by walking from Canning Bridge or via buses on Canning Highway. The ferry service, operating at 25-minute intervals, lacks the speed and convenience of the nearby train line connecting to Perth. If the intention is to provide alternate route to Perth, the ferry service may provide a more as a scenic or leisure option than a practical commuter route.

The applicant should clarify the expected origins and destinations of ferry patrons to demonstrate that the ferry will provide a viable service which will increase public transport patronage rather than just modal shift from train to ferry.

5. *Bus Service Integration*

Questions remain about whether bus services will be increased to align with ferry schedules. Enhanced coordination would improve the ferry's utility as a transport option.

Should a future bus drop off zone on Canning Beach Road be proposed, detailed designs will need to be approved by the City's Technical Services Department along with a road safety audit to ensure it suitability in the proposed location.

The City is supportive of the proposal subject to these concerns being addressed, however this is best addressed through an updated traffic impact statement prior to the determination of the application.

Noise and Vibration

The Environmental Noise and Vibration Assessment (ENVA) (Attachment 5) accompanying the application takes into consideration the following matters during both the construction and operational phases of the proposal:

- Aquatic noise;
- Airborne noise; and
- Ground vibration.

The ENVA concludes the development will be able to meet the state noise regulations and other relevant noise and vibration guidelines subject to recommendations. The City has reviewed this ENVA and does not have any outstanding concerns in this regard and accordingly recommend condition requiring the implementation of the recommendations contained within ENVA.

Landscape Design

The Landscape Concept Plan and Design Response (LCPDR) (Attachment 9) provided with the application outlines the public realm and landscaping aspects of the proposal. This LCPDR has been reviewed by the City, with the following comments recommended to be addressed in the design:

- The unsecured bike u-rails are unlikely to be utilised often, due to perceived security risk;
- Possibility of continuing the red PSP colour to reduce visual impact on river aesthetic;
- Pedestrian footpath improvements will need to be included in this project, to enable safe and mass people movement from ferry to Canning Highway – bus stops and activity centre café's etc;
- Planting palette on the foreshore reflects revegetation, and will need DBCA approval;
- Planting palette for Garden beds should reflect Canning Bridge Activity Centre Plan (CBACP) landscape design guidelines;
- Material choice/furniture choice should reflect CBACP landscape design guidelines;
- Detail landscape plan, including lighting (to minimise spill) and materials is still required;
- The location of the future secured bike parking is not ideal, as it block key visual linkage to the river as you walk down Canning Beach Road;
- It is noted the proposed plans refer to 'localised path raising' at the point where the jetty joins the foreshore to accommodate coastal processes. Detailed landscaping plans shall be provided including details such as height, length and impacts of the path raising in relation to the rest of the path network and surrounding foreshore.
- Seagrass protection and fauna protection during construction and when ferry in-use, doesn't seem to be mentioned and should be included in Environmental management plan;
- Laydown area to be located to minimise impact on the river foreshore.

These comments are recommended to be raised with DPLH and addressed through revised plans and or/appropriate conditions to be formulated by the DPLH in their recommendation to the WAPC.

Environmental Considerations

Bushfire

The subject site is not identified as being bushfire prone.

Contamination

The subject site is not identified as being subject to contamination.

Flora and Fauna

The application is accompanied by a comprehensive Environmental Assessment Report (EAR) (Attachment 3) which includes consideration of relevant legislation and policies, the existing environment, the possible effects on the environment and ways in which the effects can be

managed. Environmental impacts that have been considered in the application include riverbed effects with limited piling and no dredging required. Specifically, the EAR anticipates conditions being imposed should development approval be granted requiring works to be undertaken in accordance with an approved Construction Environmental Management Plan (CEMP) and Foreshore Management Plan (FMP).

Subject to the EAR being assessed by a suitably qualified and experienced professional (i.e. an ecologist) during DPLH's assessment and appropriate conditions in line with the recommendations of the EAR being included in the determination should the application be granted, it is considered that the impacts on flora and fauna from the proposed ferry terminal will be appropriately managed.

Coastal Processes

A Coastal Processes and Hazard Assessment (CPHA) (Attachment 7) is included with the application. This report focuses on identifying and assessing how the proposed ferry terminal will interact with and be impacted by the dominant active coastal processes in the locality. In considering the existing foreshore dynamics including erosion and sediment movement, the CPHA states the proposed works are unlikely to have a material impact. Table 7-1 of the CPHA provides an overview of the recommended treatments for the ferry terminal during the design, adaptation and management phases regarding erosion, inundation, wave overtopping and channel dynamics inclusive of triggers.

The recommendations for the design phase of the ferry terminal will need to be implemented during construction to minimise the impacts of coastal hazards. To provide safe access to the ferry terminal over its 50-year design period, the adaptation and management measures that will be required for the foreshore will ultimately be the responsibility of the including measures required for pedestrian safety and to protect the City's assets. The CBHA has been reviewed by a City, and it is recommended that the applicants collaborate with the City so that the proposed works tie in with the City's Foreshore Management Plan which is currently being updated. Specifically, further details are required with regard to the foreshore stabilisation methods and foreshore plant species. These matters will be raised in the response to WAPC and addressed through the recommendation of suitable conditions.

Acid Sulphate Soils

The EAR (Attachment 3) provided with the application identifies that acid sulphate soils are present within the vicinity of the proposed ferry terminal. Specifically, it is noted in the EAR that there is a moderate to high risk of acid sulphate soils within the river and low to moderate risk on the land side of the proposed development. It is concluded in the EAR that the acid sulphate soils pose a low risk of environmental impacts due to the proposal requiring less than 100m³ of excavation and there being no dewatering or drainage within the areas identified as moderate to high risk of acid sulphate soils. A condition has been recommended requiring an acid sulphate soils management plan be provided and implemented in relation to the above.

Ferry Design

Nearby residents have expressed concerns in relation to the ferry terminal and the potential for this to impact on views of significance. It is therefore recommended that final design and material selection considers and minimises impact on views of significance from the adjacent apartment developments.

Additionally, it is recommended that the Ferry Terminal design considers the wait time of 25 minutes between ferry services and the need for adequate weather protection for waiting patrons.

ENGAGEMENT

Pre-Lodgement Applicant Engagement

It is stated in the planning report (Attachment 1) that preliminary consultation (non-statutory) was undertaken by the PTA and Department of Transport and Major Infrastructure (DTMI) between October 2024 to August 2025 with tier one stakeholders, including river user groups. This consultation is understood to have consisted of a series of face-to-face and virtual briefing sessions, a combined river user group workshop, and a user group information session. On top of this, four local government executive teams were briefed. Various concerns were raised through this consultation process such as safety, environmental impacts, visual amenity, light and noise pollution, security and the general usability of the river. Details regarding Whadjuk Noongar community engagement is also included in the application which will be a key component to successful project delivery. The application goes on to advise that further engagement is planned through targeted briefing sessions and establishment of a Community Reference Group.

Development Approval Engagement

DPLH is responsible for undertaking public consultation (statutory) for the development application along with any referrals to other state government agencies, and considering any submissions received.

Consultation commenced on the 2 October 2025 and will conclude on 23 October 2025 by way of:

- Two signs onsite;
- Details of the development on the DPLH website;
- Letters sent to property owners and occupiers within a 200-metre radius of the ferry terminal location; and
- A newspaper advertisement in the 'PerthNow' newspaper.

Submissions are made directly to the DPLH. The City is not involved in the consultation process, nor does it receive a copy of any submissions received.

SUSTAINABILITY IMPLICATIONS

The proposed ferry terminal will offer an additional public transport option for residents, workers and visitors in the Canning Bridge area therefore decreasing car dependency and increasing accessibility of the Canning Bridge area to the QEII/UWA specialised activity centre and Perth CBD.

LEGISLATIVE AND POLICY ALIGNMENT

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Metropolitan Regional Scheme (MRS)*
- *City of Melville Local Planning Scheme No. 6 (LPS6)*

State Government Policies

- *State Planning Policy 2.0 – Environment and Natural Resources Policy (SPP2.0)*
- *State Planning Policy 2.6 – State Coastal Planning Policy (SPP2.6)*
- *Draft State Planning Policy 2.9 Planning for Water (SPP2.9)*
- *State Planning Policy 2.10 – Swan Canning River System (SPP2.10)*
- *State Planning Policy 3.0 - Urban growth and settlement (SPP3.0)*
- *State Planning Policy 3.4 - Natural hazards and disasters (SPP3.4)*
- *State Planning Policy 3.5 - Historic heritage conservation (SPP3.5)*
- *State Planning Policy 4.2 - Activity centres for Perth and Peel (SPP 4.2)*
- *State Planning Policy 7.0 - Design of Built Environment (SPP7.0)*

Structure Plans / Precinct Structure Plans

- Canning Bridge Activity Centre Plan (CBACP)

Other

- *State Planning Strategy 2050*
- *Perth and Peel @ 3.5 MILLION*
- *City of Melville Local Planning Strategy 2016*
- *Percent for Art Scheme Guideline*

State Planning Strategy 2050

The State Planning Strategy 2050 provides high level strategic direction for planning and development decisions across Western Australia. The vision of the strategy is to provide for sustained growth and prosperity through diversity, liveability, connectedness and collaboration. To achieve this vision five goals have been set in relation to:

- Global competitiveness
- Strong and resilient regions
- Sustainable communities
- Infrastructure planning
- Coordination and conservation.

Enhancing public transport will be a key component to achieving the above goals. In this case, the proposed ferry terminal will directly contribute to the enhancement of public transport infrastructure within the Perth metropolitan area. This in turn will help reduce congestion on roads and parking demand, assist in creating a modal shift towards lower impact transport, promote a resilient energy future and improve accessibility and connectivity. Therefore, it is considered that the proposed ferry terminal is generally consistent with the overarching provisions within the State Planning Strategy 2050.

Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 million is a framework with a focus on accommodating 3.5 million people within Perth and Peel by 2050. Various objectives are set out within this framework including consolidating urban form, optimising infrastructure and supporting efficient and effective movement and access. Strengthening activity centres and transport nodes will be a key contributor to achieving the objectives of Perth and Peel @ 3.5 million. The proposed ferry terminal will offer an alternative mode of transport for residents living in and around the Canning Bridge Activity Centre therefore generally aligning with the Perth and Peel @ 3.5 million framework.

Metropolitan Regional Scheme (MRS)

Being associated with the delivery of jetties, ferry facilities and public transport services, the proposal meets the definition of public works as per the *Public Works Act 1902*. However, the public works exemption under Section 6 of the *Planning and Development Act 2005* does not apply to applications which are not exempt under the MRS. As such, development approval is required as the proposed ferry terminal is not a permitted development as list under Clause 29 in the MRS. The application is therefore required to be determined under Part 10 of the MRS with the matters to be considered in assessing the application being set out under Clause 43 of the MRS. Clause 45 of the MRS is also of particular relevance due to the proposal being within the Swan Canning Development Control Area. The matters requiring consideration under the MRS are addressed further below as they relate to the proposal.

Orderly and Proper Planning

The exercise of orderly and proper planning requires a fundamental understanding of a proposal and how it aligns with the planning framework. In this case, the application includes a comprehensive assessment of the proposal against the planning framework that is accompanied by various technical reports. It is considered that the detail provided with the application is sufficient to allow for a fundamental understanding of the nature of the proposal and how potential impacts will be avoided, remedied or mitigated. Further to this, public consultation is to be undertaken by DPLH which will allow for community views to be taken into consideration during the decision-making process. As such, it is considered the principles of orderly and proper planning have been accounted for.

Purpose of Reserves

Under the MRS, the ferry terminal will be situated on reserves with the following purposes:

‘Waterways’ — *to recognise coastal and inland waterways and lakes, provide for navigation in, and public access to, those waterways and lakes where appropriate, and to protect environmental, landscape and cultural values;*

‘Regional Open Space’ — *to protect the natural environment, provide recreational and cultural opportunities, safeguard important landscapes and sites of cultural or historical significance and provide for public access;*

The proposed ferry terminal will allow for public access to the Swan River while various technical reports have been provided with the application to ensure impacts of the development are appropriately managed. Therefore, the proposal is considered to generally align with the purpose of these reserves subject to WAPC imposing appropriate conditions.

Matters Listed Under Clause 43

When considering an application for development approval under the MRS, Clause 43 sets out the matters to be considered. The matters listed under Clause 43 of the MRS have been addressed in section 7 of the applicant's planning report provided with the application. Having reviewed the comments made in section 7 of the applicant's planning report, the conclusions reached are generally concurred with.

Clause 45

Clause 45 of the MRS applies to development of land of which is within the Swan Canning development control area. The application includes an assessment against the relevant DBCA policies and strategies that apply to the Swan Canning development control area in Section 5.7 of the planning report provided with the application including:

- Draft Melville Water Dootanboro Locality Plan;
- Swan River Trust Corporate Policy Statement No. 42;
- Swan River Trust Corporate Policy Statement No. 44;
- Swan River Trust Corporate Policy Statement No. 45; and
- Swan River Trust Corporate Policy Statement No. 47.

In considering the applicants assessment of the above documents, no concerns have been identified. Further consideration of these documents will be required by WAPC and DBCA in their assessments.

State Planning Policies

Clause 43(c) of the MRS requires consideration of any State Planning Policies. The application includes a detailed assessment against applicable State Planning Policies that is generally concurred with. The City has also undertaken its own assessment of the applicable State Planning Policies as listed above, with it being concluded the proposal will be consistent with the relevant provisions within these policies subject to the application of appropriate conditions of development approval.

City of Melville Local Planning Strategy 2016

The City of Melville Local Planning Strategy is the City's primary strategic planning document that guides the long-term vision for accommodating growth. A key aim of the strategy is to promote increased intensity in and around activity centres, transport nodes and along transport corridors. It is noted that the Canning Bridge Activity Centre is ideal for transit orientated development with an emphasis on connectivity to public transport. Currently having no ferry service is a major deficiency in achieving the Strategies aim for the Canning Bridge Activity Centre. However, in order for a ferry service to succeed there needs to be a coordinated approach to ensure there is adequate density and appropriate connections to other public transport services. With this in mind, the following points are noted:

- The proposed ferry service will directly contribute to enhancing transport options for residents, workers and visitors in the Canning Bridge area which will support both population and economic growth.
- Being in proximity to the Canning Bridge train station, the bus interchange and other bus stops on Kintail Road and Caning Highway will provide connectivity with other public transport services.

- The technical reports provided with the application have been reviewed by the relevant internal departments within the City with the feedback provided being generally supportive of the proposal subject to specific concerns being raised with WAPC and addressed via recommended conditions of approval.

Based on the above, it is considered the proposal is consistent with the City of Melville Local Planning Strategy.

City of Melville Local Planning Scheme No. 6 (LPS6)

The proposal meets the definition of public works as per the *Public Works Act 1902*. Therefore, while development approval is required under the MRS, the City's Local Planning Framework does not apply to public works as per Section 6(1) of the *Planning and Development Act 2005*. Nonetheless, due regard to the relevant planning scheme is still required as per Section 6(2)(a) of the *Planning and Development Act 2005*.

LPS6 sets out a number of aims in relation to transport and infrastructure relevant to the proposal. This includes:

- *to encourage the reduction in reliance on, and impact of, private motor vehicle usage;*
- *to reduce the demand for, and balance the provision of parking in commercial centres and encourage use of public transport;*
- *to promote the compatible use of land surrounding essential infrastructure;*
- *to promote sustainable transport options; and*
- *provide safe, affordable and effective transport modes available for all sectors of the community.*

It is considered the proposal aligns with the above aims for the following reasons:

- The proposed ferry terminal's location within the Canning Bridge Activity Centre is considered appropriate as it is a high-density area therefore enabling increased accessibility to a sustainable public transport option and minimising car dependency; and
- The proposed ferry terminal design is considered compatible with the surrounding area and will assimilate into the development context subject to the concerns raised by internal department within the City being addressed via recommended conditions.

Accordingly, the aims within LPS6 will be met by the proposed development.

Canning Bridge Activity Centre Plan (CBACP)

The guiding principles for the CBACP are based on the following Canning Bridge Precinct Vision Statement:

'The Canning Bridge area will evolve to become a unique, vibrant, creative community centred on the integrated transport node of the Canning Bridge rail station. The area will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning Rivers.'

Various goals and objectives are set out in the CBACP to achieve the above vision statement. This includes goals and objectives relating to the provision of high frequency public transport and reducing private car trips while ensuring pedestrians can move freely and safely between transport types. The proposal is considered to align with these goals and objectives.

The subject site is located within the Q1 'Kintail Quarter' of the CBACP. In assessing a development approval application, the CBACP sets out 20 elements with associated design outcomes for the applicable locations within the CBACP that require consideration. Not all of these elements directly apply to the proposal, with the most elements most relevant to the proposal being addressed as follows:

- Element 1 '*Land Use*' notes that Q1 is envisioned to be the premier retail area and the driving force behind employment opportunities in the CBACP area. An additional public transport option will directly contribute to facilitating this desired outcome;
- Element 10 '*Open Space and Landscaping*' encourages catering for the enjoyment, comfort and sense of security for centre users. The Landscape Concept Plan and Design Response (LCPDR) provided with the application will contribute to meeting this desired outcome with appropriate conditions being recommended requiring the provision of detailed landscaping and material plans;
- Element 11 '*Sustainability*' promotes sustainable forms of transport with this desired outcome being directly met by the proposed ferry terminal by offering an alternative mode of transport which will contribute to reducing the usage of private motor vehicles;
- In order to meet the desired outcome under Element 12 '*Acoustics*', an acoustic report has been provided with the application which outlines how noise will be managed to achieve compliance with the state noise regulations and other relevant noise and vibration guidelines;
- The desired outcome of Element 17 '*Public Art*' will be achieved through the recommendation of a public art strategy condition;
- With regard to Element 18 '*Parking*', the City is supportive of the proposal subject to concerns being addressed. It is recommended that the applicant provide an updated traffic impact statement addressing outstanding concerns prior to the DPLH making final recommendation to the WAPC. It is also to be noted that the Clause 18.4 of the CBACP prescribes carparking rates based on '*net lettable area*' of which the ferry terminal would not meet the definition of having and therefore does not generate the need for car parking; and
- In terms of Element 20 '*Safety*' conditions will be recommended requiring the provision of lighting plans and a crime prevention through environmental design report.

It is noted that the CBACP has a long-term vision of a ferry terminal being integrated with the bus/rail interchange within the Q6 '*Station Quarter*' of the activity centre on the eastern side of the Canning Bridge. In this case, the ferry terminal is proposed within the Q1 '*Kintail Quarter*' on the western side of Canning Bridge. However, the application does note that a ferry terminal on the eastern side of Canning Bridge is considered in potential unfunded future expansions, earmarked to be integrated into major construction for the Canning Bridge Bus Interchange project being delivered by Main Roads. The response to DPLH will make note of the CBACP long-term vision and will encourage the PTA and DTMI continue to explore providing a ferry terminal on the eastern side of Canning Bridge.

In considering the CBACP, it is concluded the proposal generally aligns with the relevant provisions noting that a ferry terminal on the eastern side of Canning Bridge is to be considered as part of future plans.

Local Planning Policies

The City's Local Planning Policies are not directly applicable to the consideration of the application, however from undertaking an assessment of the proposal against relevant Local Planning Policies, it has been concluded that the proposal aligns with their intent.

FINANCIAL IMPLICATIONS

Foreshore management will remain the responsibility of the City of Melville including measures required for pedestrian safety and amenity and to protect the City's assets around the ferry terminal.

There are no direct financial implications to the City as the application has been referred to the City for comment only.

CONSEQUENCE

There are three alternative options available to the Council as follows:

1. To recommend to WAPC that the application be deferred until all the City's concerns have been addressed.

A consequence of this may be delays to the delivery of the project and it's associated benefits.

2. To make alternate recommendation to the DPLH.

The consequences of this can be advised by administration upon review of the alternate recommendation.

3. To make no comment or recommendation and to forward this agenda item to the DPLH for information purposes only.

The consequence of this is that the DPLH can assume that the City has no comment to make and the technical concerns raised in this report will not be considered by the DPLH in their final recommendation to the WAPC. Please note that comments are due to the DPLH by the 20 October 2025.

COMMENT

As outlined above, council may choose to:

- Provide a referral response to the WAPC, as outlined in the recommendation;
- Request deferral subject to addressing outstanding concerns outlined in this report;
- Provide a referral response to the WAPC, with modifications (or alternate recommendation);
or
- Not provide a referral response to the WAPC.

The City considers the application contains sufficient detail to adequately address the relevant planning framework and outlines ways in which potential impacts will be avoided, remedied or mitigated. Once the City has provided a submission to the DPLH, they will undertake a detailed assessment of the proposal, consider community feedback, and give due regard to any comments submitted by the various referral agencies (including the City) before preparing a report and final recommendation to the WAPC.

BRIEFING FORUM – FURTHER INFORMATION

This section is not applicable, as the item was distributed after the Agenda Briefing Forum.

UNCONFIRMED

Management Services

Nil.

UNCONFIRMED

Corporate Services

C25/322 Common Seal October 2025

File Number:	
Responsible Officer:	Head of Governance
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in this matter.
Attachments:	Nil

COUNCIL’S ROLE

Information: For the Council / Committee to note.

<p>SUMMARY</p> <p>This report details the documents to which the City of Melville Common Seal has been applied for the period from Monday, 18 August 2025 up to and including Friday, 12 September 2025 for the Council’s noting. This is a standing report to the Council.</p>
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OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C25/22)

At 6:48pm Cr T Lee moved, seconded Cr C Ross

That the Council notes the actions of the Mayor and the Chief Executive Officer in executing the documents listed under the Common Seal of the City of Melville from Monday, 18 August 2025 up to and including Friday, 12 September 2025 for the Council’s noting.

At 6:48pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

Section 2.5 of the *Local Government Act 1995* states that a Local Government is a Body Corporate with perpetual succession and a common seal. A document is validly executed by a Body Corporate when the common seal of the Local Government is affixed to it and the Mayor and the Chief Executive Officer (CEO) attest the affixing of the seal.

The following documents were affixed with common seal during the period Monday, 18 August 2025 up to and including Friday, 12 September 2025.

Register Reference	Parties	Description	ECM Reference
CS2260	City of Melville and Amplitel Pty Limited	Amplitel (Telstra) Lease Surrender & Further Term Extension - Bob Gordon Reserve 43716	8588726

STRATEGIC ALIGNMENT

Outcome	5	Leadership and good governance for the benefit of the whole community.
Objective	5	Good Governance and Leadership
	5.1	Provide transparent and accountable good governance.

LEGISLATIVE AND POLICY ALIGNMENT

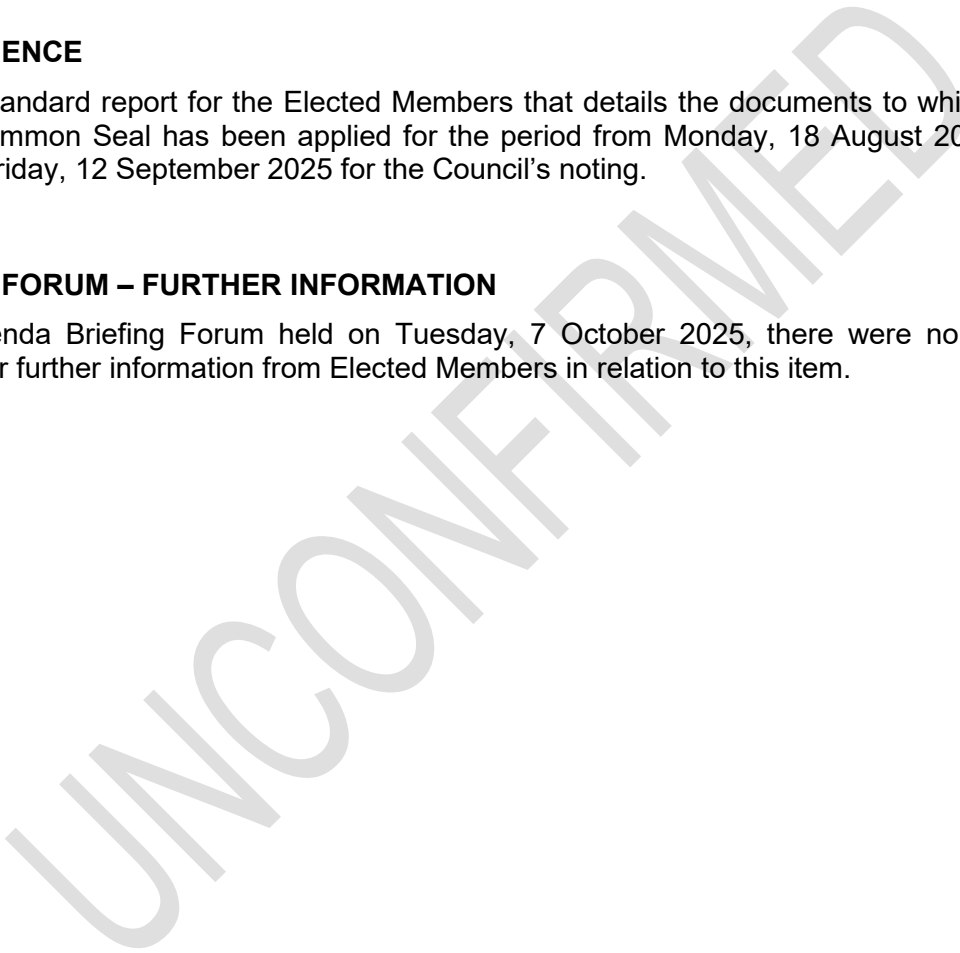
The use of the Common Seal is provided for the information of the Council.

CONSEQUENCE

This is a standard report for the Elected Members that details the documents to which the City of Melville Common Seal has been applied for the period from Monday, 18 August 2025 up to and including Friday, 12 September 2025 for the Council’s noting.

BRIEFING FORUM – FURTHER INFORMATION

At the Agenda Briefing Forum held on Tuesday, 7 October 2025, there were no questions or requests for further information from Elected Members in relation to this item.



C25/323 Investment Statements for August 2025

File Number:	
Responsible Officer:	Director Corporate Services
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in this matter
Attachments:	Nil

COUNCIL’S ROLE

Information: For the Council / Committee to note.

<p>SUMMARY</p> <ul style="list-style-type: none"> This report presents the investment statements for the period ending 31 August 2025 and recommends that it be noted by the Council. It is important to highlight that the financial figures for the 2024–2025 financial year remain provisional. Year-end accounting processes are currently underway, and as such, the final accounts may differ materially from the figures presented in this report.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C25/323)

At 6:48pm Cr T Lee moved, seconded Cr C Ross

That the Council notes the Investment Report for the period ending 31 August 2025.

At 6:48pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

To report on the performance of the City’s investment portfolio for the month of August 2025.

The City’s investment portfolio is invested in highly secure investments with a low level of risk yielding a weighted average rate of return of 4.21% to 4.52% which exceeds the benchmark three-month bank bill swap (BBSW) reference rate of 3.61%.

9% of the City’s investment portfolio is invested in authorised deposit taking institutions that do not lend to industries engaged in the exploration for, or production of, fossil fuels. This compared to 21% in July 2025.

Future investment earnings will be determined by the cash flows of the City and movements in interest rates on term deposits.

STRATEGIC ALIGNMENT

Outcome	5	Leadership and good governance for the benefit of the whole community.
Objective	5	Good Governance and Leadership
	5.1	Provide transparent and accountable good governance.
	5.2	Ensure long term financial sustainability, strategic advocacy and partnerships, and diverse revenue streams.
	5.3	Ensure efficient and effective use of assets, resources and technology.

BACKGROUND

The City of Melville (the City) has cash holdings as a result of timing differences between the collection of revenue and its expenditure. Whilst these funds are held by the City they are invested in appropriately rated and liquid investments.

The investment of cash holdings is undertaken in accordance with Council Policy CP-009 - Investment of Funds, with the objective of maximising returns whilst maintaining low levels of credit risk exposure.

CONSIDERATION

The following statement details the investments held by the City of Melville as at 31 August 2025.

CITY OF MELVILLE STATEMENT OF INVESTMENTS FOR THE PERIOD ENDING 31 AUGUST 2025		
SUMMARY BY FUND		
Municipal		\$59,121,326
Reserve		\$133,020,816
Citizen Relief		\$252,477
TOTAL		\$192,394,618
SUMMARY BY INVESTMENT TYPE		
11AM		\$12,547,181
60Days at Call		\$2,000,000
90Days at Call		\$16,600,000
Term Deposit		\$161,247,438
TOTAL		\$192,394,618
SUMMARY BY CREDIT RATING		
AAA Category	AAA	
AA Category (AA+ to AA-)	AA-	\$141,194,618
A Category (A+ to A-)	A+	

	A	
	A-	\$51,200,000
BBB+ Category	BBB+	
TOTAL		\$192,394,618

The City’s total investments amount to \$192.39M, made up of the Citizen Relief Fund (\$0.25M), Municipal Funds (\$59.12M) and Reserve Funds (\$133.02M) which are restricted to the defined purpose for which the reserve account was established.

Key Points

- Most of the funds (\$161.25M) are in Term Deposits, ensuring secure and stable returns.
- Short-term investments include 11AM accounts (\$12.55M) this account is a money market deposit that allows the City to access funds for daily financial needs if notice is given before 11AM, and call deposits totalling (\$18.6M). These funds allow the City to meet financial obligations, including suppliers’ payment and other debt repayments, without disruptions to its services.
- The portfolio is low-risk, with 73% of funds in AA Category rated institutions and 27% in A Category rated institutions.
- There are no investments in AAA-rated and BBB+ institutions and effort are undertaken to invest in accordance with Council Investment Policy CP-009.

Overall the City’s investments remain secure, well-distributed, and aligned with financial stability goals.

Investment with financial institutions						
Institution	Credit Rating	Credit Rating Category	Funds held at period end	Actual %	Limit Per Policy	
Bank of Queensland	A-	A Category	\$ 43,900,000	22.82%	30.00%	✓
Bendigo & Adelaide	A-	A Category	\$ 7,300,000	3.79%	30.00%	✓
Suncorp	AA-	A Category	\$ 10,300,000	5.35%	50.00%	✓
NAB	AA-	AA Category	\$ 42,053,058	21.86%	50.00%	✓
Westpac	AA-	AA Category	\$ 88,841,560	46.18%	50.00%	✓
TOTAL			\$ 192,394,618	100%		

*Standard & Poor’s ratings. Source: Policy No. CP-009: Investment of Funds

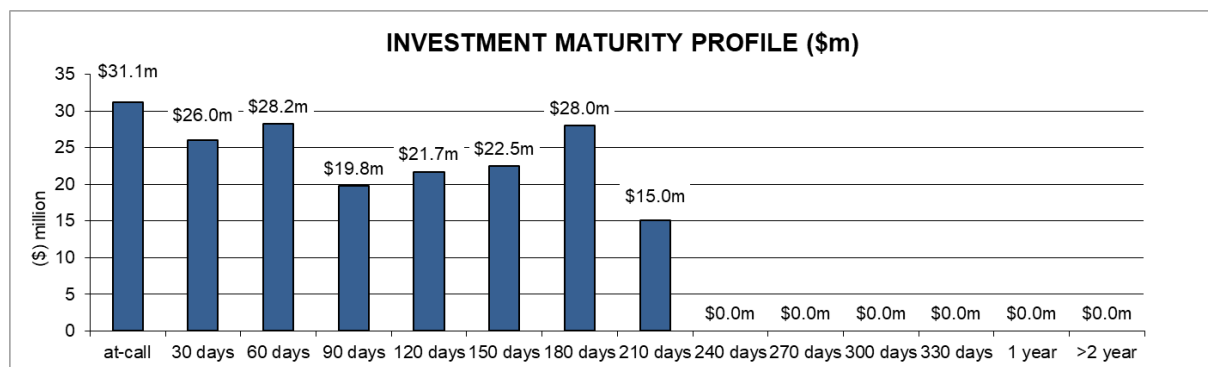
The City’s investments were invested within the limits allowed within each category rating for August 2025.

Maximum Percentage of Average Investment Portfolio Balance				
Long Term Rating	Funds held at period end \$	Actual %	Limit Per Policy	
AAA Category	\$ -	0%	100%	✓
AA Category (AA+ to AA-)	\$ 141,194,618	73%	80%	✓
A Category (A+ to A-)	\$ 51,200,000	27%	50%	✓
BBB+ Category	\$ -	0%	25%	✓
TOTAL	\$ 192,394,618	100%		

*Standard & Poor’s ratings. Source: Policy No. CP-009: Investment of Funds

The City’s investments meet the requirements of the portfolio credit framework, as per the Investment Policy, and shown in the table above.

The below graph summarises the maturity profile of the City’s investments at market value as at 31 August 2025. The immediacy of the demand for funds depends on the particular fund or reserve Account(s) of the City. The maturity profile provided in the table above meets the liquidity requirements of the Council policy.



The above Investment Maturity Profile graph for August 2025 provides an overview of the City's investment portfolio, categorising term deposits based on their maturity periods. The maturity profile of the City's investments is aligned with Council’s investment policy, cash flow requirements, and prevailing market conditions. Interest rate fluctuations will continue to influence the term of the reinvestment decisions to ensure optimal financial outcomes.

The City’s current investment approach prioritises short-term liquidity to meet operational needs and unforeseen expenses rather than focusing on long-term yield opportunities.

A substantial portion of funds (\$12.55M) is available for immediate use, ensuring sufficient liquidity for day-to-day operations. This allows the City to meet financial obligations, including suppliers’ payment and other debt repayments, without disruptions to its services.

Investments are well-distributed across various short- to medium-term maturities, with notable allocations in 90 days (\$19.8M), 120 days (\$21.7M), 150 days (\$22.5M), 180 days (\$28.0M) and 210 days (\$15.0M). This structured approach ensures financial stability while balancing liquidity needs and optimising returns. The estimated average cash outflow requirement of the City is between \$13M to \$16M per month.

The majority of the investment portfolio is concentrated in short- to medium-term maturities, with limited allocation beyond 180 days. A small portion of the portfolio matures at 210 days (\$15.0M), reflecting selective investment opportunities where competitive rates were available. There are no long-term investments beyond 210 days, including none over one year, as the City's investment strategy is designed to align with its annual revenue cycle, which is predominantly driven by rates revenue. The recent RBA interest rate cut on 12 August 2025 by 0.25 to 3.6 per cent has also contributed to reduced competitiveness of longer-term deposit rates, influencing this maturity profile.

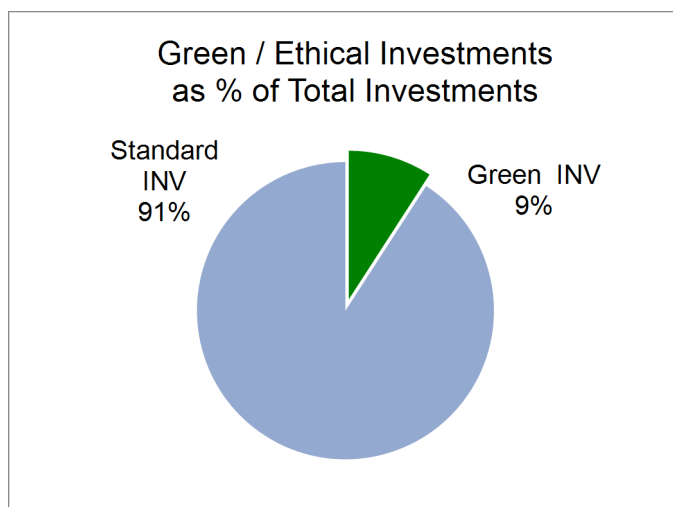
Additionally, the City maintains a balanced risk exposure, diversifying investments within shorter timeframes to mitigate financial and interest rate risks.

The City exercises a deliberative preference in favour of green/ethical investments. This preference will however only be exercised after the foremost investment considerations of credit rating, comparable rate and risk diversification are fully satisfied.

“Green investments” are authorised investment products made in authorised institutions that respect the environment by not investing in fossil fuel industries.

Environmental, Social & Governance Term Deposit (ESGTD) is a similar product to Green investments. ESGTD’s provide the opportunity to invest in products that seek to mitigate environmental and social risks.

The total investment in authorised institutions as at 31 August 2025 was \$17,600,000 or 9% of total investment holdings being in non-fossil fuels institutions, compared to \$30,800,000 (21%) in July 2025. The total investments holding for August and July were \$192,394,618 and \$147,087,845 respectively.



Green/Ethical Investment with financial institutions			
Institution	Credit Rating	Credit Rating Category	Funds held at period end
Bendigo & Adelaide	A-	A Category	\$ 7,300,000
Suncorp	AA-	AA Category	\$ 10,300,000
TOTAL			\$ 17,600,000

The Green investments are allocated across the two banks mentioned above, in alignment with the Council’s credit rating policy.

The City continues to engage in active discussions with financial institutions regarding the availability of ESG Tailored Deposit (ESGTD) products. Westpac has offered AUD Green Tailored Deposits and AUD Social Tailored Deposits, however, there is no suitable investment due to low interest rates offered for these products. Westpac has offered a Social Tailored Deposit with a minimum deposit size of \$1 million and a minimum term of 1 year, extendable up to 5 years. However, the City’s current holdings with Westpac are already close to the Council-approved policy limit, making it unlikely that further investments will be placed with Westpac at this time.

While the City maintains a preference for green and ethical investments, this is only exercised after ensuring that all requirements related to credit rating, competitive interest rates, and risk diversification are fully met.

In addition, the City has held formal discussions with CBA, NAB and Bank of Queensland to explore potential ESGTD and Green Term Deposit options. At this stage, these banks are in the development phase of these products. Currently, there are no suitable ESGTD products available in the market that meet the City's Investment Policy requirements.

ENGAGEMENT

This report is available to members of the public on the City's website. A wide range of suitably credit rated Authorised Deposit-taking Institutions (ADI's) were engaged with during the month in respect to the placement and renewal of investments.

SUSTAINABILITY IMPLICATIONS

Strategic

The interest earned on invested funds assists in addressing the following key priority area identified in The City of Melville Corporate Business Plan 2024-2034.

Priority Number One – "Restricted current revenue base and increasing/changing service demands impacts on rates".

Risk

The Council's Investment of Funds Policy CP-009 was drafted to minimise credit risk through investing in highly rated securities and diversification. The Policy also incorporates mechanisms that protect the City's investments from undue volatility risk as well as the risk to reputation because of investments that may be perceived as unsuitable by the Community.

Environmental

When investing the City's funds, a deliberative preference will be made in favour of authorised institutions that respect the environment by not investing in fossil fuel industries. This preference will, however, only be exercised after the foremost investment considerations of credit rating, risk diversification and interest rate return are fully satisfied.

LEGISLATIVE AND POLICY ALIGNMENT

The following legislation is relevant to this report:

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

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

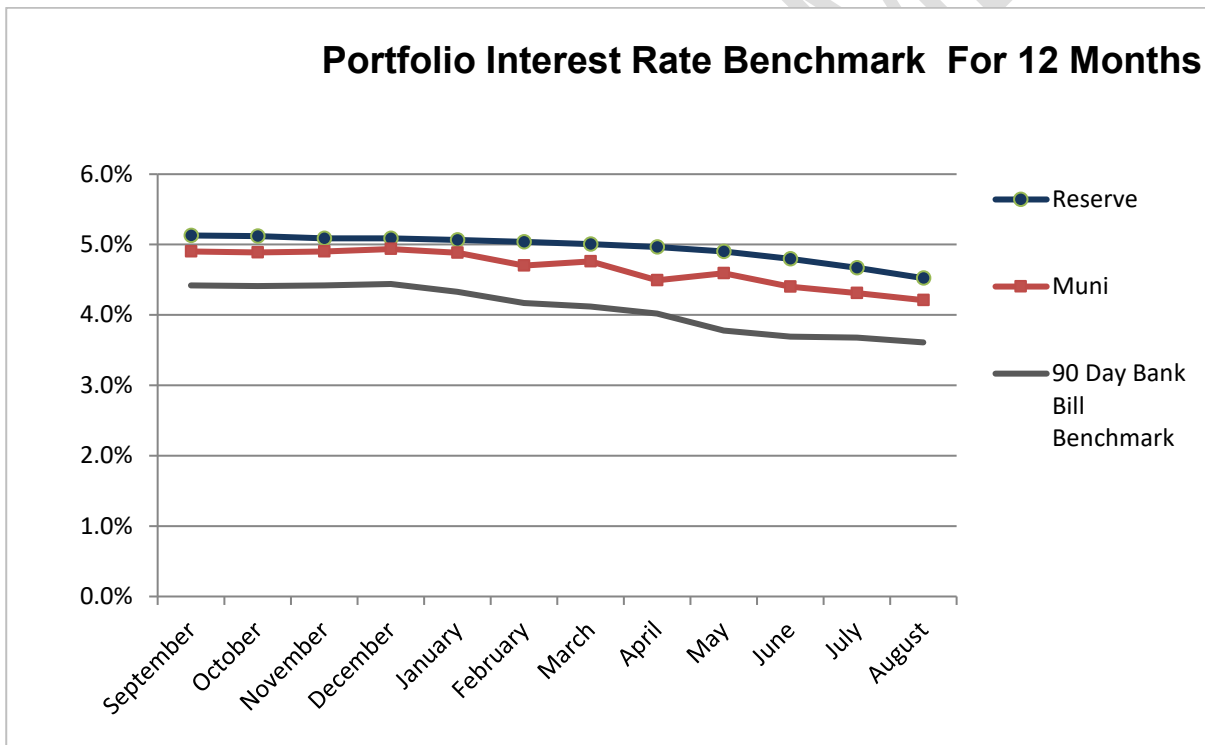
The *Local Government (Financial Management) Regulations 1996* (regulation 19C) allows local governments to deposit funds for a fixed term of three years or less. Deposits of greater than one year may, depending on the shape of the yield curve, enable the City to achieve better investment returns.

Council Policy CP-009 – Investment of Funds provides guidelines with respect to the investment of City of Melville (the City) funds by defining levels of risk considered prudent for public monies. Liquidity requirements are determined to ensure the funds are available as and when required and take account of appropriate benchmarks for rates of return commensurate with the low levels of risk and liquidity requirements. The types of investments that the City has the power to invest in is limited by prescriptive legislative provisions governed by the *Local Government Act 1995*, *Local Government (Financial Management) Regulations 1996* and Part III of the *Trustees Act 1962*.

FINANCIAL IMPLICATIONS

For the period ending 31 August 2025:

- Year-to-date Investment earnings on term deposits held in reserve accounts, money at call accounts and the municipal account in aggregate, was \$1,208,223 against a year-to-date budget of \$1,284,329 representing a negative variance of \$76,095.70. This variance is primarily due to actual interest rates trending lower than anticipated.
- The weighted average interest rate for Municipal and Reserve Fund investments as at 31 August 2025 was 4.52% which compares favourably to the benchmark three-month bank bill swap (BBSW) reference rate of 3.61%.



CONSEQUENCE

There are no consequences or alternative options presented as part of this report.

BRIEFING FORUM – FURTHER INFORMATION

At the Agenda Briefing Forum held on Tuesday, 7 October 2025, the following questions and request for further information were raised by Elected Members:

Question 1:

Why is the total investment of authorised institutions in July was approximately \$30 million, but in August 2025 was \$17.5 million. Can the City advise why there was such a big change? It went from 21% to 9% of the overall investment.

Response 1:

Investments are placed according to the Council Policy CP-009 Investment of Funds. This Policy favours green investments, however, it has only favoured green investments after we considered credit ratings and the identified thresholds within the policy. That is where it states how much we are allowed to have with different institutions and are different credit ratings. During the last month, there were a few investments that had matured, and upon us looking to do placements for new investments, there were no green investments that met the investment policy for us to be able to place more investments with green. That is why you see that big movement.

Question 2:

Is the investment team monitoring where we can lock in a high interest rate?

Response 2:

Yes, we are investigating every time we do investments, we contact different banks to see what rates are on offer. As per the Investment Policy, we take the best rate on the day when we make investments. It is also true that with the changes in interest rates, it is impacting the City, and the interest rates that we are being offered is less.

Question 3:

With regard to the category of the investment, can you explain how many banks are included in the \$141 million?

Response 3:

The summary provided on page 14 of the agenda shows how the investments are placed, and on page 15 is the breakdown for the different banks.

C25/324 Schedule of Accounts Paid for August 2025

File Number:	
Responsible Officer:	Director Corporate Services
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in this matter.
Attachments:	<ol style="list-style-type: none"> 1. Payment Details August 2025 2. Card Payment Details August 2025

COUNCIL’S ROLE

Information: For the Council / Committee to note.

<p>SUMMARY</p> <ul style="list-style-type: none"> • This report presents the details of payments made under delegated authority (DA-035) to suppliers for the period of August 2025 and recommends that the Schedule of Accounts Paid be noted.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C25/324)

At 6:48pm Cr T Lee moved, seconded Cr C Ross

That the Council notes the Schedule of Accounts paid for the period August 2025 as approved by the Director Corporate Services in accordance with delegated authority DA-035, and detailed in the attachments to this report; Payment Details August 2025 (Attachment 1) and Card Payment Details August 2025 (Attachment 2).

At 6:48pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

The Schedule of Payments for the month totals \$75,619,218. The report and the attached Schedule of Accounts Paid are presented for the Council’s information.

STRATEGIC ALIGNMENT

Outcome	5	Leadership and good governance for the benefit of the whole community.
Objective	5	Good Governance and Leadership
	5.1	Provide transparent and accountable good governance.
	5.2	Ensure long term financial sustainability, strategic advocacy and partnerships, and diverse revenue streams.
	5.3	Ensure efficient and effective use of assets, resources and technology.

BACKGROUND

Delegated Authority DA-035 has been granted to the Chief Executive Officer to make payments from the Municipal and Trust Funds. This authority has then been on-delegated to the Director Corporate Services. In accordance with Regulation 13.2 and 13.3 of the *Local Government (Financial Management) Regulations 1996*, where this power has been delegated, a list of payments for each month is to be compiled and presented to the Council.

A total of \$11,649,911 direct creditor payments were paid during the month, of which, 12% of payments were paid to suppliers located within the City of Melville and 16% to suppliers within the South West Metropolitan Region, compared to 11% and 18% of total of \$12,899,782 direct creditor payments made over July 2025 respectively.

The biggest payment of \$2,452,104.68 made during the month was ESL Remittance and government charges to Department of Fire and Emergency Services. Approximately 95% of supplier invoices are paid within 30 days of receipt of the invoices.

The list is to show each payment, payee name, amount and date of payment and sufficient information to identify the transaction.

CONSIDERATION

The Schedule of Accounts Paid for August 2025 including Payment Register numbers, Cheque number 878, Electronic Funds Transfers batches: 975, 976, 978 and 974, 977, 159, Trust Payments, Card Payments and Payroll will be distributed to the Elected Members of the Council in October 2025.

The below table details the Summary of Payments Made for the period:

SCHEDULE OF PAYMENTS MADE		
AUGUST 2025		
<i>Payments made under Delegated Authority DA-035</i>		
MUNICIPAL FUNDS - DIRECT CREDITOR PAYMENTS		
Cheques	Chq Payment Register No. 878	\$95.24
	Chq Payment on Restricted Funds Register No.	
	Less Cancelled Chqs	
Electronic Funds Transfers	EFT Payment Register No. 975, 976 and 978	\$11,340,546.56
	EFT Payment on Restricted Funds Register No. 974, 977 and 159	\$106,979.32
	Less Cancelled EFTs	(\$4,830.00)
		\$11,442,791.12
Direct Debits	Bank Fees	\$100,113.09
	Ampol Fuel	\$104,474.37
Direct Payments		\$2,532.82
	Total Direct Creditor Payments	\$11,649,911.40
Payroll	Total Pay 4 and 5	\$5,171,626.31
	Total Payroll	\$5,171,626.31
Cards	Westpac Purchase Cards	\$97,680.28
	Total Card Payments	\$97,680.28
	Total Direct Creditor Payments from Municipal Account	\$16,919,217.99

Schedule of Payments Made continued.

INTERFUND & INVESTMENT TRANSACTIONS		
<i>Interfund Transfers</i>		
Loan		\$0.00
Citizen Relief Trust		\$0.00
Citizen Relief Operating		\$0.00
Municipal		(\$13,418,134.75)
Reserve		\$13,418,134.75
Trust		\$0.00
Total Interfund Transfers		\$0.00
<i>New Municipal Investments</i>		
BOQ Bank	01/08/2025	\$2,500,000.00
Westpac Bank	04/08/2025	\$2,000,000.00
Westpac Bank	05/08/2025	\$1,500,000.00
BOQ Bank	05/08/2025	\$2,500,000.00
BOQ Bank	05/08/2025	\$2,000,000.00
Westpac Bank	05/08/2025	\$2,000,000.00
Westpac Bank	06/08/2025	\$2,000,000.00
Westpac Bank	07/08/2025	\$1,000,000.00
BOQ Bank	08/08/2025	\$2,000,000.00
NAB	11/08/2025	\$2,000,000.00
NAB	11/08/2025	\$2,000,000.00
Westpac Bank	13/08/2025	\$1,900,000.00
NAB	15/08/2025	\$2,000,000.00
NAB	15/08/2025	\$2,000,000.00
NAB	18/08/2025	\$1,800,000.00
NAB	18/08/2025	\$2,500,000.00
NAB	19/08/2025	\$2,000,000.00
Bendigo Bank	20/08/2025	\$1,500,000.00
BOQ Bank	25/08/2025	\$2,500,000.00
BOQ Bank	25/08/2025	\$2,500,000.00
NAB	25/08/2025	\$2,000,000.00
Westpac Bank	25/08/2025	\$2,500,000.00
Westpac Bank	25/08/2025	\$2,500,000.00
Westpac Bank	25/08/2025	\$2,000,000.00
Westpac Bank	26/08/2025	\$2,000,000.00
BOQ Bank	27/08/2025	\$1,500,000.00
BOQ Bank	27/08/2025	\$2,000,000.00
BOQ Bank	29/08/2025	\$2,000,000.00
Westpac Bank	29/08/2025	\$2,000,000.00
Total New Investments		\$58,700,000.00
Grand Total		\$75,619,217.99

Details of the payments are shown in Attachment 1.

Any payment over and above \$25,000 has been highlighted under the Payment Amount column in Attachment 1.

A new Regulation (13A. of the Local Government (Financial Management) Regulations 1996 - Payments by Employees via Purchasing Cards) effective from 1 September 2023 requires that if a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be prepared each month and is to be presented to the Council at the next Ordinary Meeting of the Council and is to be recorded in the minutes of that meeting.

The list of payments made using purchase cards during July 2025 and settled in August 2025 is provided as an attachment to this report.

ENGAGEMENT

There are no applicable engagement considerations presented as part of this report.

SUSTAINABILITY IMPLICATIONS

There are no sustainability implications presented as part of this report.

LEGISLATIVE AND POLICY ALIGNMENT

This report meets the requirements of the *Local Government (Financial Management) Regulations 1996 Part 2: General financial management (s.6.10) regulations 11, 12 & 13.*

Procurement of Products and Services is conducted in accordance with Council Policy CP-023 and Systems Procedure 019 Purchasing and Procurement.

The *Local Government (Financial Management) Regulations 1996 Regulation 13A* was recently introduced to prescribe reporting for payments made by employees via purchasing cards. As with other payments, the local government must report payee name, amount date and sufficient information to identify the payment. The attached payment listings meet this requirement.

FINANCIAL IMPLICATIONS

Expenditures were provided for in the adopted Budget as amended by any subsequent Budget reviews and amendments.

CONSEQUENCE

There are no consequences or alternative options presented as part of this report.

BRIEFING FORUM – FURTHER INFORMATION

At the Agenda Briefing Forum held on Tuesday, 7 October 2025, the following questions and request for further information were raised by Elected Members:

Question 1:

Why are larger purchases being made through the company credit card, and not a purchase order?

Response 1:

During the meeting, this question was taken on notice, and the response is now provided below:

While the preferred method for procurement remains through Accounts Payable (AP) and Purchase Orders, there are required operational exceptions:

- Credit Card-Only Suppliers: Certain vendors, particularly within the technology sector, only accept credit card payments.
- Urgent Purchases: In cases where the standard AP process would cause delays, expedited purchasing via a Purchase Card may be necessary.

Staff are required to follow the new Purchase Card Policy, which outlines appropriate use, documentation requirements, and approval workflows. This is supported by ongoing education and training to ensure compliance and responsible use.

C25/325 Statements of Financial Activity for August 2025

File Number:	
Responsible Officer:	Director Corporate Services
Voting Requirements:	Absolute Majority
Officer Disclosure of Interest:	No Officer involved in the preparation of this report has a declarable interest in this matter.
Attachments:	<ol style="list-style-type: none"> 1. Statement of Financial Activity August 2025 2. Statement of Comprehensive Income August 2025 3. Net Working Capital August 2025 4. Reconciliation Net Working Capital as of 31 August 2025 5. Notes to Statement of Financial Activity August 2025 6. Statement of Financial Position as of 31 August 2025 7. Summary Rate Debtors August 2025 8. Rates Collections Graph August 2025 9. General Debtors Aged 90 Days August 2025 10. Budget amendments August 2025

COUNCIL’S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

SUMMARY

- This report presents the Statements of Financial Activity, Statement of Comprehensive Income and Statement of Financial Position for the period ending 31 August are presented for noting by the Council.
- The financial statements and figures for the 2024–2025 financial year remain subject to change. Year-end accounting processes are currently underway, and the final figures may be materially different from those presented in this report.
- The Annual Audit for 2024–2025 and the end-of-financial-year processes are currently underway. The final draft annual financial report will be presented to the KPMG/OAG auditors by 30 September, in accordance with the Local Government Regulations.
- The preliminary variances for the month ending 31 August 2025 are presented for noting by the Council.
- Presents the budget amendments required for the month of August 2025 and recommend adopted by the Council by Absolute Majority decision.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C25/325)

At 9:23pm Cr K Wheatland moved, seconded Cr J Spanbroek

That the Council

1. **Notes the Rate Setting Statement and Statements of Financial Activity for the month ending 31 August 2025 as detailed in the following attachments:**
 - **Statement of Financial Activity August 2025 (Attachment 1); and**
 - **Statement of Comprehensive Income August 2025 (Attachment 2); and**
 - **Net Working Capital August 2025 (Attachment 3); and**
 - **Reconciliation Net Working Capital as of 31 August 2025 (Attachment 4); and**
 - **Notes to Statement of Financial Activity August 2025 (Attachment 5); and**
 - **Statement of Financial Position as of 31 August 2025 (Attachment 6); and**
 - **Summary Rate Debtors August 2025 (Attachment 7); and**
 - **Rates Collections Graph August 2025 (Attachment 8); and**
 - **General Debtors Aged 90 Days August 2025 (Attachment 9).**
 - **Budget Amendment Reports for August 2025 (Attachment 10)**
2. **By Absolute Majority Decision adopts the Budget Amendments, as detailed in the attached Budget Amendment Reports for August 2025 (Attachment 10).**

At 9:23pm the Presiding Member declared the motion.

CARRIED BY ABSOLUTE MAJORITY (12/0)

PURPOSE

The attached financial reports reflect a positive financial position of the City of Melville as at 31 August 2025.

STRATEGIC ALIGNMENT

Outcome	5	Leadership and good governance for the benefit of the whole community.
Objective	5	Good Governance and Leadership
	5.1	Provide transparent and accountable good governance.
	5.2	Ensure long term financial sustainability, strategic advocacy and partnerships, and diverse revenue streams.
	5.3	Ensure efficient and effective use of assets, resources and technology.

BACKGROUND

The Statements of Financial Activity for the period ending 31 August 2025 have been prepared and tabled in accordance with the *Local Government (Financial Management) Regulations 1996*.

Overall Summary of the City's Financial Position

- The City's total investments holding for August 2025 were \$ 192.39m of which the Municipal cash balance at the end of the month was \$59.12m and \$133.02m was held in reserve accounts, which are restricted to the defined purpose for which the reserve account was established.
- The investment in green/ethical term deposits as at 31 August 2025 was \$17.60m or 9% of total investment holdings, compared to \$30.80m (21%) in July 2025. Green/Ethical investments are invested in the two banks, in accordance with the council investment policy.
- Rates raised as at 31 August were \$114.12M, compared to a year-to-date budget of \$114.19M.
- Total debtor collections for August 2025 equalled \$62.47m. The Rates collection progress for the month of August 2025 is 4.90% below target at 47.9%, compared to 50.1% for the same period in 2024-2025. The total outstanding debtors (including all rates and sundry debtors) is \$80.37m as of 31 August 2025.

CONSIDERATION

The attached reports have been prepared in compliance with the requirements of the legislation and Council policy. The three-monthly reports that are presented are the: -

1. Statement of Financial Activity
Provides details on the various categories of income and expenditure.
2. Statement of Comprehensive Income
Provides details on the Nature classifications.
3. Statement of Financial Position
Provides details on the Financial Position.

Variances

A detailed summary of variances and comments based on the Statement of Financial Activity by Nature is provided in attachments:

- Statement of Financial Activity August 2025 (Attachment 1); and
- Statement of Financial Position August 2025 (Attachment 6): Statement of Variances in Excess of \$100,000.

Revenue

Rates raised as at August were \$114,119,478, compared to a year-to-date budget of \$114,191,234.

Rates Collection

SUMMARY OF RATE DEBTOR MOVEMENT					
Detail	Actuals Current Month YTD	Actuals Previous Month YTD	% Diff Current Mth to Previous Mth	Actuals This Month Last Year YTD	% Diff Current Mth to Current Mth Last Yr
Opening Balance - 1 July	5,273,124	5,273,124	0%	5,425,866	-3%
Debtors Raised	142,964,265	143,398,427	0%	131,035,003	9%
Payments Received	(68,377,864)	(6,529,504)	947%	(68,424,518)	0%
Closing Balance	79,859,525	142,142,047	-44%	68,036,351	17%

Total debtor collections for the month amounted to \$62,467,819, of which \$61,848,360 related specifically to rate debtor collections.

Sundry Debtor Movement

SUMMARY OF SUNDRY DEBTOR MOVEMENT					
Detail	Actuals Current Month YTD	Actuals Previous Month YTD	% Diff Current Mth to Previous Mth	Actuals This Month Last Year YTD	% Diff Current Mth to Current Mth Last Yr
Opening Balance - 1 July	428,089	428,089	0%	565,184	-24%
Invoices Raised	1,353,111	958,936	41%	1,430,018	-5%
Receipts	(1,311,628)	(692,169)	89%	(1,011,844)	30%
Prepayments	45,862	44,264	4%	3,058	1400%
Closing Balance	515,434	739,120	-30%	986,415	-48%

Sundry debtor balances decreased by \$223,686 over the course of August from \$739,120, to \$515,434 of which total 90-day sundry debtors for the month is \$262,326, representing 51% of total sundry debtors.

Corporate Climate Action Plan

A summary of the expenditure associated with the City’s climate action plan initiatives, compared to a year-to-date budget, is provided below. These costs encompass various activities aimed at reducing our carbon footprint and promoting sustainable practices across the City.

Corporate Climate Action Plan Expenditure			
Description	YTD Actuals 2025-2026	YTD Budget 2025-2026	Total Budget 2025-2026
Energy Efficiency Program	0	0	100,000
EV Charing System Infrastructure Program	0	0	250,000
Piney Lakes Eco Hub Detailed Design	0	0	150,000
Renewable Energy Projects	0	0	1,462,489
Embedded Network Metering Upgrade	0	0	100,000
Sustainability & Climate Action Salaries	61,257	55,568	333,407
Carbon Accounting, Budgeting & Energy Monitoring	4,025	0	66,000
Supporting Community Renewable Energy Transition	0	0	50,000
Solar PV & BESS Program Feasibility Study	0	0	20,000
Energy Efficiency Improvements	0	0	40,000
Electrification & Pilot program	0	0	29,787
Third Party Verification of City and Community Emissions	0	0	20,000
Total	\$65,282	\$55,568	\$2,621,683

The City has signed and received the fully executed Community Energy Upgrade Fund grant agreement (\$518,117) on 3 September 2025. The procurement for Renewable Energy System Consultancy Support and Point Walter’s irrigation pump upgrade project have commenced, with larger Supply, Install and/or Construction tenders on pause until mid-October when caretaker period concludes.

The City is very excited to progress these Energy Efficiency Projects (FY25/26 to FY26/27) that will bring energy and cost savings as well as emission reductions and climate resilience.

Money Expended in an Emergency and Unbudgeted Expenditure

There was no money expended in an emergency or unbudgeted expenditure for the month of August 2025.

Budget Amendments

Details of Budget Amendments requested for the month of August 2025 that reflect effective changes to budgets are shown in attachment Budget Amendments August 2025. Budget amendments that are purely administrative and detail movements between budget responsible officers are not included in the attachment. This reporting is aligned with legislative requirements.

Granting of concession or writing off debts owed to the City

Delegation DA-032 empowers the Chief Executive Officer (CEO) to grant concessions and write off monies owing to the City to a limit of \$10,000 for any one item. The CEO has partially on-delegated this to the Directors to write off debts or grant concessions to a value of \$5,000 and the Manager Financial Services to a value of \$1,000.

Sundry Debtors

Melville Hockey Club - \$6,268 was written off in the month of August due to significant maintenance works at the sporting facility which resulted in a loss of income of \$7,500.

Rate Debtors

There were no rate debts written off for the month of August 2025.

ENGAGEMENT

There is no applicable engagement considerations presented as part of this report.

SUSTAINABILITY IMPLICATIONS

The monthly financial statements support sustainable financial management by promoting transparency, accountability, and informed decision-making aligned with long-term financial planning

LEGISLATIVE AND POLICY ALIGNMENT

Local Government Act 1995 Division 3 – Reporting on Activities and Finance Section 6.4 – Financial Report.

Local Government (Financial Management) Regulation 1996 Part 4 – Financial Reports Regulation 34 requires that:

34. Financial activity statement report — s. 6.4

(1) A local government is to prepare each month a statement of financial activity reporting on the revenue and expenditure, as set out in the annual budget under regulation 22(1)(d), for that month in the following detail —

- (a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c);
- (b) budget estimates to the end of the month to which the statement relates;
- (c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;
- (d) material variances between the comparable amounts referred to in paragraphs (b) and (c); and
- (e) the net current assets at the end of the month to which the statement relates.

(2) Each statement of financial activity is to be accompanied by documents containing —

- (a) an explanation of the composition of the net current assets of the month to which the statement relates, less committed assets and restricted assets;
- (b) an explanation of each of the material variances referred to in subregulation (1)(d); and
- (c) such other supporting information as is considered relevant by the local government.

(3) *The information in a statement of financial activity may be shown —*

- (a) according to nature and type classification; or*
- (b) by program; or*
- (c) by business unit.*

(4) *A statement of financial activity, and the accompanying documents referred to in sub-regulation (2), are to be —*

- (a) presented at an ordinary meeting of the council within 2 months after the end of the month to which the statement relates; and*
- (b) recorded in the minutes of the meeting at which it is presented.*

(5) *Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.*

The variance adopted by the Council is 10% or \$100,000 whichever is greater.

Local Government Act 1995 Division 4 – General Financial Provisions Section 6.12; Power to defer, grant discounts, waive or write off debts.

The format of the Statements of Financial Activity as presented to the Council and the reporting of significant variances is undertaken in accordance with the Council's Accounting Policy CP-025.

FINANCIAL IMPLICATIONS

Variations

Variations are detailed and explained in the attachment Notes to Statement of Financial Activity August 2025 (Attachment 5): Notes on Statement of Variations in excess of \$100,000.

CONSEQUENCE

There are no consequences or alternative options presented as part of this report.

BRIEFING FORUM – FURTHER INFORMATION

At the Agenda Briefing Forum held on Tuesday, 7 October 2025, the following questions and request for further information were raised by Elected Members:

Question 1:

On the Summary of General Debtors, there is a line relating to the Brentwood Karoonda Sporting Association, with a debt of \$41,186.00, despite receiving money in June for approximately \$6,700.00. Could you please advise if there has been any additional funding? If it is sitting on our books, could we get clarity on how it will be closed out?

Response 1:

The Sporting Association has been actively pursuing sponsorship and has been successful in securing \$10,000.00 from Summit Homes in sponsorship, which is being used to pay off the debt. The City is working with the Club to look at other ways that they can bring that debt down.

Question 2:

Two of the proposed budget amendments relate to the toilet renewal at Bicton Baths, the Community Centre redevelopment and the change room upgrade at the Leeming Recreation Centre. Do these projects have contingency amounts?

Response 2:

During the meeting, this question was taken on notice, and the response is provided below:

The proposed budget amendments are to request additional funding for the Public toilet renewal at Bicton Baths and the Blue Gum Community Centre Redevelopment projects.

Public toilet renewal at Bicton Baths

The contingency allowance for the Public toilet renewal at Bicton Baths has now been fully utilised. During the works, several unforeseen latent conditions were uncovered, including the discovery of friable asbestos beneath the existing concrete floor. These unexpected findings have contributed to an increase in the overall project cost.

Blue Gum Community Centre Redevelopment

The Blue Gum Community Centre is an aged facility which did not have adequate as constructed drawings and Buildings Asset information. Unfortunately, there were several unforeseen costs (latent conditions) found by the contractor which required remediation to ensure the project could continue, to which the contingency funds were exhausted early in the project.

Question 3:

What were the savings from the Troy Park Upgrade and the Leeming Recreation Centre?

Response 3:

During the meeting, this question was taken on notice, and the response is provided below:

Troy Park

There are savings in the Troy Park project due to how the procurement process unfolded. Initially, the City sought quotes through a Request for Quotation (RFQ), and the responses received were within the tender threshold. Based on this, additional funding was requested for the following financial year in anticipation of higher costs through a formal tender process. However, when the project went to tender, the submissions came in significantly lower than expected, resulting in savings within the project budget.

Leeming Recreation Centre

A review of the project resulted in a reduced scope of works for the Leeming Recreation Centre changeroom upgrade, based on stakeholder requirements. Therefore, there will be savings under this account.

Community Development

Nil.

UNCONFIRMED

Environment and Infrastructure

Nil.

UNCONFIRMED

Planning

UP25/87 Proposed Applecross Ferry Terminal and Associated Facilities within the Canning River and Canning Beach Road Reserve

This item was brought forward earlier in the agenda, for the convenience of those providing a deputation. Please see page 27.

UNCONFIRMED

15 MOTIONS WITH PREVIOUS NOTICE

15.1 Notice of Motion - Bus Shelter Lighting

File Number:	
Related to Item:	Nil.
Elected Member:	Cr Jane Edinger
Attachments	Nil

COUNCIL RESOLUTION (15.1)

At 9:23pm Cr J Edinger moved, seconded Cr G Barber

That the Council requests the CEO to prepare a report on installing motion-activated, low voltage, solar powered lighting in bus shelters throughout the City, to be presented to the Ordinary Meeting of Council to be held in March 2026.

At 9:37pm the Presiding Member declared the motion.

CARRIED (11/1)

Yes (11): Mayor K Mair and Crs Glynis Barber, Jane Edinger, Nicole Robins, Clive Ross, Jennifer Spanbroek, Karen Wheatland, Matthew Woodall, Daniel Lim, Soo Hong and Terry Lee

No (1): Cr Scott Green

REASONS FOR THE MOTION

1. Presently very few bus shelters have any form of lighting.
2. Installing motion-activated low voltage solar power lighting in bus shelters will improve the ability of bus drivers to see when a person is waiting at a bus stop a night time.
3. By installing motion-activated lighting it will ensure that bus stops are lit up only when a patron is using the bus stop and will serve to limit the city's night time light burden.

At 9:37pm, Ms K Bainbridge left the meeting and did not return.

15.2 Notice of Motion - Bragor Almondbury Intersection

File Number:	
Related to Item:	Nil
Elected Member:	Cr Jane Edinger
Attachments	Nil

COUNCIL RESOLUTION

At 9:37pm Cr J Edinger moved, seconded Cr G Barber

That the Council requests the CEO to prepare a report on the feasibility and options in relation to re-opening the Bragor Place / Almondbury Road intersection, to be presented to the Ordinary Meeting of Council to be held in March 2026.

Procedural Motion

COUNCIL RESOLUTION

At 9:41pm Cr S Green moved, seconded Cr J Spanbroek

That the Council defer the motion until March 2026 Ordinary Meeting of Council.

At 9:50pm, the mover, with the consent of the seconder withdrew the procedural motion.

At 9:57pm, Cr K Wheatland left the meeting.

At 9:58pm, Cr K Wheatland returned to the meeting.

At 9:58pm, Cr J Edinger left the meeting.

At 9:58pm, Cr G Barber left the meeting.

At 9:58pm, the Presiding Member adjourned the meeting.

At 10:04pm, Cr G Barber returned to the meeting.

At 10:04pm, Cr J Edinger returned to the meeting.

At 10:05pm, the Presiding Member resumed the meeting.

Amendment**COUNCIL RESOLUTION**

At 10:05pm Cr S Green moved, seconded Cr T Lee

That the motion be amended by:

1. **Removing the words “on the feasibility and options in relation to re-opening the” and replacing with “to develop a local area traffic management plan in the vicinity of” and**
2. **Inserting the words “and surrounding road network”**

to read:

“That the Council requests the CEO to prepare a report to develop a local area traffic management plan in the vicinity of Bragor Place / Almondbury Road and surrounding road network to be presented to the Ordinary Meeting of Council to be held in March 2026.”

At 10:11pm the Presiding Member declared the motion.

CARRIED (9/3)

Yes (9): Mayor K Mair, Crs Glynis Barber, Nicole Robins, Jennifer Spanbroek, Matthew Woodall, Daniel Lim, Soo Hong, Scott Green and Terry Lee

No (3): Crs Jane Edinger, Clive Ross and Karen Wheatland

Substantive Motion as Amended**COUNCIL RESOLUTION**

At 9:37pm Cr J Edinger moved, seconded Cr G Barber

That the Council requests the CEO to prepare a report to develop a local area traffic management plan in the vicinity of Bragor Place / Almondbury Road and surrounding road network to be presented to the Ordinary Meeting of Council to be held in March 2026.

Amendment**COUNCIL RESOLUTION**

At 10:13pm Cr C Ross moved, seconded Cr K Wheatland

That the motion be amended to include the additional words “including feasibility of opening intersection between Bragor Place and Almondbury Road,” to read:

“That the Council requests the CEO to prepare a report to develop a local area traffic management plan in the vicinity of Bragor Place / Almondbury Road and surrounding road network, including feasibility of opening intersection between Bragor Place and Almondbury Road, to be presented to the Ordinary Meeting of Council to be held in March 2026.”

At 10:14pm the Presiding Member declared the motion.

LOST (3/9)

Yes (3): Crs Glynis Barber, Jane Edinger and Clive Ross

No (9): Mayor K Mair, Crs Nicole Robins, Jennifer Spanbroek, Karen Wheatland, Matthew Woodall, Daniel Lim, Soo Hong, Scott Green and Terry Lee

Substantive Motion As Amended

COUNCIL RESOLUTION

At 9:37pm Cr J Edinger moved, seconded Cr G Barber

That the Council requests the CEO to prepare a report to develop a local area traffic management plan in the vicinity of Bragor Place / Almondbury Road and surrounding road network to be presented to the Ordinary Meeting of Council to be held in March 2026.

Procedural Motion

COUNCIL RESOLUTION

At 10:18pm Cr K Wheatland moved, seconded Cr N Robins

That the motion be put.

At 10:18pm the Presiding Member declared the motion.

CARRIED (10/2)

Yes (10): Crs Glynis Barber, Jane Edinger, Nicole Robins, Clive Ross, Jennifer Spanbroek, Karen Wheatland, Daniel Lim, Soo Hong, Scott Green and Terry Lee

No (2): Mayor Katy Mair and Cr Matthew Woodall

Substantive Motion As Amended

COUNCIL RESOLUTION (15.2)

At 9:37pm Cr J Edinger moved, seconded Cr G Barber

That the Council requests the CEO to prepare a report to develop a local area traffic management plan in the vicinity of Bragor Place / Almondbury Road and surrounding road network to be presented to the Ordinary Meeting of Council to be held in March 2026.

At 10:19pm the Presiding Member declared the motion.

LOST (4/8)

Yes (4): Mayor Katy Mair, Crs Nicole Robins, Scott Green and Terry Lee

No (8): Crs Glynis Barber, Jane Edinger, Clive Ross, Jennifer Spanbroek, Karen Wheatland, Matthew Woodall, Daniel Lim and Soo Hong

REASONS FOR THE MOTIONObjective:

1. To improve traffic flow within Bragor Place.
2. To mitigate the impacts of traffic generated by the proposed development on the corner of Bragor Place and Almondbury Road.

Benefit:

1. Traffic will be able to flow through Bragor Place, rather than being hampered due to it being a dead end.
2. Traffic travelling along Leverburgh Road towards Riseley Street will have the option of turning into Bragor Place to enable an exit to occur on to Almondbury Road.

Potential Risks:

1. Traffic levels may be unacceptable for such a small street.

UNCONFIRMED

15.3 Notice of Motion - John Connell Reserve Clearing Permit

This item was brought forward earlier in the agenda, for the convenience of those providing a deputation. Please see page 23.

UNCONFIRMED

16 MOTIONS WITHOUT PREVIOUS NOTICE (approval by absolute majority)

Nil.

17 MATTERS FOR WHICH MEETING WAS CLOSED TO THE PUBLIC

Nil.

18 DECISION MADE WHILE MEETING WAS CLOSED TO THE PUBLIC

Nil.

19 CLOSURE

At 10:21pm, the Presiding Member invited Cr J Edinger, retiring from her role as an Elected Member, to address the Council.

At 10:23pm, the Presiding Member, on behalf of herself and the City of Melville, thanked Cr J Edinger for her contribution to the City of Melville over the last four years.

At 10:24pm, the Presiding Member extended her best wishes to all candidates in the upcoming Local Government Elections, to be held on Saturday, 18 October 2025.

There being no further business to discuss, the Presiding Member declared the meeting closed at 10:25pm.