



SHIRE *of* **DANDARAGAN**

MINUTES

of the

ORDINARY COUNCIL MEETING

held at the

COUNCIL CHAMBERS, JURIE BAY

on

THURSDAY, 23 JULY 2026

COMMENCING AT 4.00PM

THESE MINUTES ARE YET TO BE CONFIRMED

(THIS DOCUMENT IS AVAILABLE IN LARGER PRINT ON REQUEST)

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MINUTES OF ORDINARY COUNCIL MEETING HELD THURSDAY 23 JULY 2026

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

1.1 DECLARATION OF OPENING

The Shire President declared the meeting open at 4.00pm and welcomed those present.

"I would like to acknowledge the traditional owners of the land we are meeting on today, the Yued people of the great Nyungar Nation and we pay our respects to Elders both past, present and emerging."

1.2 DISCLAIMER READING

The disclaimer was not read aloud as there were no members of the public present.

"The Shire of Dandaragan accepts no responsibility for any statements or actions arising from discussion during this meeting."

Members of the public should not act on verbal comments made during the meeting and should rely on the official written confirmation of Council decisions issued within fourteen (14) days."

2 RECORD OF ATTENDANCE / APOLOGIES / APPROVED LEAVE OF ABSENCE

Members

Councillor T O’Gorman

(President)

Councillor G Lethlean

(Deputy President)

Councillor W Gibson

Councillor R Glasfurd

Councillor S Johnson

Councillor S Krakowiak

Councillor S Young

Staff

Mr B Bailey

(Chief Executive Officer)

Mr B Pepper

(Executive Manager Infrastructure)

Mrs R Pink

(Executive Manager of Corporate Services)

Mr A MacKenzie

(A/ Executive Manager Development Services)

Mrs K Dean

(Administration & Council Support Officer)

Apologies

Nil

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Approved Leave of Absence

Nil

Observers

There were 2 staff members present.

3 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

4 PUBLIC QUESTION TIME

Nil

5 APPLICATIONS FOR LEAVE OF ABSENCE

COUNCIL DECISION

Moved Cr Young, seconded Cr Gibson

That the following request for leave of absence be approved:

Cr O’Gorman for the next two Council Meetings; 27 August 2026 & 24 September 2026.

CARRIED 7 / 0

**FOR: Cr O’Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

6 CONFIRMATION OF MINUTES

6.1 MINUTES OF THE ORDINARY COUNCIL MEETING HELD

COUNCIL DECISION

Moved Cr Johnson, seconded Cr Lethlean

That the minutes of the Ordinary Meeting of Council held 25 June 2026 be confirmed.

CARRIED 7 / 0

**FOR: Cr O’Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

MINUTES OF ORDINARY COUNCIL MEETING HELD THURSDAY 23 JULY 2026**7 NOTICES AND ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION**

Nil

8 PETITIONS / DEPUTATIONS / PRESENTATIONS / SUBMISSIONS

Nil

9 REPORTS OF COMMITTEES AND OFFICERS

9.1 CORPORATE & COMMUNITY SERVICES

9.1.1 ACCOUNTS FOR PAYMENT FOR THE PERIOD ENDED 30 JUNE 2026

Location:	Shire of Dandaragan
Applicant:	N/A
File Reference:	Doc Id: SODR-2042075298-161643
Disclosure of Interest:	Nil
Date:	10 July 2026
Author:	Irina Shmeleva, Senior Finance Officer
Senior Officer:	Rebecca Pink, Executive Manager Corporate Services

PROPOSAL

To receive the Cheque, EFT, BPAY, Direct Debit and Fuel Card listing for the month of June 2026.

BACKGROUND

In accordance with the *Local Government Act 1995*, and *Financial Management Regulations 1996*, a list of expenditure payments is required to be presented to Council.

COMMENT

The Cheque, EFT, BPAY and Direct Debit (including fuel cards) payments for June 2026 totalled \$1,349,476.68 for the Municipal Fund.

Should Councillors wish to raise any issues relating to the June 2026 Accounts for payment, please do not hesitate to contact the Executive Manager prior to the Council Meeting, in order that research can be undertaken, and details provided either at the time of the query or at the meeting.

CONSULTATION

Nil

STATUTORY ENVIRONMENT

Regulation 13 of the *Local Government Financial Management Regulations 1997*.

POLICY IMPLICATIONS

There are no policy implications relevant to this item.

FINANCIAL IMPLICATIONS

There are no adverse trends to report currently.

STRATEGIC IMPLICATIONS

There are no strategic implications relevant to this item.

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ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Cheque, EFT, BPAY, Direct Debit and Fuel Card listings for June 2026 (Doc Id: SODR-2042075298-161639).

(Marked 9.1.1)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Johnson, seconded Cr Young

That Council receives the Cheque, EFT, BPAY, Direct Debit and Fuel Card payment listing for the period ending 30 June 2026, totalling \$1,349,476.68.

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

9.1.2 FINANCIAL STATEMENTS – MONTHLY REPORTING FOR THE PERIOD ENDING 30 JUNE 2026

Location:	Shire of Dandaragan
Applicant:	N/A
File Reference:	Doc Id: SODR-2042075298-161641
Disclosure of Interest:	None
Date:	14 July 2026
Author:	Irina Shmeleva, Senior Finance Officer
Senior Officer:	Rebecca Pink, Executive Manager Corporate Services

PROPOSAL

To present the Monthly Financial Report for the period ending 30 June 2026 to Council for consideration in accordance with legislative requirements.

BACKGROUND

Regulations 34 and 35 of the *Local Government (Financial Management) Regulations 1996* require a local government to prepare and present to Council a monthly statement of financial activity, a monthly statement of financial position, and an explanation of material variances.

The Regulations further require that the Monthly Financial Report be presented to Council at an Ordinary Council Meeting within two months after the end of the month to which the statements relate and prescribe the minimum information to be included.

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The Monthly Financial Report has been prepared in compliance with the *Local Government Act 1995*, the *Local Government (Financial Management) Regulations 1996*, and, where not inconsistent with the Act, the Australian Accounting Standards.

In accordance with Regulation 34(5) of the *Local Government (Financial Management) Regulations 1996*, Council adopted an annual material variance threshold of 10%, subject to a minimum variance of \$10,000, for the reporting of budget variances for the 2025/26 financial year at its meeting held on 24 July 2025.

COMMENT

The Monthly Financial Report for the period ending 30 June 2026 is attached for Council's consideration and includes the following information as required by legislation:

- Statement of Financial Activity;
- Statement of Financial Position;
- Note 1 – Basis of Preparation and Significant Accounting Policies;
- Note 2 – Statement of Financial Activity Information; and
- Note 3 - Explanation of Material Variances.

While there is no legislative requirement for supplementary financial information to accompany the Monthly Financial Report, additional explanatory schedules and supporting detail have been included at the back of the report to assist Councillors in understanding key movements, variances, and balances.

Councillors are invited to review the report in advance of the meeting and are encouraged to raise any queries or requests for clarification with the Executive Manager prior to the Council Meeting, to allow for relevant research to be undertaken and responses provided either in advance or at the meeting.

As this report relates to the end of the 2025/26 financial year, the statements contained within the Monthly Financial Report should be regarded as provisional and remain subject to further adjustment through the final audit process and end-of-year balancing and reconciliation processes.

STATUTORY ENVIRONMENT

- *Local Government Act 1995*
- Regulation 34 and 35 of the *Local Government (Financial Management) Regulations 1996*.

POLICY IMPLICATIONS

There are no known policy implications associated with this item.

FINANCIAL IMPLICATIONS

The presentation of the Monthly Financial Report provides Council with regular and timely updates on the Shire's financial

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performance and position and supports Council's governance and oversight responsibilities in accordance with the *Local Government Act 1995* and associated regulations.

STRATEGIC IMPLICATIONS

There are no known strategic implications associated with this item.

ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Financial statements for the period ending 30 June 2026 (Doc Id: SODR-2042075298-161668).

(Marked 9.1.2)

VOTING REQUIREMENT

Simple majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Krakowiak, seconded Cr Young

That Council receive the Monthly Financial Report for the period ended 30 June 2026.

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

Cr Lethlean completed a Record of Disclosure form prior to the meeting declaring an impartiality interest in Item 9.1.3, as he is a member of the Badgingarra Bowling Club.

9.1.3 BADGINGARRA BOWLING CLUB GRANT APPLICATION

Location:	Badgingarra Bowling Club
Applicant:	Badgingarra Bowling Club
File Reference:	Doc Id: SODR-1876983588-3054
Disclosure of Interest:	N/A
Date:	15 July 2026
Author:	Makayla Hendry, Community Development Officer
Senior Officer:	Carly Filbey, Manager Customer and Community Services

PROPOSAL

For Council to consider applying for the Department of Climate Change, Energy, the Environment and Water (DCCEEW) Climate Action grant for the replacement of the retractable shade cover on

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behalf of the Badgingarra Bowling Club when the grant applications open in early 2027.

BACKGROUND

The Badgingarra Bowling Club has been operating since 1979 and maintains a consistent membership of approximately 30 members. In April 2026, the Club approached the Shire seeking assistance to replace its ageing and significantly damaged retractable shade structure. The Club requested that the Shire submit an application on its behalf for funding through the Game On: Teaming Up for Climate Action – Round 1 grant program to support the replacement of the existing shade.

The existing retractable shade structure, which is more than 11 years old, has deteriorated significantly despite the Club's ongoing maintenance efforts. The shade underwent repairs in September 2025; however, it has since sustained further damage and is no longer operating reliably.

The Club has been able to continue using the bowling greens due to the favourable weather conditions experienced over recent months. As warmer weather returns, however, the lack of a functional shade structure will impact player comfort and the usability of the facility, highlighting the need for replacement.

Applications for the DCCEE Climate Action Grant Program opens early 2027.

COMMENT

The proposed shade structure supports the objective of improving climate resilience by providing increased protection from heat and adverse weather conditions for players, volunteers and spectators. The project aligns with the funding program's focus on enhancing the sustainability and usability of community sporting facilities through the shading of playing, training and spectator areas.

The Badgingarra Bowls Club is eligible to apply for a grant of up to \$100,000 under the funding program and will be responsible for funding the remaining project costs through club contributions and other funding sources. The project will improve the long-term functionality of the facility while supporting participation in community sport in a safer and more comfortable environment.

CONSULTATION

Badgingarra Bowling Club

STATUTORY ENVIRONMENT

Nil

POLICY IMPLICATIONS

Nil

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FINANCIAL IMPLICATIONS

There are no direct financial implications for the Shire. The Badgingarra Bowling Club will be responsible for funding the balance of the project costs not covered by the grant through its own contributions and any additional funding sources.

STRATEGIC IMPLICATIONS

Strategic Community Plan Envision 2029

Priority Outcomes	Our Roles
A safe, healthy, smart and active community that values its history and supports intergenerational relationships	Increase community-building by providing sustainable recreation infrastructure and services, off-peak events, community building programs and place-making concepts in our public spaces

ATTACHMENTS

Circulated with the agenda are the following items relevant to this report:

- Letter of support (Doc Id: SODR-1272937250-4802).
- Quote 1 (Doc Id: SODR-1272937250-4804).
- Quote 2 (Doc Id: SODR-1272937250-4803).
- Bank Statement – CONFIDENTIAL (Doc Id: SODR-1272937250-4803).

(Marked 9.1.3)

VOTING REQUIREMENT

Simple majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Gibson, seconded Cr Glasfurd

That Council:

- 1. Endorse the Badgingarra Bowling Club making application for funding under the Game On: Teaming Up for Climate Action grant program for the replacement of the club's retractable shade structure; and**
- 2. Authorise the Chief Executive Officer to submit the grant application in 2027 on behalf of the Shire, subject to the Badgingarra Bowling Club meeting the required co-contribution and any other funding obligations associated with the project.**

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

9.2 INFRASTRUCTURE SERVICES

9.2.1 ENDORSEMENT OF PROPOSED INDIAN OCEAN DRIVE SPEED LIMIT CHANGE - CERVANTES

Location:	Indian Ocean Drive, Cervantes
Applicant:	Main Roads WA
File Reference:	Doc Id: SODR-872172829-46036
Disclosure of Interest:	Nil
Date:	13 July 2026
Author:	William Miller, Manager of Operations and Community Safety
Senior Officer:	Brad Pepper, Executive Manager of Infrastructure

PROPOSAL

For Council to consider and endorse Main Roads Western Australia's proposal to reduce the speed limit on Indian Ocean Drive, in the vicinity of the Cervantes Road intersection, from 110km/h to 90km/h between approximately Straight Line Kilometre (SLK) 143.50 and SLK 145.20.

Main Roads has requested the Shire's formal position and any relevant community feedback before finalising its speed zoning review.

BACKGROUND

Main Roads Western Australia is progressing a review of the speed zoning on Indian Ocean Drive at the Cervantes Road intersection. The section under review currently operates as a 110km/h speed zone.

The review has been revisited following road safety concerns raised by emergency services in Cervantes, including the Officer in Charge at Jurien Bay Police Station. These concerns relate to the speed environment through the intersection and adjoining curved road alignment, where vehicles enter and leave Indian Ocean Drive to access Cervantes.

The revised proposal would establish a 90km/h speed zone extending from approximately SLK 143.50, south of the intersection, to approximately SLK 145.20, north of the intersection. The proposed zone would therefore include the Cervantes Road eastern intersection and extend through the curve to the south.

Main Roads considers that the extended zone would provide a more consistent and credible speed environment than a shorter reduction focused only on the immediate intersection. The proposed limits and extents are shown on the plan circulated as an attachment to this report.

Main Roads has asked the Shire to confirm whether it supports the proposed change and to provide any feedback, including support or concerns raised by the local community. The Shire's response will

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form part of Main Roads' assessment before a final determination is made.

The Cervantes Ratepayers and Progress Association have provided the Shire correspondence in both 2017 and 2011 requesting the Shire advocate for a reduction to the speed limit of the area in question (attachment 1). The Item 9.9.39 of the May 2011 Ordinary Council Meeting records as follows:

9.9.39 MRS YVONNE CADDY – CERVANTES RATEPAYERS AND PROGRESS ASSOCIATION – INDIAN OCEAN DRIVE AND CERVANTES TURN-OFF

“The above Association has received many complaints from drivers regarding this section of the new Indian Ocean Drive, stating that the speed limit should be reduced to 70kph or maybe 80kph when the slip road to Cervantes commences, both north and south. Several near miss accidents have occurred at this section when vehicles are turning south onto Indian Ocean Drive and traffic continuing on north at 110kph, and more often much faster, are unable to be seen when other vehicles are turning into Cervantes. Apparently this same problem occurs when traveling in the opposite direction. We ask that Roads look into this problem and consider changing the speed limits at this site before a really serious accident happens.”

Former Shire President, Leslee Holmes had previously written to the Honourable Rita Saffioti MLA, Minister for Transport in 2021, requesting a comprehensive safety review following a fatal car accident that occurred at the intersection prior to her correspondence (attachment 2). The Shire's administration has also made a number of other representations since this time to Main Roads WA seeking further consideration of the design and traffic arrangements at this intersection in response to ongoing community concerns.

COMMENT

The Cervantes Road intersection is the principal road connection between Indian Ocean Drive and the Cervantes townsite. It accommodates local residents, visitors, commercial traffic and emergency service vehicles, with turning and crossing movements occurring against high-speed through traffic on Indian Ocean Drive.

Reducing the speed limit to 90km/h through the intersection and the curved alignment immediately south is expected to improve the consistency of vehicle speeds and provide drivers with additional time to identify and respond to turning vehicles, traffic entering Indian Ocean Drive and changing road conditions.

The proposed zone is considered appropriately placed because it covers the complete intersection environment rather than creating

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a short, isolated, speed reduction. This is consistent with Main Roads' stated approach that speed zones should be credible, meet driver expectations and balance road safety, land use, amenity and transport efficiency.

The proposal does not involve any change to the physical layout of the intersection or the adjoining roads. The determination and implementation of the speed zone, including regulatory signage, would remain the responsibility of Main Roads Western Australia.

On balance, the proposed reduction is supported as a practical road safety measure that responds to concerns raised by local emergency services and provides a clearer, more consistent speed environment at an important regional intersection.

Proposed Speed Zone Change Illustration



CONSULTATION

- Main Roads Western Australia
- WA Police Force - Officer in Charge, Jurien Bay Police Station
- Local Emergency Management Committee
- Shire of Dandaragan Infrastructure Services staff
- No separate Shire-led public consultation has been undertaken. Council's consideration of this report provides an opportunity for any known community support or concerns to be incorporated into the Shire's response to Main Roads.

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STATUTORY ENVIRONMENT

- Road Traffic Code 2000 - establishes the operation and enforcement of speed limits indicated by regulatory speed limit signs.
- Main Roads Western Australia is responsible for determining speed zones on roads throughout Western Australia. Council's role in this matter is advisory and the final speed zoning decision rests with Main Roads.
- *Local Government Act 1995*, section 5.20 - decisions of Council are made by simple majority unless another majority is prescribed.

POLICY IMPLICATIONS

Nil. The proposal is consistent with the Shire's general road safety and community safety objectives.

FINANCIAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Nil

ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Attachment 1 - Cervantes Ratepayer Association Items for Council Consideration (Doc Id: SODR-872172829-46038).
- Attachment 2 - Letter to Transport Minister Cervantes IOD intersection safety issues (Doc Id: SODR-872172829-46037).

(Marked 9.2.1)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Young, seconded Cr Lethlean

That Council endorses Main Roads Western Australia's proposal to reduce the speed limit on Indian Ocean Drive from 110km/h to 90km/h between approximately SLK 143.50 and SLK 145.20, encompassing the Cervantes Road intersection and the curved alignment to the south.

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

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9.3 DEVELOPMENT SERVICES

9.3.1 AMENDMENT TO DEVELOPMENT APPROVAL – EXTENSION TO TERM OF APPROVAL FOR WORKFORCE ACCOMMODATION

Location:	Lot 4113 Wongonderrah Road, Nambung
Applicant:	Tecon on behalf of Genocanna Nominees Pty Ltd
File Reference:	Doc Id: SODR-1262144384-42535
Disclosure of Interest:	Nil
Date:	15 July 2026
Author:	Alex MacKenzie, A/Executive Manager Development Services
Senior Officer:	N/A

PROPOSAL

The applicant seeks an extension to the substantial commencement date for the previously approved Workforce Accommodation solar farm development from 12 December 2026 to 12 December 2031 (a five-year extension). This request is made to ensure that the approval remains valid to align with the operational phase of the Atlas mineral sands mine.

BACKGROUND

Council approval was granted on the 17 December 2021 for 'Workforce Accommodation' on the subject site. Condition F of that approval relates to the validity of the approval being for 5 years – meaning the approval is only valid until December of this year (2026).

Construction of both the Atlas Mine and the associated Nambung accommodation village was delayed due to regulatory approval timeframes, specifically:

- EPA Part IV environmental approvals
- Aboriginal Cultural Heritage Act processes
- DWER – Groundwater Operating Strategy

Permitting with these government departments was consistently delayed due to agencies not meeting their own guideline timelines. Image Resources made a number of ASX announcements between 2021 and 2024 that describe these delays in more detail.

There are two underlying reasons for the EOT request:

1. Image originally anticipated constructing the accommodation village in Q1 2022; however, construction was ultimately delayed until Q4 2024 – a delay of approximately three (3) years as a direct result of the regulatory approvals outlined above.
2. Since 2021, the mineral sands market has softened, resulting in a slower production rate than originally forecast. As a consequence, the operating life of the mine, and the associated requirement for the accommodation village, is expected to extend by approximately a further two (2) years.

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Based on the above, Image Resources is seeking a total DA extension of time of five (5) years. This would result in the following revised approval term:

- DA approval date: 17/12/2021
- Initial approval period: 5 years
- Requested EOT: 5 years
- Revised expiry date: 17/12/2031

COMMENT

Reasonableness of the Requested Extension

The applicant, Tecon, has explained the circumstances that have contributed to the delay to the original project timeframes. Delays associated with regulatory approvals covering cultural heritage, water and environmental matters are quite common, and it is not unreasonable to hold off on construction of workforce accommodation until such approvals are obtained.

Consistency with Planning Framework and Previous Approval

The approved development remains consistent with the intended use of the site and the planning objectives for the zone. It is recommended Council approve the extension to the term of approval on the basis that such approval does not involve a change to the use or development as previously approved, or any other conditions of development approval. The decision relates solely to the period of time upon which construction of the workforce accommodation must be substantially commenced.

CONSULTATION

Consultation was not required as the amendment as sought does not propose to materially alter the development or land-use the subject of the application.

STATUTORY ENVIRONMENT

77. Amending or cancelling development approval

- (1) An owner of land in respect of which development approval has been granted by the local government may make an application to the local government requesting the local government to do any or all of the following —
 - (a) to amend the approval so as to extend the period within which any development approved must be substantially commenced;
 - (b) to amend or delete any condition to which the approval is subject;
 - (c) to amend an aspect of the development approved which, if amended, would not substantially change the development approved;
 - (d) to cancel the approval.

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- (2) An application under subclause (1) —
 - (a) is to be made in accordance with the requirements in Part 8 and dealt with under this Part as if it were an application for development approval; and
 - (b) may be made during or after the period within which the development approved must be substantially commenced.
- (3) Despite subclause (2), the local government may waive or vary a requirement in Part 8 or this Part in respect of an application if the local government is satisfied that the application relates to a minor amendment to the development approval.
- (4) The local government may determine an application made under subclause (1) by —
 - (a) approving the application without conditions; or
 - (b) approving the application with conditions; or
 - (c) refusing the application.

This request was made in accordance with Clause 77(1)(a) of the Deemed Provisions. As the development was originally approved by a Development Assessment Panel, Regulation 17A of the Planning and Development (Development Assessment Panels) Regulations 2011 applies to this application. Under this regulation, the proponent can elect either the applicable Development Assessment Panel or the Shire to determine their time request amendment application, in this case the proponent has chosen the Shire. As result of this the Shire must determine the application and send the determination to the Development Assessment Panel Secretariat.

POLICY IMPLICATIONS

There are no local policy implications relevant to this item insofar as the workforce accommodation development as previously approved complies with the Shire's Workforce Accommodation Local Planning Policy adopted in 2025.

FINANCIAL IMPLICATIONS

The applicable application fee for an extension to the term of approval has been paid.

STRATEGIC IMPLICATIONS

Shire of Dandaragan Council Plan

Prosperity	The region will experience economic and population growth with increasing economic opportunities, diversifying primary production and a vibrant visitor economy.
Priority Outcomes	Our Shire has a contemporary land use planning system that responds to, and creates, economic opportunities.

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ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Attachment 1 – OMC Report 16 December 2021 (Doc ID: SODR-1262144384-42534).

(Marked 9.3.1)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Lethlean, seconded Cr Glasfurd

That Council in accordance with Clause 77(4)(a) of the Deemed Provisions of the *Shire of Dandaragan Local Planning Scheme No.7* approve the application made by Tecon to extend the period within which the approved Workforce Accommodation upon Lot 4113 Wongonderrah Road, Nambung, must be substantially commenced by 5 years to 12 December 2031.

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

9.3.2 PROPOSED USE NOT LISTED – WORKFORCE ACCOMMODATION

Location:	Lot 122 (6) Murray Street, Jurien Bay
Applicant:	Meers Superannuation Pty Ltd
File Reference:	Doc Id: SODR-1262144384-42550
Disclosure of Interest:	Nil
Date:	13 July 2026
Author:	Alex MacKenzie, A/Executive Manager Development Services
Senior Officer:	N/A

PROPOSAL

The purpose of this report is for Council to consider granting development approval for the development of workforce accommodation at 6 Murray Street, Jurien Bay. The application proposes the construction of eleven (11) two-bedroom dwellings to be made available for key workers via private rental.

A determination whether the proposed use is consistent with the objectives of the 'Regional Centre' zone, is required in the first instance.

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BACKGROUND

The subject property is zoned 'Regional Centre' under the Shire of Dandaragan Local Planning Scheme No.7 (the Scheme). The property is currently vacant with access to power, water and sewer.

Location Plan 11 Murray Street, Jurien Bay



The eleven proposed accommodation units will each consist of two-bedrooms, one-bathroom, a laundry, a 64m² living/kitchen area (which opens onto a 7m² veranda) and a single width driveway capable of parking one vehicle.

A similar housing development undertaken by the same applicant was approved by Council at Lot 131 Bashford Street in 2021. The six-unit project at Lot 131 was approved as 'Workforce Accommodation', which at the time also presented as a 'Use Not Listed' under the Scheme. However, in the time since, the Shire has (in 2025) adopted a local planning policy for 'Workforce Accommodation' which provides greater direction for how and where such proposals should occur.

The Shire's Workforce Accommodation Local Planning Policy (LPP 9.15) was adopted by Council in October 2025. The policy was prepared with the intention of controlling the location, servicing, design, management, duration, decommissioning and rehabilitation and re-use of workforce accommodation in accordance with the aims and objectives of the Shire's local planning framework.

Workforce accommodation is a "use not listed" in the Shire of Dandaragan Local Planning Scheme No. 7 and must be assessed

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as a complex application under the Deemed Provisions i.e. advertised for 28-days and determined by Council with consideration for compatibility with the zone objectives, amenity, servicing, and the public interest.

The Regional Centre zone is not specifically identified as a preferred or supported location for workforce accommodation under the policy.

However, the policy expressly indicates support may be given in:

- Commercial, Harbour and Tourism zones where High Design Standards are met.
- Within or close to urban centres and townsites, where consistent with the zone objectives and where reciprocal benefits for the local community and businesses can be achieved.
- Certain Residential areas in the townsites of Badgingarra and Dandaragan.
- Rural land in specific circumstances.
- Some Public Purpose reserves where tenure and management arrangements are suitable.

Because the policy does not mention the Regional Centre zone, a determination must consider:

1. Whether the proposal is consistent with the objectives of the Regional Centre zone under LPS7.
2. Whether it can demonstrate compatibility with surrounding land uses and townsite amenity.
3. Whether it satisfies the policy's location, servicing, design and management requirements.
4. Whether the Shire considers the proposal to be in the public interest under Clause 67 of the Deemed Provisions.

In planning terms, the policy does not prohibit workforce accommodation in a Regional Centre zone. Rather, it is silent on that zone, meaning the application needs to be assessed with consideration for the Regional Centre zone objectives and assessed on its merits as an unlisted use. Additionally, the proposal is to demonstrate adaptability and capability to transition to an appropriate use aligned with the zone. An assessment with consideration for these matters is set out below in the 'Comment' section of this report.

COMMENT

The following represents an assessment of the proposal with consideration for the Shire's Planning Framework and Matters to be Considered under the *Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015*.

Planning Framework and Broader Housing Crisis Context

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As detailed in the 'Background' section of this report, a similar development undertaken by the same applicant was approved at Lot 131 Bashford Street in 2021 as 'Workforce Accommodation'. While the form of development presented as a 'grouped dwelling' land-use; grouped dwellings are not permitted within the regional centre zone and workforce accommodation provided an appropriate pathway for approval, recognising that housing for workers was in short supply.

A lack of housing options remains a key issue for the Shire. Housing construction in regional markets has for some time struggled to overcome what is referred to as a negative equity situation where development costs exceed market prices. This is a problem that presents implications from both an economic and social perspective. Enabling and facilitating housing options is therefore a strategic priority.

Grouped and multiple dwelling development models allow for higher density and higher yielding projects, which can improve the value proposition for developers and assist in overcoming feasibility constraints in regional housing markets. These housing forms also support greater diversity in the local housing stock by providing smaller, lower-maintenance and more attainable dwellings suited to a wider range of household types, e.g. key workers, singles, couples, smaller families. For this reason, there is merit in supporting the proposed housing model as a practical response to the supply and diversity challenges facing regional housing markets.

Going forward, and to ensure that the planning framework is positioned to better support market led supply of housing; the Shire is looking to change the zoning table under the Scheme to make grouped (and multiple) dwellings a discretionary use within the Regional Centre zone.

Workforce Accommodation Local Planning Policy (LPP)

The Workforce Accommodation LPP makes allowance for consideration of workforce accommodation projects within townsites where there is a lack of suitable, alternative, accommodation options. The LPP is clear, however, that such accommodation projects should be temporary in nature and not detract from a particular location. In terms of the compatibility of the built form; the proposed single-storey development will feature skillion (colourbond) roof pitches consistent with the prevailing character of Jurien Bay. From a density and intensity of built form, the proposed layout is not inconsistent with the densities of similar accommodation developments in the vicinity.

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It is also worth noting that no density is ascribed to the residential component of development in the regional centre zone. Whereas the density provisions of the R-Codes might provide more specific direction for construction of grouped dwellings in the residential zone; no such provisions exist within the regional centre zone under the current Scheme.

On this basis, this report recommends that the proposed eleven-unit development be approved for a period of 5-years. During this period, the landowner would be able to apply for a change-of-use to a land-use type that best reflects the nature of development and more aligned to the zone objectives (i.e. grouped dwellings).

Prior to occupation of the development, an Operational Management Plan shall be submitted to and approved by the Shire of Dandaragan. The Operational Management Plan must demonstrate how the accommodation will be managed and made available only to key workers. For the purpose of this approval, a key worker is a person employed or contracted to provide services necessary to the functioning, liveability or economic sustainability of Jurien Bay and the broader Shire of Dandaragan, including but not limited to workers in health care, education, emergency services, policing, local government, community services, aged care, childcare, utilities, construction, agriculture, tourism, hospitality, retail and other locally significant industries. The Operational Management Plan must include eligibility criteria, evidence requirements, tenancy management arrangements, a register of occupants, and annual reporting to the Shire demonstrating ongoing compliance with this condition.

Local Planning Policy 9.6 – Car Parking

The development will provide 11 car parking bays (one per unit) which is consistent with other use types intended to cater for single or dual occupancy i.e. hostels, motel, workforce accommodation etc.

CONSULTATION

The application was advertised for a period of 28-days with no submissions of comment received.

STATUTORY ENVIRONMENT

Local Planning Scheme No 7

As this proposed land use class of 'Workforce Accommodation' is not listed within the Zoning Table of the Scheme, the use-not listed provisions of the Scheme apply, as follows:

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3.4.2. *If a person proposes to carry out on land any use that is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category the local government may:*

- a) determine that the use is consistent with the objectives of the particular zone and is therefore permitted;*
- b) determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of clause 64 of the deemed provisions in considering an application for development approval; or*
- c) determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.*

The 'Regional Centre' zone of the Scheme has the following objectives:

- Provide a range of services and uses to cater for both the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment.*
- Ensure that there is a provision to transition between the uses in the regional centre and the surrounding residential areas to ensure that the impacts from the operation of the regional centre are minimised.*
- Provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.*
- Encourage high quality, pedestrian-friendly, street-oriented development that responds to and enhances the key elements of the Regional Centre.*

4.23 Development in the Regional Centre Zone

Development in the Regional Centre zone shall be in accordance with the following:

- Development to be in accordance with the Jurien Bay City Centre Strategy Plan or any successive document.*
- Development shall address matters including, but not limited to, achieving high quality-built form, appropriate setbacks to street boundaries and adjoining residential zoned lots, site responsive design, landscaping, efficient access and parking to the satisfaction of the local government.*
- Multiple dwellings may be developed to a maximum density of Residential R80 subject to satisfying all development controls.*

POLICY IMPLICATIONS

Local Planning Policy 9.6 – Car Parking

FINANCIAL IMPLICATIONS

Payment of the applicable application fee has been made.

STRATEGIC IMPLICATIONS

Shire of Dandaragan Council Plan

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Prosperity	The region will experience economic and population growth with increasing economic opportunities, diversifying primary production and a vibrant visitor economy.
Priority Outcomes	Our Shire has a contemporary land use planning system that responds to, and creates, economic opportunities.

Local Planning Strategy: Settlement Planning Strategic Directions

- *Promote and support urban growth and infill in a manner that concentrates settlement and growth in and around the four existing townsites, the rural hinterland and rural areas.*
- *Provide a diversity of housing in response to demographic trends.*
- *Consolidate urban areas and support mixed use sites.*

Actions

- *In response to population growth, demographic change and economic opportunity facilitate staged development of the townsite consistent with the Jurien Bay Growth Plan and the Jurien Bay City Centre Strategy Plan.*
- *Increase residential densities in areas that are conducive to redevelopment in accordance with the Jurien Bay City Centre Strategy Plan and subject to infrastructure availability.*

ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Attachment 1 – Development Plans (Doc Id: SODR-1262144384-39072).

(Marked 9.3.2)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Young, seconded Cr Krakowiak

That Council:

- 1. Determines in accordance with Clause 3.4.2 a) of Local Planning Scheme No. 7 that the “Workforce Accommodation” use as proposed is consistent with the land-use objectives and direction for the Regional Centre zone as set out under the Shire’s local planning framework and is therefore permitted.**
- 2. Grant development approval for Workforce Accommodation at Lot 122 (6) Murray Street, Jurien Bay subject to the following conditions and advice:**

Conditions:

- 1. All development shall be in accordance with the approved development plans dated 23 July 2026, to the specifications and satisfaction of the Shire of Dandaragan.**
- 2. The Workforce Accommodation land use the subject of this approval is approved for a period of 5-years, to expire on 23 July 2031.**
- 3. Accommodation on-site is to be made available for key workers on a residential tenancy basis only and is not to be made available for short-stay purposes at any time.**
- 4. Prior to lodging an application for a building permit, a detailed landscaping and reticulation plan for the subject site and/or the road verge(s) must be submitted to, and approved to, the satisfaction of the Local Government, and must include the following:**
 - (a) The location, number and type of proposed trees and shrubs including planter and/or tree pit sizes and planting density;**
 - (b) Any lawns to be established;**
 - (c) Any existing vegetation and/or landscaped areas to be retained;**
 - (d) Any verge treatments;**
 - (e) Evidence that the proposed landscaping will not, at maturity, negatively impact the development or adjoining properties.**

The approved landscaping and reticulation plan must be fully implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the Local Government. Any species which fail to establish within the first two planting seasons following implementation must be replaced in consultation with and to the satisfaction of the Local Government.

- 5. All stormwater must be contained and disposed of on-site at all times, to the satisfaction of the Local Government.**
- 6. All areas of outdoor storage must be screened from public view. Design plans for the location, materials and construction of proposed screening are to be included on the development plans to the satisfaction of the Local Government prior lodging an application for a building permit.**
- 7. All external lighting shall comply with the requirements of AS4282 – Control of Obtrusive Effects of Outdoor Lighting and the Western Australian Planning Commission’s Dark**

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Sky Principles to prevent light spill from the site to the satisfaction of the Shire of Dandaragan.

- 8. Prior to occupation of the development, an Operational Management Plan shall be provided to the satisfaction of the Shire of Dandaragan detailing how the accommodation units will be managed and made available for key workers only.**

Advice Notes:

- A. This is a development approval of the Shire of Dandaragan under its Local Planning Scheme No.7. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/landowner to obtain any other necessary approvals, consents, permits and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.**
- B. Should you be aggrieved by this decision, or any conditions imposed, there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be submitted within 28 days of the determination.**

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

9.3.3 PROPOSED HOME BUSINESS ON LOT 163 SAILFISH WAY, JURIE BAY

Location:	Lot 163 Sailfish Way, Jurien Bay (Marine Fields)
Applicant:	Colleen Pearce and Jenni Duvall
Folder Path:	Doc Id: SODR-1262144384-39599
Disclosure of Interest:	Nil
Date:	11 June 2026
Author:	Stienie Fouché, Planning Officer
Senior Officer:	Alex MacKenzie, A/Executive Manager Development Services

PROPOSAL

The applicant proposes to operate a Home Business (meditation and sound healing) on Lot 163 Sailfish Way, Jurien Bay. The business is proposed to be operated from a 50m² Yurt (tent), located next to the outbuilding.

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Referral of the application to Council for determination is required due to a written objection received as required according to Delegation 9.1.2 Town Planning - Other Use and Development.

Location Plan - Lot 163 Sailfish Way, Jurien Bay (Marine Fields) with the proposed location of the Yurt marked with a red cross.



BACKGROUND

The subject site has been partially cleared and levelled to accommodate the approved single house and outbuilding. Development and Building approval have been granted for an Outbuilding (shed) in 2022 and a Single House in 2023. The outbuilding and single house have both been constructed.

The applicant proposes to offer wellness sessions for four to five participants to be held two to three times a week inside the yurt. The sessions will involve wellness activities like meditation and sound healing. These sessions are designed to be calm, quiet, and restorative in nature. The instruments used for the sound healing are gongs, crystal bowls, rain stick, flute and chimes.

The subject property is located within a designated bushfire prone area. As the yurt structure was imported from China with no details provided as to compliance with Australian construction code standards relating to fire; the applicant was initially requested to provide a fire engineering report demonstrating compliance. After some deliberation with the applicant, and with consideration for similar approvals issued in the southwest of WA for similar structures in bushfire prone areas; it was resolved that a bushfire management plan is to be provided as a condition of approval.

COMMENT

An assessment of the application with reference to relevant matters to be considered in terms of clause 67 of the Deemed Provisions, is set out below.

Aims and provisions of the Planning Scheme

The objective set out in the Planning Scheme for the Rural Residential Zone is: To provide opportunities for a range of limited rural and related ancillary pursuits on rural residential lots where those activities will be consistent with the amenity of the locality and the conservation and landscape attributes of the land. To set aside areas for the retention of vegetation and landform or other features which distinguish the land.

The proposed home business is a low scale activity that can be considered to be compatible with uses in the Rural Residential Zone and the amenity of the locality. The design and location of the yurt is compatible with other buildings in the area.

Bushfire Planning

In terms of State Planning Policy 3.7, the home business represents an intensification of land use, and the yurt is classified as a habitable structure in terms of State Planning Policy 3.6 - Bushfire Planning. A Bushfire Attack Level (BAL) assessment by bushfire Perth Pty Ltd determined the highest bushfire attack level to be 12.5. For this reason, a condition of approval is to be included requiring the preparation of a bushfire management plan for the proposed use.

Amenity and Compatibility with its setting

The proposed home business within the proposed yurt is compatible with the rural residential setting because:

- The total impact on the landscape is small (0.001% of the subject lot area).
- The height of the proposed yurt is 4m which will present as compatible to surrounding outbuildings and houses on adjacent properties.
- The house towards the south will be 96m away from the proposed yurt. The proposed cabins to the north will be approximately 118m away from the proposed yurt. The impact on the neighbours will therefore be limited.

Location of surrounding developments (the proposed location of the Yurt marked with a red cross)



- The proposed yurt will be partly obstructed towards the southern neighbour due to native landscaping and the existing outbuilding.

Landscaping

The natural vegetation has been retained in the front and rear of the block. The area around the house and outbuilding has been cleared. The location of the yurt within the already cleared area will have no negative impact on the surrounding landscape.

Noise

The proposed wellness sessions with four to five participants are expected to be generally consistent with the noise levels in the location. The Environmental Protection (Noise) Regulations 1997 will apply to this property just like other properties in the Shire. A condition of approval is recommended requiring that noise levels must be kept to a reasonable volume at all times, in accordance with the Environmental Protection (noise) regulations 1997.

Car Parking Local Planning Policy 9.6

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Sufficient space is available at the outbuilding and house to accommodate five additional vehicles for the home business.

Traffic flow and safety

The impact of 15 additional vehicles per week on Sailfish Way is not significant. Entry onto and from Sailfish Way is clearly visible with adequate truncation to allow for safe entry and exit.

CONSULTATION

Although the application is classified as a 'D' use in the Scheme and does not require consultation as a Scheme requirement, it was however decided to consult the neighbours due to the possibility of an impact on them. The application was advertised for public comment to all surrounding neighbours, inviting submissions to be made over a 21-day period. One objection was received.

Submission	Comment
1-Noise Impact. The nature of a sound healing business is likely to involve instruments, amplified sound, or group sessions. This raises concerns about noise carrying across neighbouring properties and negatively affecting the quiet enjoyment of my home.	The applicant proposes wellness activities that are designed to be calm, quiet, and restorative in nature. A condition of approval is that noise levels shall be kept to a reasonable volume at all times, particularly during the designated quiet hours from 10:00PM to 7:00AM (9:00 AM Sunday and Public Holidays) in terms of the Environmental Protection (Noise) Regulations 1997, Part 2 Division 1 regulation 8.
2- Traffic Movements. While the property is large, the proposed business is likely to generate increased vehicle movements to and from the site. This may impact the quiet nature of the area and increase activity along local access roads.	The impact of approximately 15 additional vehicles per week on Sailfish Way is not significant. As the area develops more traffic will flow along Sailfish Way and the residents should become used to additional traffic.
3- Loss of Privacy and Overlooking. The proposed use would introduce a regular flow of visitors to the neighbouring property. This creates a significant concern regarding loss of privacy, as groups of attendees may have direct or indirect views into my property. This level of activity is not consistent with the expectations of a quiet residential/rural setting and would require me to alter how I use and enjoy my own property in order to maintain privacy.	The proposed yurt will be located at least 60m to the property boundaries towards the north and south. The proposed yurt will be partly obstructed towards the southern neighbour due to landscaping and the existing outbuilding. The protection of views is not supported by the Shire of Dandaragan's Local Planning Framework.
4- Residential Amenity. The introduction of a business operation has the potential to alter the	The scale of this home business is not expected to have a significant effect on the character of the rural residential area. This

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character of the area from a quiet residential/rural setting to one with ongoing commercial activity, impacting the peaceful environment expected in this locality.	home business will be limited to 15 clients per week.
5- Hours of Operation. There is concern that sessions may occur outside normal business hours, including early mornings or evenings, which would further impact nearby residents.	A condition of approval is proposed to limit the hours of the business to 7.30 am- 5.30pm, Monday to Friday and 9.00 am to 1.00pm on Saturday and Sunday.
6- Precedent and Scale. Approval of this application may set a precedent for further commercial activity in the area or expansion beyond what is appropriate for a home-based business.	Development applications are evaluated in accordance with the Shire of Dandaragan Local Planning Framework and on their planning merit. The proposed conditions of approval will limit the scale of this business. The scale and intensity of the development proposed is not inconsistent with that of other home businesses.

STATUTORY ENVIRONMENT

The subject site is zoned Rural Residential. The Local Planning Scheme no.7 classifies a home business as an 'D' (Discretionary) use class under the Zoning Table. 'D' means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

Environmental Protection (Noise) Regulations 1997

Part 2, Division 1, regulation 8 assign noise levels to different types of premises. In a highly sensitive area like Marine Field, quiet hours are identified between 10:00 PM on any day to 07:00 AM, Monday to Saturday and 09:00AM on Sunday and public holidays.

Planning and Development (Local Planning Schemes) Regulations 2015. Deemed provisions for local planning schemes (Deemed Provisions)

Clause 60 Requirement for development approval

Clause 60 states that a person must not commence or carry out any works on or use land in the Scheme area unless the person has obtained the development approval of the local government or a development approval is not required. The proposed Home Business is not a use or works exempt from development approval according to clause 61.

Clause 67 Consideration of application by local government

Subclause 2 include matters the local government is to have due regard to, to the extent that in the opinion of the local government, those matters are relevant to the development, the subject of the application.

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Local Planning Scheme No.7 (Scheme)

The subject site is zoned Rural Residential. The Scheme classifies a home business as a 'D' (Discretionary) use class under the Zoning Table. 'D' means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

This application has been advertised in accordance with clause 64 of the Deemed provisions and can therefore be considered by Council.

(b) No building shall be permitted within 20 metres of the front of any allotment, 10 metres from the rear boundary of any allotment and 10 metres from the side boundaries of any allotment.

The yurt is proposed at least 49m away from the side boundaries, 150m from the rear boundary and 150m from the street boundary. The application complies with this setback requirement.

POLICY IMPLICATIONS

State Planning Policy 3.7 Bushfire

Lot 163 is located within a Bushfire Prone area. The proposed yurt will be approximately 20 away from the house. In terms of State Planning Policy 3.7, the home business represents an intensification of land use, and the yurt is classified as a habitable structure in terms of State Planning Policy 3.6 - Bushfire Planning. A Bushfire Attack Level (BAL) assessment by bushfire Perth Pty Ltd determined the highest bushfire attack level to be 12.5. For this reason, a condition of approval is to be included requiring the preparation of a bushfire management plan for the proposed use.

Maine Fields / Hill River Heights Development guidelines

(v) All trees shall be retained unless their removal is authorised by Council except in the cases of trees which are proposed to be removed to make way for house construction, fences and constructed accessways. Where in the Council's opinion there is a deficiency of tree cover on any particular allotment, the Council may require the planting and subsequent maintenance of an adequate number of trees of a specified type as a condition of development approval.

The proposed yurt will be located on ground cleared as part of the house development. This application will therefore not lead to additional clearing of the land.

(vi) A proven potable water supply by means of either a 92,000-litre roof water tank, bore or main reticulation system connection shall be provided

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The development approval for the house required that the house be provided with a demonstrated and sustainable water supply, to satisfaction of the Shire of Dandaragan.

(vii) The siting and erection of any building, outbuilding or fence shall not be approved by Council unless or until it is satisfied that the design construction, materials and position will be in harmony with the rural character of the land within the zone and locality generally.

The proposed yurt will be partly obscured by the vegetation along Sailfish Way and the existing house. The colour scheme of brown and green will blend in with the Hardie Plank wood grain cladding of the house and the surrounding landscape.

(viii) On site effluent disposal systems servicing development on the lots should be to the specifications of the local authority.

Lot 163 is located within the following sewer sensitive areas:
The estuary catchments on the Swan and Scott Coastal Plains and within 2km of the estuarine areas of the Hill River. An existing approved sewerage system is provided and located at the single house. Clients will be using the facilities at the house if needed.

(xi) All residences, outbuildings, carports and the like shall be constructed of materials sympathetic to the character of the locality, as may be approved or required by Council. The scale of outbuildings shall be of a domestic nature such that the Rural Residential amenity of the locality is not prejudiced. Large industrial type buildings will not be permitted.

The yurt with its brown and green colours will be sympathetic to the natural and rural residential environment. The scale of this proposal is small (0.001% of the lot size), and it is not considered to overpower developments on this lot.

FINANCIAL IMPLICATIONS

The relevant Development Application fee has been received from the applicant.

STRATEGIC IMPLICATIONS

Shire of Dandaragan Local Planning Strategy

Community facilities and services – Ensure community infrastructure meets the needs of the Shire's population in coastal settlements, inland towns, and rural living precincts.

The use and development are of a type and form consistent with the land-use direction and economic growth objectives of the Shire's Local Planning Strategy.

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Shire of Dandaragan Council Plan

Prosperity	The region will experience economic and population growth with increasing economic opportunities, diversifying primary production and a vibrant visitor economy.
Priority Outcomes	Our Shire has a contemporary land use planning system that responds to and creates economic opportunities

ATTACHMENTS

Circulated with the agenda are the following items relevant to this report:

- Attachment 1 - Site Plan (Doc Id: SODR-1262144384-39648).
- Attachment 2 - Floor Plan (Doc Id: SODR-1262144384-39646).
- Attachment 3 - Elevation (Doc Id: SODR-1262144384-39647).

(Marked 9.3.3)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Krakowiak, seconded Cr Gibson

That Council grant Development Approval for a home business at Lot 163 Sailfish Way, Jurien Bay, subject to the following conditions and advice notes:

Conditions:

- 1. All development shall be carried out only in accordance with the details of the application as approved herein and plans P1 (Site Plan), P2 (Floor Plan) and P3 (Elevation). Subject to any modifications required as a consequence of any conditions of this approval, the approved plans shall not be altered without the prior written approval of the Shire of Dandaragan.**
- 2. This Planning Approval is issued to the specific occupier of the particular parcel of land and is not transferable to any other person or to any other land parcel. Should there be a change of the occupier on the land in respect of which the planning approval was issued the approval shall no longer be valid.**
- 3. Lot 163 Sailfish Way, Jurien Bay is located in a bushfire prone area. Prior to commencement of the Home Business, a bushfire management plan is to be provided to the satisfaction of the Shire of Dandaragan. All bushfire requirements set out in the Bushfire Attack Level Assessment Report prepared by Bal Rating dated 20 May 2026 shall be complied with.**

4. The materials and colour scheme of the yurt is to be compatible with the single house on the property to the satisfaction of the Shire of Dandaragan.
5. The Home Business must not occupy an area greater than 50m² and shall be contained to the area as indicated on the attached site plan.
6. The Home Business activity shall not employ more than 2 people.
7. The Home business shall not involve the retail sale, display or hire of goods of any nature.
8. Clients shall be limited to 5 clients per day, Monday to Saturday and three sessions per week.
9. Business hours shall be limited to 7.30am to 5.30pm, Monday to Friday and 9.00am to 1.00pm on Saturdays.
10. All vehicle parking associated with the home business shall be provided on site and contained within the property boundary, including the driveway. No parking for employees or clients shall be permitted within the road reserve.
11. The home business must not cause nuisance or degrade the amenity of the neighbourhood in any way, including by reason of the emission of noise, light, vibration, electrical interference, odour, fumes, smoke, vapour or other pollutant, or impact on public safety or otherwise, to the satisfaction of the Shire of Dandaragan.
12. Noise levels shall be kept to a reasonable volume at all times (as stated in the Environmental Protection (Noise) Regulations 1997), particularly during the designated quiet hours from 10:00pm to 7:00am (9:00 AM Sunday and Public Holidays)
13. All materials and/or equipment used in relation to the home business must be stored within the dwelling or outbuilding on the property.
14. The applicant must not erect or otherwise display on the Home Business premises any sign with an area exceeding 0.2m². A sign erected under this condition must: only describe the type of Home Business and provide the relevant contact details; be placed on a building, wall, fence or entry statement of the Home Business premises; and not be illuminated nor use reflective or fluorescent materials.

15. Planning approval shall be limited to a maximum period of 12 months, after which the further renewal of the approval by the Shire of Dandaragan is required annually, including payment of a fee. This is the responsibility of the applicant as the local government will not automatically re-issue approvals.

Advice Notes:

- A. This is a development approval of the Shire of Dandaragan under its *Local Planning Scheme No.7*. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/landowner to obtain any other necessary approvals, consents, permits, and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
- B. The outbuilding (yurt) is not to be used for human habitation (used as a single house, ancillary accommodation or similar), unless otherwise approved by the Shire of Dandaragan.
- C. This development approval is not transferable to any other person or to any other land parcel.
- D. The development is not to be located within 1.2 metres of a septic tank or 1.8 metres of a leach drain, or other such setbacks as required by relevant legislation for effluent disposal systems.
- E. Failure to comply with any of the conditions of this development approval constitutes an offence under the provisions of the *Planning and Development Act 2005* and the *Shire of Dandaragan Local Planning Scheme No.7* and may result in compliance action being initiated by the Shire of Dandaragan.
- F. If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be submitted within 28 days of the determination.

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

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9.3.4 PROPOSED EXTRACTIVE INDUSTRY – LIMESTONE QUARRY

Location:	290 Indian Ocean Drive, Jurien Bay
Applicant:	Element Advisory on behalf of WA Limestone Pty Ltd
File Reference:	Doc Id: SODR-1262144384-42574
Disclosure of Interest:	Nil
Date:	17 June 2026
Author:	Alex MacKenzie, A/Executive Manager Development Services
Senior Officer:	N/A

PROPOSAL

The application relates to a lime sand and limestone extraction activity utilising an existing quarry located 5kms south of the Jurien Bay townsite. While a ten-year approval timeframe is sought, the limestone material is initially intended to be used for the extension and modification of the Jurien Bay marina.

The Site is zoned Rural under Local Planning Scheme No. 7 (LPS7), where such a land use is “A”; meaning it is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with Clause 64 of the Deemed Provisions of LPS7.

Location Plan showing subject site in Red



BACKGROUND

The subject site directly fronts Indian Ocean Drive approximately 5km south-west of Jurien Bay. Previously used for occasional extraction of limestone, the site features no built infrastructure and largely comprises remnant vegetation. While there are no environmental or cultural heritage designations applicable to the site, a clearing permit will need to be obtained from Department of

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Water and Environmental Regulation (DWER). The application has detailed proposed hours of operation to be:

- 7:00am to 5:00pm Monday to Friday.
- 7:00am to 1:00pm on Saturdays.
- No works are to occur on Sundays or Public Holidays.

As shown in the aerial below, the site will be accessed via an existing, unsealed track extending 1.6km (east, south-east from Indian Ocean Drive). Haulage is to be undertaken utilising 27.5m B-double trucks.

RAV Category of Haulage Trucks (RAV4)



As shown in the aerial below, the site will be accessed via an existing, unsealed track extending 1.6km (east, south-east from Indian Ocean Drive).

Location Plan showing existing Quarry Site



COMMENT

The following presents an assessment of the application with regard to the Shire's Planning Framework and Matters to be Considered under Clause 67 of the Deemed Provisions for local planning schemes in the Planning and Development (Local Planning Schemes) Regulations 2015.

Location - Compatibility with the Objectives for the Rural Zone

The rural zoned site is surrounded by rural land to the west, north and south with reserve land vested for conservation adjoining the property some 700m to the east. The closest residential dwelling is

located 2.1km to the north-east in the Jurien Bay Heights rural residential area. This separation from sensitive land uses complies with the EPA's recommended minimum buffer distance of 500m. The operation will also be screened visually by vegetation from the Indian Ocean Drive access point. The extractive industry as proposed is largely compatible with the location and generally consistent with the objectives for the zone under 3.2 of Local Planning Scheme No.7. Nevertheless, it is recommended that approval be subject to conditions requiring the proposed extractive industry to comply with (to-be-approved) dust and noise management plans.

Environment and Noise: Guidance Statement No.3

As detailed in the consultant report (Attachment 1), The Environmental Protection Authority's (EPA) Guidance Statement No.3 - Separation Distances between Industrial and Sensitive Land Uses (GS3) is referenced by the fact sheet for a generic, non-definite buffer distance of extractive industries. GS3 is intended to provide an approach to minimise the land use conflict between industry, including rural industries and surrounding sensitive land uses. GS3 provides a buffer distance of 300-500m between extractive industries and sensitive land uses, depending on the size of the operation, site characteristics; location of infrastructure, access routes etc.

Planning assessment guidance of an extractive industry proposal outside the Perth and Peel planning regions is provided by the Western Australian Planning Commission's Fact Sheet - Basic Raw Materials 2016, which states the following considerations are required to be made for an extractive industry proposal:

- management of air, water, noise and visual impacts;
- location and stability of excavations, stockpiles and overburden dumps; amenity of adjacent land uses in the local community; and
- rehabilitation of the land consistent with its long-term future use.

Noting that the proposed extractive industry activity will be subject to the Environmental Protection (Noise) Regulations 1997 at all times; general noise management controls are also recommended to be employed onsite. These practises include the following:

- Excavation and processing to be undertaken below natural ground level as far as practicable
- Trafficable areas to be maintained in good condition free of potholes and rills
- Quarry operations to be conducted within the approved hours of operation.
- Low frequency (Croaker) reversing alarms fitted where safely practicable

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- Plant alarms to utilise warning lights rather than audible alarms where safely practicable
- Drivers instructed to avoid the use of engine braking where safely practicable.

Rehabilitation

The applicant has detailed that quarrying and rehabilitation of the extraction area will be undertaken progressively. Following quarrying of each stage, rehabilitation will be undertaken to make the excavated area safe, stable and non-polluting.

Dust Management

Dust management for the proposed development is addressed in section 5.12 of the Excavation & Environmental Management Plan prepared by WA Limestone. The Environmental Management Plan includes the following management actions to prevent the generation of visible dust:

- *Material is to be watered via an onsite watercart prior to extraction during the drier summer months;*
- *Dust generation is to be visually monitored, with works to cease upon the acknowledgement of visible dust crossing any lot boundary;*
- *Material is only to be extracted during favourable wind conditions, where generated dust will not be carried over lot boundaries;*
- *Stockpiles are to be stabilised with hyrdomulch or similar agent to prevent dust generation;*
- *Truck loads are to be covered to prevent dust generation from haulage;*
- *Internal unsealed tracks are to be watered, and;*
- *A complaints register to be kept by the operator to allow affected parties to inform the operator of adverse dust generation.*

It is recommended that a condition of approval be included requiring the preparation of a dust management plan for the extractive industry activity as proposed.

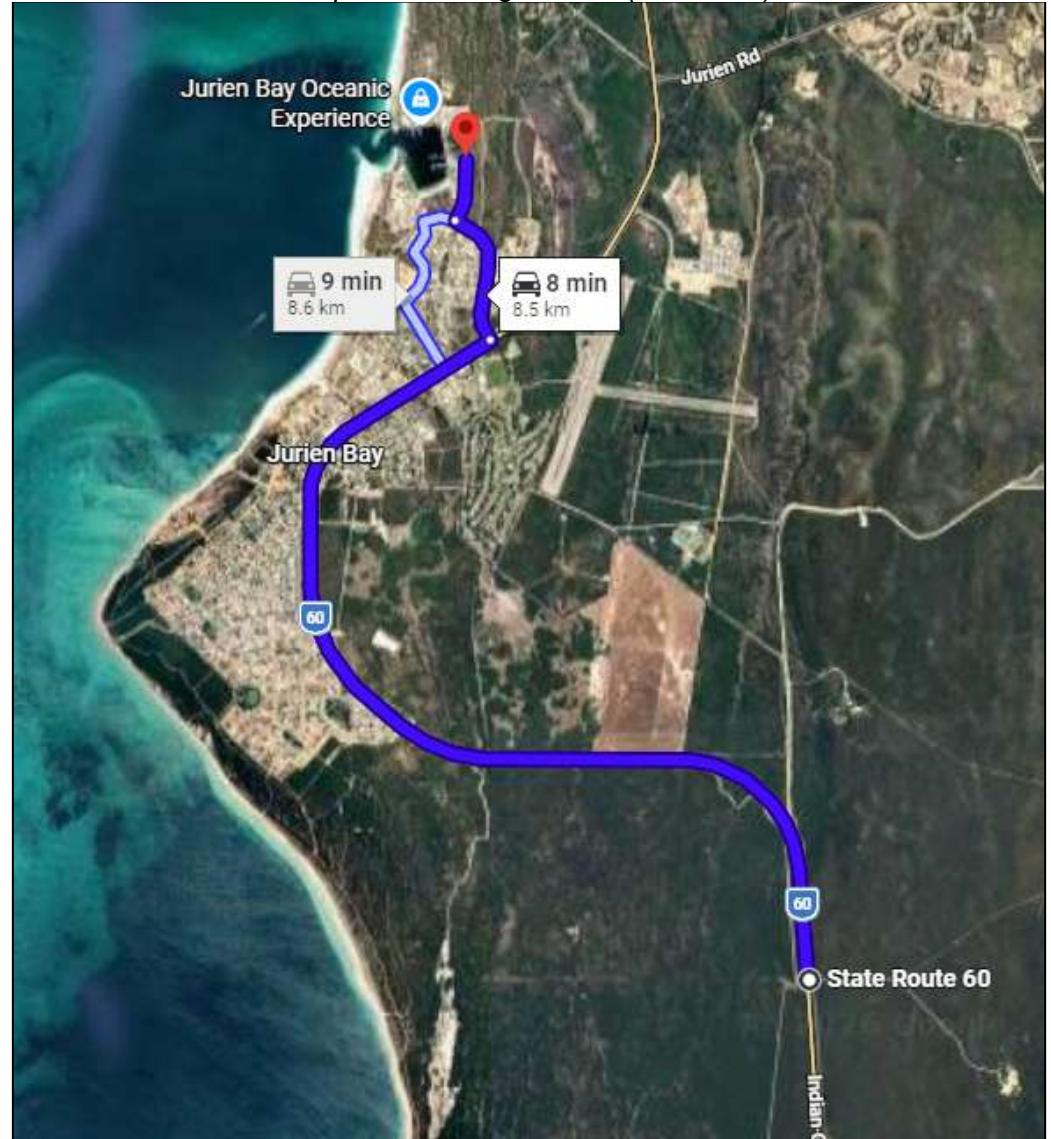
Transport Considerations and Traffic Management

A Traffic Impact Statement (TIS) has been prepared by PTG in support of the proposed haulage operations onsite. The TIS details that the development will generate a maximum of 4 laden truck movements in the peak hour of operation. These volumes are considered likely only to influence the existing road network during what are expected to be infrequent peak haulage periods associated with the initial supply of material for the Jurien Bay marina extension. The marina extension is a community-supported infrastructure project and the short-term construction haulage task

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can be distinguished from any longer-term extraction and haulage of lime sand or limestone for agricultural or commercial purposes. The haulage route is shown below.

Proposed Haulage Route (Dark Blue)



The TIS recommends the widening of the crossover at the intersection of Indian Ocean Drive with the access track to the proposed pit. The widening is to allow for the accommodation of the proposed 27.5m trucks. The existing crossover location complies with the required sightline distances for 27.5m trucks in this area. The application seeks approval for a ten-year extraction period and therefore has the potential to facilitate annual or intermittent lime sand haulage beyond the initial marina construction task. This raises a separate planning and amenity consideration that is not fully addressed by the TIS. In particular, ongoing RAV4 heavy vehicle movements through the Jurien Bay townsite would be undesirable given the residential, commercial and visitor functions of the townsite and the role of Indian Ocean Drive as a coastal tourist route where heavy vehicle access is generally expected to be managed and limited to appropriate freight movements.

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Unrestricted ongoing haulage through the townsite could result in adverse amenity, safety, noise and tourism impacts, particularly if vehicles approach or pass through residential areas or the town centre.

For this reason, it is recommended that any approval clearly differentiate between haulage associated with the Jurien Bay marina extension and any ongoing annual extraction or haulage for agricultural lime sand or other purposes. Ongoing haulage should be subject to a Shire-approved Traffic Management Plan, prepared in consultation with Main Roads WA Heavy Vehicle Services where required, that identifies the approved haulage route, vehicle configuration, hours of haulage, maximum daily and annual truck movements, driver requirements and measures to avoid heavy vehicle movements through the Jurien Bay townsite unless no reasonable alternative route is available and the Shire has provided prior written approval.

Responding to concern raised during the consultation process, the proposal was referred to both Main Roads and a traffic engineering consultancy, for their advice. Essentially, the conditions of approval have been prepared to reflect the advice received, and specifically, that the following be addressed:

- *The access road shall be widened and sealed from the edge of the Indian Ocean drive*
- *No stormwater drainage is to be discharged onto the Indian Ocean Drive Road Reserve.*
- *Main Roads notes the Shire has received community concerns regarding speed and engine noise associated with haulage vehicles approaching Jurien Bay and passing adjoining residential areas. The applicant is advised to consult with Main Roads Heavy Vehicle Services prior to commencement of haulage operations to confirm the final haulage route, including whether ongoing RAV4 haulage can be managed to avoid travel through the Jurien Bay townsite.*
- *The hours of operation shall be limited to minimise potential amenity impacts for residential areas adjoining the proposed haulage route.*
- *Any ongoing haulage beyond the initial marina construction supply task should be restricted to an approved route and managed so that RAV4 vehicles do not traverse the Jurien Bay townsite on an ongoing basis unless specifically approved by the Shire following consultation with Main Roads WA.*

Local Planning Strategy

Under the Strategy the subject site is zoned 'Rural'. The strategic directions for the Rural zone include the following:

- *Support non-rural uses that are compatible with, and complement, the primary use of land.*

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- *Commercial and manufacturing activities will not be supported on Rural zoned land unless specifically permitted in the Scheme.*

The application has been seen to fit with the strategic directions for the zone and, subject to conditions as discussed above, is not anticipated to impact adversely with consideration for amenity, noise, traffic safety or the environment. Accordingly, it is recommended that the application be approved.

On balance, the proposed extractive industry can be supported subject to conditions; however, the longer-term haulage implications should be specifically managed. The approval should not be interpreted as providing unrestricted authorisation for annual heavy vehicle haulage through Jurien Bay for the full term of the approval. Conditions should require the applicant to obtain approval of a Traffic Management Plan before commencement of haulage, and to seek further written approval from the Shire for any material change to haulage purpose, frequency, route or destination following completion of the marina-related haulage task.

CONSULTATION

The application was advertised for public comment over a period of 28-days with one submission received. The submission raised concerns for potential noise and traffic impact associated with the extractive industry use.

STATUTORY ENVIRONMENT

- *Local Planning Scheme No.7*
- *Extractive Industries Local Law*
- *Environmental Protection (Noise) Regulations 1997*
- *Local Government Act 1995*

POLICY IMPLICATIONS

- *Fact Sheet - Basic Raw Materials 2016*
- *Guidance Statement No.3 - Separation Distances between Industrial and Sensitive Land Uses 2005*

FINANCIAL IMPLICATIONS

The applicant has paid the required planning application fee of \$739.00. If Council approves the development application, the applicant will be required to pay a further \$500.00 for an extractive industry licence, with an annual licence renewal fee of \$300.00, given the pit is greater than the 5ha fee threshold.

The applicant will be required as a condition of the licence to pay the Shire an annual road maintenance contribution fee of 50 cents per tonne transport off site should total tonnage extracted exceed 25,000 tonnes.

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STRATEGIC IMPLICATIONS

Shire of Dandaragan Council Plan

Prosperity	The region will experience economic and population growth with increasing economic opportunities, diversifying primary production and a vibrant visitor economy.
Priority Outcomes	Our Shire has a contemporary land use planning system that responds to, and creates, economic opportunities.

ATTACHMENTS

Circulated with the agenda are the following items relevant to this report:

- Attachment 1 – Consultant Report (DocID - SODR-1262144384-39061).
- Attachment 2 - (DocID - SODR-1262144384-39058).
- Attachment 3 – (Doc ID - SODR-1262144384-39059).

(Marked 9.3.4)

VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Gibson, seconded Cr Young

That Council grant development approval and an Extractive Industry Licence for a period of ten (10) years from the date of this approval for an Extractive Industry (Limestone and Limestone Sand) on Lot 290 Indian Ocean Drive, Jurien Bay, subject to the following conditions and advice:

- 1. All development shall be in accordance with the attached approved plans and specifications dated 23 July 2026 subject to any modifications required as a consequence of any conditions of this approval. The endorsed plans shall not be modified or altered without the prior written approval of the Shire of Dandaragan.**
- 2. Hours of operation shall be limited to 6am to 6pm Monday to Saturday. No extraction activities are to operate on Sunday and Public Holidays.**
- 3. Topsoil from the excavated areas shall be stockpiled and used where applicable in the rehabilitation process.**
- 4. No sales by wholesale or retail shall be undertaken from the site.**
- 5. All vehicles' loads entering and exiting the site shall be fully covered (excluding armour rock) and secured prior to and upon leaving the site to prevent spread of material.**
- 6. Excavation for the Extractive Industry shall not occur within the following areas:**

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- a) 20 metres of the boundary of any land on which the excavation site is located;
 - b) 20 metres of any land affected by a registered grant of easement;
 - c) 40 metres of any thoroughfare; or
 - d) 40 metres of any watercourse.
- 7. Any storage of fuels or refuelling on site is to be located on a designated hardstand area location to the satisfaction of the Shire.
- 8. Any fuel leakages or spills are to be cleaned up within 24 hours.
- 9. The development must comply with the Environmental Protection (Noise) Regulations 1997 at all times.
- 10. Prior to the commencement of development, the proponent must submit and have approved by the Shire a Weed Management Plan.
- 11. Prior to the commencement of development, the proponent must undertake further discussions with the Shire and Main Roads WA to develop and implement an approved Traffic and Haulage Management Plan. The approved Traffic and Haulage Management Plan must be implemented for the duration of the approved Extractive Industry activity and must include, at a minimum:
 - a) the approved haulage route for material transported from Lot 290 Indian Ocean Drive;
 - b) confirmation of the vehicle configurations proposed to be used, including any RAV4 vehicles;
 - c) the maximum number of laden and unladen truck movements permitted per day and per year;
 - d) the hours and days during which haulage may occur;
 - e) measures to manage noise, speed, dust, driver behaviour and road safety impacts associated with haulage;
 - f) requirements for drivers to avoid the use of engine braking in or near residential and townsite areas where safely practicable;
 - g) evidence of consultation with Main Roads WA Heavy Vehicle Service where access to Indian Ocean Drive or use of RAV networks is required; and
 - h) measures to avoid ongoing haulage through the Jurien Bay townsite unless no reasonable alternative route is available and the Shire has provided prior written approval.
- 12. Prior to commencement of the development, the applicant must construct the access upgrade to Indian Ocean Drive to Main Roads satisfaction.

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- 13. The access road shall be widened and sealed from the edge of the Indian Ocean drive road to the satisfaction of the Local Government in consultation with Main Roads. This measure shall prevent dirt and debris being deposited on the state road.**
- 14. Prior to undertaking works within the Indian Ocean Drive Road Reserve, a Working on Roads Permit must be obtained from Main Roads.**
- 15. No stormwater drainage is to be discharged onto the Indian Ocean Drive Road Reserve.**
- 16. A report detailing excavation activities and tonnages of material transported from the Extractive Industry site for the financial year period ending 30th June is to be submitted to the Shire by 31st July each year.**
- 17. Should total tonnage of extracted material exceed 25,000 tonnes per annum; the licensee shall pay an annual road maintenance contribution for the lifetime of the operation of \$0.50 per estimated tonne of material transported off-site.**
- 18. Payment of the annual road maintenance contribution shall be made in advance, with the first payment due upon the commencement of operations. Thereafter, payment may be made on a quarterly basis. Advance payments made through the year shall be reconciled against the actual activities and additional payments shall be sought or credited as appropriate.**
- 19. The proponent, in consultation with the Shire of Dandaragan, shall commission a Road Condition Report for the proposed local haulage route, to be prepared by a recognised engineer (agreed to by both parties) prior to the commencement of construction. The Road Condition Report shall include, at a minimum, the following:**
 - i. Suitability of the existing pavement strength (in wet and dry conditions) to cater for the proposed haulage loads and traffic volumes;**
 - ii. Suitability of the existing horizontal and vertical alignments to cater for the proposed haulage loads and traffic volumes;**
 - iii. Identify and provide plans and costings for any required upgrade works to the proposed construction access route to make it suitable for the proposed haulage loads and traffic volumes; and**
 - iv. A photographic record of the condition of key intersections, access points and crossovers along the haulage route.**

20. Prior to the commencement of any site works, a Dust Management Plan shall be prepared in accordance with the Shire's Engineering Policy 7.7 Dust Management Works within the Shire of Dandaragan to the satisfaction of the Shire of Dandaragan.
21. Rehabilitation:
- a) Prior to the commencement of development a guarantee/bond or other acceptable form of security shall be lodged with or paid to the Shire for a sum of \$10,000. To be returned to the licensee upon successful rehabilitation of the site, to the satisfaction of the Shire.
 - b) Upon decommissioning of the extraction area, rehabilitation shall take place in accordance with the approved plan, or as otherwise stipulated.
 - c) Any amendments or variations to the rehabilitation shall be approved in writing by the Shire within three months of the commencement of such operations.
 - d) Materials imported for rehabilitation or other purposes shall be certified free of dieback or other plant diseases.

Advice Notes:

1. This approval is valid for a period of two (2) years. If the development has not substantially commenced within this period the approval will lapse and be of no further effect.
2. The applicant is advised that the Extractive Industry may require registration or a licence as a "Prescribed Premise" from the Department of Water and Environmental Regulating under Part V of the Environmental Protection Act 1986 and Schedule 1 of the Environmental Protection Regulations 1987 if it falls into one of the following categories:
 - a) Category 12: Licensing is required if the material is screened, washed, crushed, ground, milled, sized or separated and more than 50,000 tonnes is processed per annum.
 - b) Category 70: Registration is required if the material is screened, washed, crushed, ground, milled, sized or separated and more than 500 tonnes per annum but less than 50,000 tonnes per annum is processed.
3. Main Roads notes the Shire has received community concerns regarding speed and engine noise associated with haulage vehicles approaching Jurien Bay and passing adjoining residential areas. The applicant is advised to consult with Main Roads Heavy Vehicle Services prior to commencement of haulage operations to confirm the final haulage route, vehicle configuration, Restricted Access Vehicle (RAV) access requirements and any applicable

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operating conditions. The Heavy Vehicle Network does not permit RAV vehicles south of Cervantes Road. The transport of lime sand, in accordance with the Wheatbelt Lime Strategy, requires vehicles to use the nearest east west route from Indian Ocean Drive.

4. This approval should not be interpreted as authorising unrestricted annual heavy vehicle haulage through the Jurien Bay townsite for the full term of the approval. Any ongoing haulage beyond the initial marina-related supply task must be managed to avoid adverse impacts on townsite amenity, road safety and the tourism function of Indian Ocean Drive.
5. The applicant is required to submit an application form to Undertake Works within the Road Reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.
6. The applicant is advised that Condition 4 acts to prevent "gate sales" onsite but does not prohibit the operator or its appointed contractors from loading and delivering limestone to meet market demand.
7. The applicant be advised that "should you be aggrieved by this decision, or any conditions imposed, there is a Right of Review under the Planning and Development Act 2005. An application for Review must be submitted in accordance with Part XIV of the Planning and Development Act within 28 days of the date of this decision to: The State Administrative Tribunal GPO Box U1991 PERTH WA 6845."

CARRIED 7 / 0

**FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak**

AGAINST: Nil

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9.4 GOVERNANCE & ADMINISTRATION

9.4.1 CANOVER BUSH FIRE BRIGADE NAME CHANGE - JURIE RURAL BUSH FIRE BRIGADE

Location:	Office of the CEO/Emergency Management/Canover BFB
Applicant:	Canover Bush Fire Brigade
File Reference:	Doc Id: SODR-890489631-3270
Disclosure of Interest:	The Author discloses an impartiality interest due to being a Member of the Brigade (non-committee)
Date:	6 July 2026
Author:	William Miller, Manager of Operations and Community Safety
Senior Officer:	Brad Pepper, Executive Manager of Infrastructure

PROPOSAL

For Council to endorse the requested change of name of the Canover Bush Fire Brigade (BFB) to the Jurien Rural Bush Fire Brigade and authorise the Chief Executive Officer to update the Shire's bush fire brigade register, relevant Shire records, and notify the Department of Fire and Emergency Services (DFES) of the change.

The Canover BFB committee has moved a motion to formally change the name of the brigade to Jurien Rural Bush Fire Brigade.

BACKGROUND

The Canover BFB was first established in 2010 after a growing surge in property development in the Jurien Bay Heights and Alta Mare subdivisions introduced new risks associated with bushfire and rural-urban development as the estates' population grew.

The brigade's name was initially declared based on the location of the lot that the brigade was established, Lot 303 Canover Road, Jurien Bay.

Soon after establishment, the brigade was provided with a 2000L four-wheel-drive appliance (Canover 2.4) funded by the Emergency Services Levy (ESL) funding, then administered by the Fire & Emergency Services Authority (FESA) and multiple funding sources saw the construction of the facility that exists now. Funding for the brigade's physical establishment was derived from many sources, including ESL, Lotterywest grants, In-kind donations from local business, community fundraising and the Shire of Dandaragan.

The brigade's 2.4 appliance was returned to DFES in 2024 following ongoing concerns regarding its suitability, reliability and maintenance requirements. Following advocacy from the Shire and the brigade, DFES scheduled the appliance for early replacement, with a temporary loan appliance provided while the new appliance is progressed. The expected delivery of the replacement appliance presents an appropriate opportunity to update brigade naming and vehicle identification before final signwriting occurs. (expected delivery in 2027).

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From when the brigade started to now, the operational environment in which volunteer fire brigades work in, has seen a significant increase in demand for cross-boundary, or out-of-area response, to support the defence of lives and homes from escalating fires that threaten growing populations and townsites across the Midwest, and Perth-North regions.

The Canover BFB, whilst responding to approximately 5-10 incidents annually within its brigade's normal service area (locality of Jurien Bay, excluding the townsite district), also responds Shire and region wide to assist other areas when they need it most. In the past five years, the brigade's truck and/or members have responded to fires in Carnarvon, Geraldton, Dongara, Ledge Point, Warradarge, Coorow and Mundaring, among other places.

It is often asked by fellow firefighters, both from within Dandaragan Shire district and beyond, "Where are you from?" or "Where is Canover?". The Manager of Operations and Community Safety approached the brigade with the topic of discussion and flagged the window of opportunity to give the brigade a clearer identity was apparent, prior to delivery of the new truck, and prior to sign writing the recently acquired brigade-funded light tanker in 2025; where a name change would purely be administrative and not be a financial burden to the Shire.

Electing to take the topic for brigade wide discussion, the members were given opportunity to come up with ideas and provide input for the committee to consider.

The Canover BFB held a special meeting on Monday 8 June 2026 to endorse the proposal to change their name, with the elected name change being "Jurien Rural Bush Fire Brigade".

This change accurately reflects the brigade's operational area, and the inclusion of the word "Jurien" provides recognisable statewide identification of the brigade's place of origin. By not including the word "Bay" within its title, opportunity for confusion by 000 operators is reduced, as mistaking the Jurien Bay Volunteer Fire & Rescue Brigade and "Jurien Bay" Bush Fire Brigade could occur easily, which could cause delays to the response of the appropriate brigade to incidents within their respective jurisdictions.

COMMENT

The proposed change is administrative in nature and does not alter the brigade's establishment, membership, brigade area, assets, operational role or response arrangements.

The Shire of Dandaragan Bush Fire Brigades Local Law provides that the local government is responsible for establishing bush fire brigades and assigning a brigade name at the time of establishment. While the local law does not expressly prescribe a process for renaming an existing brigade, Council endorsement is

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considered appropriate to provide clear authority for the change and to avoid any uncertainty regarding the Shire's brigade register and associated records.

The proposed name, Jurien Rural Bush Fire Brigade, better reflects the brigade's operational identity and provides clearer recognition of its location when responding outside the district. The use of "Jurien Rural" also assists in distinguishing the brigade from the Jurien Bay Volunteer Fire and Rescue Service.

CONSULTATION

- Canover Bush Fire Brigade Committee.
- Canover Bush Fire Brigade Members.
- District Officer South, Department of Fire and Emergency Services, Mid-West Gascoyne.
- Tim Bailey – Inaugural Captain, Canover Bush Fire Brigade.
- Matthew Dadd – Department of Fire and Emergency Services (Community Emergency Services Coordinator at the time of the brigade's establishment).

STATUTORY ENVIRONMENT

- *Bush Fires Act 1954*, section 41 — establishment, maintenance, registration and notification requirements for bush fire brigades.
- *Bush Fires Regulations 1954*, regulation 41 — local government to keep a register of bush fire brigades.
- *Shire of Dandaragan Bush Fire Brigades Local Law* — establishment, naming and governance of bush fire brigades.
- *Local Government Act 1995*, section 5.20 — decisions of Council by simple majority unless another majority is required.

POLICY IMPLICATIONS

Amendments required within articles for public dissemination, such as reflecting the change within the annual Fire Break and Hazard Reduction Notice (the Notice), will be implemented prior to the publication of the Notice 2026/27.

FINANCIAL IMPLICATIONS

Minor administrative time costs from updating the Shire's website, documents and record system

STRATEGIC IMPLICATIONS

Nil

ATTACHMENTS

Circulated with the agenda is the following item relevant to this report:

- Minutes of the Canover Bush Fire Brigade Special Meeting held 8 June 2026 (Doc Id: SODR-890489631-3271).

(Marked 9.4.1)

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VOTING REQUIREMENT

Simple Majority

OFFICER RECOMMENDATION / COUNCIL DECISION

Moved Cr Young, seconded Cr Johnson

That Council:

1. Endorses the change of name of the Canover Bush Fire Brigade to the Jurien Rural Bush Fire Brigade.
2. Authorises the Chief Executive Officer to update the Shire's Bush Fire Brigade register and all relevant Shire records to reflect the new brigade name.
3. Authorises the Chief Executive Officer to notify the FES Commissioner of the change in accordance with section 41(2a) of the *Bush Fires Act 1954*.

CARRIED 7 / 0

FOR: Cr O'Gorman, Cr Lethlean, Cr Gibson, Cr Young,
Cr Johnson, Cr Glasfurd, Cr Krakowiak

AGAINST: Nil

9.5 COUNCILLOR INFORMATION BULLETIN**9.5.1 SHIRE OF DANDARAGAN – BUILDING STATISTICS – JUNE 2026**

Document ID: SODR-2045798944-38623

Attached to the agenda is a copy of the Shire of Dandaragan Building Statistics for June 2026. **(Marked 9.5.1)**

9.5.2 SHIRE OF DANDARAGAN – PLANNING STATISTICS – JUNE 2026

Document ID: SODR-2045798944-38629

Attached to the agenda is a copy of the Shire of Dandaragan Planning Statistics for June 2026. **(Marked 9.5.2)**

9.5.3 SHIRE OF DANDARAGAN TOURISM / LIBRARY / COMMUNITY ACTIVITIES REPORT FOR JUNE 2026

Document ID: SODR-1876983588-3053

Attached to the agenda is monthly report for Tourism / Library for June 2026. **(Marked 9.5.3)**

9.5.4 LETTER FROM OFFICE OF THE COORDINATOR GENERAL

Document ID: SODR-1739978813-10154

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Attached to the agenda is the letter outlining Priority Project designations for major energy Infrastructure Projects. **(Marked 9.5.3)**

10 NEW BUSINESS OF AN URGENT NATURE – INTRODUCED BY RESOLUTION OF THE MEETING

Nil

11 CONFIDENTIAL ITEMS FOR WHICH MEETING IS CLOSED TO THE PUBLIC

Nil

12 ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

13 CLOSURE OF MEETING

The presiding member declared the meeting closed at 4.07pm.

These minutes were confirmed at a meeting on

Signed

Presiding person at the meeting at which the minutes were confirmed

Date