

SHIRE OF SHARK BAY MINUTES

25 March 2026

ORDINARY COUNCIL MEETING



CLEAN UP AUSTRALIA DAY 2026– SHARK BAY



25 MARCH 2026



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The Shire of Shark Bay advises that no action should be taken on any application or item discussed at a Council meeting and should only rely on **WRITTEN ADVICE** of the outcome and any conditions attaching to the decision made by the Shire of Shark Bay.

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

The minutes of the Ordinary meeting of the Shark Bay Shire Council held in the Council Chamber at the Shark Bay Recreation Centre, Francis Street, Denham on 29 April 2026 commencing at 1.25 pm.

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1.0 DECLARATION OF OPENING

The President declared the meeting open at 1.25pm.

2.0 ACKNOWLEDGEMENT OF COUNTRY

I would like to acknowledge the Malgana People as the traditional custodians of the land and sea in and around the Shire of Shark Bay.
I pay my respects to their Elders past, present and emerging.

3.0 RECORD OF ATTENDANCES / APOLOGIES / LEAVE OF ABSENCE GRANTED

ATTENDANCES

Cr P Stubberfield	President
Cr M Smith	Deputy President
Cr E Fenny	
Cr A Johns	
Cr G Ridgley	
Cr L Bellottie	
Cr C Cowell	

Mr D Chapman	Chief Executive Officer
Ms R Ironside	Minutes Taker

APOLOGIES

There were no apologies for the March 2026 Ordinary Council meeting.

VISITORS

3 visitors in the gallery

4.0 RESPONSE TO PREVIOUS PUBLIC QUESTIONS ON NOTICE

Question from Mr Jens Mohr, 20 Spaven Way, Denham – In a previous Town Common application by Cr Smith in regards to camels used in a commercial tourism business, the Council approved his application but stressed that the actual commercial activity cannot be conducted ON the allocated area. Why did the Council change their mind and now allows the actual commercial activity to happen on the Town Common?

Response – Item 4 from the Shire of Shark Bay Special Council Meeting held 13 January 2021 related to Council endorsing a letter of support to Department of Planning, Lands, and Heritage to allow the walking of 4 tethered camels on Unallocated Crown Land only and was not relative to any commercial activity within the Shire Common boundary or Mr Smith's licenced area.

A 5-year commercial licence had previously been approved by Council at the Ordinary Council Meeting 26 February 2020 and approved by the Minister for Lands expiring 31 October 2027.

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5.0 **PUBLIC QUESTION TIME**

The President opened public question time at 1.26pm and as no questions were forthcoming from the gallery the President closed public question time at 1.27 pm.

6.0 **APPLICATIONS FOR LEAVE OF ABSENCE**

There were no applications for leave of absence presented to the March 2026 Ordinary Council meeting.

7.0 **PETITIONS**

There were no petitions presented to the March 2026 Ordinary Council meeting.

8.0 **CONFIRMATION OF MINUTES**

8.1 **CONFIRMATION OF THE MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON 25 FEBRUARY 2026**

Moved Cr Johns'
Seconded Cr Ridgley

Council Resolution

That the minutes of the Ordinary Council meeting held on 25 February 2026, as circulated to all Councillors, be confirmed as a true and accurate record.

7/0 CARRIED

FOR: Cr's Bellottie, Cowell, Fenny, Johns, Ridgley, Smith and Stubberfield
AGAINST: Nil
ABSENT: Nil

9.0 **ANNOUNCEMENTS BY THE CHAIR**

There were no announcements by the Chair to the March 2026 Ordinary Council meeting.

25 MARCH 2026

10.0 FINANCE REPORT

10.1 SCHEDULE OF ACCOUNTS PAID TO BE RECEIVED
CM00017

Author

Finance Officer / Accounts Payable

Disclosure of any Interest

Nil

Moved Cr Ridgley
Seconded Cr Fenny

Council Resolution

That the cheques and electronic payments as per the attached schedules of accounts for payment totalling \$721,707.45 be accepted.

7/0 CARRIED

FOR: Cr's Bellottie, Cowell, Fenny, Johns, Ridgley, Smith and Stubberfield

AGAINST: Nil

ABSENT: Nil

Comment

The schedules of accounts for payment covering -

Municipal fund BPay payment for the month of November 2025 totalling \$945.10.

There are no Municipal fund credit card direct debits for the month of November 2025 totalling \$0.00.

Municipal fund direct debits to Council for the month of November 2025 totalling \$38,586.47.

Municipal fund account electronic payment numbers MUNI 34588 to 34673 totalling \$518,485.83; and

Municipal fund account for November 2025 payroll totalling \$163,690.05.

The schedule of accounts submitted to each member of Council on 19 March 2026 has been checked and are fully supported by vouchers and invoices. All vouchers and invoices have been duly certified as to the receipt of goods and services and the cost of goods and services received.

LEGAL IMPLICATIONS

Section 13.3 of the Local Government (Financial Management) Regulations 1996, requires that a list of payments be presented to Council on a monthly basis.

POLICY IMPLICATIONS

There are no policy implications associated with this item.

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FINANCIAL IMPLICATIONS

The payments listed have been disbursed throughout the month.

STRATEGIC IMPLICATIONS

Outcome 1.2 To improve fiscal management practices and procedures and maximise operating revenue and social capital.

RISK MANAGEMENT

These payments have been paid and are subject to internal checks and appraisals and therefore are considered a low risk to council.

Voting Requirements

Simple Majority Required

Signature

Chief Executive Officer

D Chapman

Date of Report

19 March 2026

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**SHIRE OF SHARK BAY – MUNI
ELECTRONIC BPAY TRANSACTIONS
FEBRUARY 2026**

NAME	DATE	DESCRIPTION	AMOUNT
BPAY	02/02/2026	AWARE SUPER	\$ 188.98
BPAY	02/02/2026	GESB	\$ 756.12
		TOTAL	\$ 945.10

**SHIRE OF SHARK BAY – MUNI DIRECT DEBITS
FEBRUARY 2026**

DD #	DATE	NAME	DESCRIPTION	AMOUNT
DD18751.1	03/02/2026	SUPERLOOP LIMITED	SUPERLOOP INTERNET CHARGES FOR 65 BROCKMAN STREET AND 5 SPAVEN WAY - 17 JANUARY TO 16 FEBRUARY 2026	-180.00
DD18751.1	03/02/2026	SUPERLOOP LIMITED	SUPERLOOP INTERNET CHARGES FOR ADMINISTRATION OFFICE - 18 JANUARY TO 17 FEBRUARY 2026	-105.00
DD18751.2	10/02/2026	SUPERLOOP LIMITED	SUPERLOOP INTERNET CHARGES FOR 51 DURLACHER STREET - 25 JANUARY TO 24 FEBRUARY 2026	-90.00
DD18762.1	07/02/2026	URL NETWORKS PTY LTD	SHIRE OFFICES TELEPHONE CHARGES - JANUARY 2026	-84.63
DD18763.1	20/02/2026	VIVA ENERGY AUSTRALIA	MONTHLY FUEL CARD ACCOUNT - JANUARY 2026	-100.36
DD18776.1	08/02/2026	PLUM SUPER	SUPERANNUATION CONTRIBUTIONS	-255.32
DD18776.2	08/02/2026	HOSTPLUS PTY LTD	SUPERANNUATION CONTRIBUTIONS	-903.81
DD18776.3	08/02/2026	BRIGHTER SUPER	SUPERANNUATION CONTRIBUTIONS	-308.42
DD18776.4	08/02/2026	RUSSELL SUPER SOLUTIONS	SUPERANNUATION CONTRIBUTIONS	-245.95
DD18776.5	08/02/2026	AUSTRALIAN SUPER	SUPERANNUATION CONTRIBUTIONS	-2300.32
DD18776.6	08/02/2026	COLONIAL FIRST STATE	SUPERANNUATION CONTRIBUTIONS	-310.37

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DD #	DATE	NAME	DESCRIPTION	AMOUNT
DD18776.7	08/02/2026	AMP SUPER DIRECTIONS FUND	SUPERANNUATION CONTRIBUTIONS	-288.13
DD18776.8	08/02/2026	HESTA SUPER FUND	SUPERANNUATION CONTRIBUTIONS	-346.15
DD18776.9	08/02/2026	CBUS SUPER	SUPERANNUATION CONTRIBUTIONS	-497.11
DD18781.1	13/02/2026	WATER CORPORATION - OSBORNE PARK	INDEPENDENT LIVING UNITS - WATER USAGE AND SERVICE CHARGES	-6654.77
DD18781.1	13/02/2026	WATER CORPORATION - OSBORNE PARK	65 BROCKMAN STREET - WATER USAGE AND SERVICE CHARGES	-157.47
DD18781.5	16/02/2026	WATER CORPORATION - OSBORNE PARK	5 SPAVEN WAY – WATER USAGE AND SERVICE CHARGES	-867.40
DD18781.5	16/02/2026	WATER CORPORATION - OSBORNE PARK	51 DURLACHER STREET – WATER USAGE AND SERVICE CHARGES	-327.88
DD18781.5	16/02/2026	WATER CORPORATION - OSBORNE PARK	16A SUNTER PLACE – WATER USAGE AND SERVICE CHARGES	-277.65
DD18781.5	16/02/2026	WATER CORPORATION - OSBORNE PARK	16B SUNTER PLACE – WATER USAGE AND SERVICE CHARGES	-304.78
DD18781.5	16/02/2026	WATER CORPORATION - OSBORNE PARK	80 DURLACHER STREET - WATER USAGE AND SERVICE CHARGES	-599.51
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	COMMUNITY HUB - WATER USAGE AND SERVICE CHARGES	-84.15
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	DENHAM TOWN HALL - WATER USAGE AND SERVICE CHARGES	-1343.82
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	CHARLIE SAPPY PARK - WATER USAGE	-8.96
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	ADMINISTRATION OFFICE - WATER USAGE AND SERVICE CHARGES	-174.97
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	COMMUNITY RESOURCE CENTRE - WATER USAGE AND SERVICE CHARGES	-120.02
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	FISH CLEANING FACILITIES - WATER USAGE	-533.46
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	FORESHORE SHOWER BEACH FACILITIES - WATER USAGE	-51.20

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DD #	DATE	NAME	DESCRIPTION	AMOUNT
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	CEMETERY - WATER USAGE	-268.07
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	DISCOVERY CENTRE - WATER USAGE AND SERVICE CHARGES	-1406.44
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	FISH CLEANING FACILITIES - SERVICE CHARGES	-74.06
DD18781.2	18/02/2026	WATER CORPORATION - OSBORNE PARK	RECREATION CENTRE - WATER USAGE AND SERVICE CHARGES	-301.30
DD18781.3	19/02/2026	WATER CORPORATION - OSBORNE PARK	DEPOT - WATER USAGE	-430.00
DD18781.3	19/02/2026	WATER CORPORATION - OSBORNE PARK	PIONEER PARK – WATER USAGE	-129.52
DD18781.3	19/02/2026	WATER CORPORATION - OSBORNE PARK	EMERGENCY SERVICES BUILDING - WATER USAGE TO BE ONCHARGED TO SES AND ST JOHN AMBULANCE	-48.74
DD18781.4	20/02/2026	WATER CORPORATION - OSBORNE PARK	COMMUNITY STANDPIPE - SERVICE CHARGES JANUARY 2026	-26.80
DD18798.1	22/02/2026	PLUM SUPER	SUPERANNUATION CONTRIBUTIONS	-356.04
DD18798.2	22/02/2026	HOSTPLUS PTY LTD	SUPERANNUATION CONTRIBUTIONS	-940.23
DD18798.3	22/02/2026	BRIGHTER SUPER	SUPERANNUATION CONTRIBUTIONS	-308.42
DD18798.4	22/02/2026	RUSSELL SUPER SOLUTIONS	SUPERANNUATION CONTRIBUTIONS	-135.86
DD18798.5	22/02/2026	AUSTRALIAN SUPER	SUPERANNUATION CONTRIBUTIONS	-2533.23
DD18798.6	22/02/2026	COLONIAL FIRST STATE	SUPERANNUATION CONTRIBUTIONS	-327.93
DD18798.7	22/02/2026	AMP SUPER DIRECTIONS FUND	SUPERANNUATION CONTRIBUTIONS	-304.37
DD18798.8	22/02/2026	HESTA SUPER FUND	SUPERANNUATION CONTRIBUTIONS	-346.15
DD18798.9	22/02/2026	CBUS SUPER	SUPERANNUATION CONTRIBUTIONS	-349.54
DD18776.10	08/02/2026	ONE SUPER	SUPERANNUATION CONTRIBUTIONS	-308.43
DD18776.11	08/02/2026	CRUELTY FREE SUPERANNUATION	SUPERANNUATION CONTRIBUTIONS	-314.27
DD18776.12	08/02/2026	EXPAND EXTRA SUPER	SUPERANNUATION CONTRIBUTIONS	-192.08
DD18776.13	08/02/2026	MTAA SUPERANNUATION	SUPERANNUATION CONTRIBUTIONS	-556.85
DD18776.14	08/02/2026	NATIONAL MUTUAL RETIREMENT FUND	SUPERANNUATION CONTRIBUTIONS	-763.38

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DD #	DATE	NAME	DESCRIPTION	AMOUNT
DD18776.15	08/02/2026	AWARE SUPER	SUPERANNUATION CONTRIBUTIONS	-4030.17
DD18776.16	08/02/2026	FUTURE SUPER FUND	SUPERANNUATION CONTRIBUTIONS	-329.48
DD18776.17	08/02/2026	EQUIP SUPER	SUPERANNUATION CONTRIBUTIONS	-191.13
DD18776.18	08/02/2026	GESB	SUPERANNUATION CONTRIBUTIONS	-86.88
DD18798.10	22/02/2026	ONE SUPER	SUPERANNUATION CONTRIBUTIONS	-308.42
DD18798.11	22/02/2026	CRUELTY FREE SUPERANNUATION	SUPERANNUATION CONTRIBUTIONS	-314.27
DD18798.12	22/02/2026	EXPAND EXTRA SUPER	SUPERANNUATION CONTRIBUTIONS	-145.23
DD18798.13	22/02/2026	MTAA SUPERANNUATION	SUPERANNUATION CONTRIBUTIONS	-556.85
DD18798.14	22/02/2026	NATIONAL MUTUAL RETIREMENT FUND	SUPERANNUATION CONTRIBUTIONS	-763.38
DD18798.15	22/02/2026	AWARE SUPER	SUPERANNUATION CONTRIBUTIONS	-3469.39
DD18798.16	22/02/2026	FUTURE SUPER FUND	SUPERANNUATION CONTRIBUTIONS	-237.26
DD18798.17	22/02/2026	EQUIP SUPER	SUPERANNUATION CONTRIBUTIONS	-160.73
DD18798.18	22/02/2026	GESB	SUPERANNUATION CONTRIBUTIONS	-49.96
			TOTAL	38,586.47

**SHIRE OF SHARK BAY – MUNI EFT
FEBRUARY 2026
EFT #34588 – EFT #34673**

EFT #	DATE	NAME	DESCRIPTION	AMOUNT
EFT34588	02/02/2026	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS	-164.76
EFT34590	02/02/2026	BOC LIMITED	MONTHLY CONTAINER RENTAL - JANUARY 2026	-60.26
EFT34591	02/02/2026	BOB WADDELL & ASSOCIATES	CONTRACT RATES OFFICER CHARGES INCLUDING FINAL NOTICES	-1232.00
EFT34592	02/02/2026	DALE GEOFFREY CHAPMAN	REIMBURSEMENT FOR PURCHASE OF FOUR NEW TYRES AND WHEEL REALIGNMENT FOR CEO VEHICLE (P222) PAID WITH PERSONAL CREDIT CARD	-1719.00
EFT34593	02/02/2026	HORIZON POWER	VACANT INDEPENDENT LIVING UNIT 14 - ELECTRICITY CHARGES 30 DECEMBER 2025 TO 29 JANUARY 2026	-35.97

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EFT #	DATE	NAME	DESCRIPTION	AMOUNT
EFT34593	02/02/2026	HORIZON POWER	VACANT INDEPENDENT LIVING UNIT 19 - ELECTRICITY CHARGES 30 DECEMBER 2025 TO 29 JANUARY 2026	-35.97
EFT34593	02/02/2026	HORIZON POWER	VACANT INDEPENDENT LIVING UNIT 21 - ELECTRICITY CHARGES 30 DECEMBER 2025 TO 29 JANUARY 2026	-35.97
EFT34594	02/02/2026	JASON SIGNMAKERS	SUPPLY OF PUBLIC NOTICE SIGN INCLUDING PALLET FOR TRANSPORT	-495.41
EFT34595	02/02/2026	MIDWEST COURIERS	MONTHLY FREIGHT ACCOUNT - JANUARY 2026 - PART ONCHARGEABLE TO MAINROADS	-47.62
EFT34596	02/02/2026	D.W CUNNINGHAM & S CUNNINGHAM T/A SHARK BAY MARINE AND HARDWARE	MONTHLY HARDWARE ACCOUNT - DECEMBER 2025	-2239.02
EFT34597	02/02/2026	OUTBACK COAST AUTOMOTIVES AND TOWING	REPAIR OF AIR CONDITIONING SYSTEM AND ALTERNATOR NOT CHARGING CORRECTLY	-3850.00
EFT34598	02/02/2026	SHARK BAY CAFE	CATERING FOR THANK A VOLUNTEER DAY 2025	-300.00
EFT34599	02/02/2026	SHARK BAY SKIPS PTY LTD	SUPPLY OF SKIP BIN HIRE FOR CAPITAL REFURBISHMENT OF 65 BROCKMAN STREEET - NOVEMBER 2025	-264.00
EFT34600	02/02/2026	ST JOHN AMBULANCE WA - SHARK BAY SUB CENTRE	REFILLS FOR FIRST AID KITS AT SHIRE OFFICE, TOWN HALL AND RECREATION CENTRE	-244.50
EFT34601	02/02/2026	TAMMEX PTY LTD	DIGITAL NOTICE BOARD FOR LIBRARY AT SHIRE OFFICE - STATE LIBRARY GRANT	-5336.00
EFT34602	03/02/2026	MIDWEST AUTO GROUP	PURCHASE OF FORD RANGER 2026 DOUBLE CAB UTE FOR DEPOT	-64124.24
EFT34602	03/02/2026	MIDWEST AUTO GROUP	PURCHASE OF FORD RANGER 2026 DOUBLE CAB UTE, LESS TRADE IN OF FINANCE VEHICLE (P211)	-34124.24
EFT34602	03/02/2026	MIDWEST AUTO GROUP	PURCHASE OF FORD RANGER 2026 DOUBLE CAB UTE, LESS TRADE IN OF COUNTRY SUPERVISOR VEHICLE (P218)	-20124.24
EFT34602	03/02/2026	MIDWEST AUTO GROUP	PURCHASE OF FORD RANGER 2025 DOUBLE CAB UTE, LESS TRADE IN OF RANGER VEHICLE (P220)	-22124.24
EFT34603	05/02/2026	MONKEY MIA YACHT CHARTERS (ARISTOCAT)	BOOEASY OPERATOR PAYMENT JANUARY 2026	-1050.00

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EFT #	DATE	NAME	DESCRIPTION	AMOUNT
EFT34604	05/02/2026	RAC TOURISM ASSETS P/L T/A MONKEY MIA DOLPHIN RESORT	BOOEASY OPERATOR PAYMENT JANUARY 2026	-318.50
EFT34605	05/02/2026	SHARK BAY ECO TOURS	BOOEASY OPERATOR PAYMENT JANUARY 2026	-4664.62
EFT34606	05/02/2026	SHARK BAY COASTAL TOURS	BOOEASY OPERATOR PAYMENT JANUARY 2026	-726.25
EFT34607	05/02/2026	NATIONWEST AVIATION PTY LTD T/AS SHARK BAY SCENIC FLIGHTS	BOOEASY OPERATOR PAYMENT JANUARY 2026	-399.50
EFT34608	06/02/2026	MICHELLE FANALI	REIMBURSEMENT FOR AI BUSINESS PLATFORM SUBSCRIPTION	-273.89
EFT34609	06/02/2026	AUSTRALIAN TAXATION OFFICE	BAS	-37315.00
EFT34610	09/02/2026	DRILL AWAY PTY LTD T/AS THE BAY ROADRUNNER	FREIGHT - PICK UP AND DELIVERY OF GREEN AND YELLOW RUBBISH BINS FROM MASTEC IN JANDAKOT, SHADE SAIL FROM BIBRA LAKE, GAZEBO FROM OSBORNE PARK AND DELIVERY OF HINO CYLINDER HEAD TO PEMCO IN GERALDTON	-2750.00
EFT34611	09/02/2026	AUSTRALIA POST	MONTHLY POSTAL SERVICE - JANUARY 2026	-73.92
EFT34612	09/02/2026	BEAVIS & SMITH CLEANING & CHEMICALS	MONTHLY CLEANING ACCOUNT - JANUARY 2026	-22509.58
EFT34612	09/02/2026	BEAVIS & SMITH CLEANING & CHEMICALS	VARIOUS CLEANING CONSUMABLES – JANUARY 2026	-627.35
EFT34613	09/02/2026	D. A. CHRISTIE PTY LTD	LARGE BARBECUE CABINET, THREE NEW ELECTRIC COOKTOPS WITH EASY DRAIN GREASE TRAPS, INCLUDING FREIGHT - FORESHORE BARBECUE FACILITIES	-17578.00
EFT34614	09/02/2026	DEPARTMENT OF INFRASTRUCTURE, TRANSPORT, REGIONAL DEVELOPMENT, COMMS, SPORT & ART	RETURN OF UNSPENT GRANT FUNDS RECEIVED DUE TO CANCELLATION OF EVENT - BEATS IN THE BAY 2025 - ROUND 18 FESTIVALS AUST 2024 / 2025	-9591.00
EFT34615	09/02/2026	ELPA GROUP PTY LTD	HOLIDAY PROGRAM DANCE WORKSHOPS INCLUDING MATERIALS	-500.00
EFT34616	09/02/2026	SHARK BAY SUPERMARKET	MONTHLY SUPERMARKET ACCOUNT - JANUARY 2026	-108.95
EFT34617	09/02/2026	FAR WEST ELECTRICAL	SUPPLY AND INSTALLATION OF BEDROOM AIRCONDITIONING UNIT, REMOVAL OF OLD UNIT, LABOUR AND FREIGHT - 80 DURLACHER STREET	-2248.40

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EFT #	DATE	NAME	DESCRIPTION	AMOUNT
EFT34618	09/02/2026	REFUEL AUSTRALIA	MONTHLY FUEL ACCOUNT - JANUARY 2026	-13531.41
EFT34619	09/02/2026	THE TRUSTEE FOR THE TENZO TRUST T/AS HARTOG COTTAGES	CROSSOVER REIMBURSEMENT - 29 HARTOG CRESCENT	-1545.75
EFT34620	09/02/2026	HORIZON POWER	STREET LIGHTING - JANUARY 2026	-5127.81
EFT34621	09/02/2026	TEAM GLOBAL EXPRESS PTY LTD	MONTHLY FREIGHT ACCOUNT - OCTOBER 2025 AND JANUARY 2026	-166.50
EFT34622	09/02/2026	MASTEC AUSTRALIA PTY LTD AFT THE WRS TRUST	240L GREEN RUBBISH BINS, GREEN LIDS, BLACK WHEELS AND HINGE PINS FOR RESALE, 240L YELLOW BINS TO REPLACE STREET BINS WHEN NEEDED	-2915.22
EFT34623	09/02/2026	OFFICEWORKS LTD	STATIONERY ORDER FEBRUARY 2026 FOR ADMINISTRATION OFFICE, DEPOT AND COMMUNITY DEVELOPMENT	-433.35
EFT34624	09/02/2026	PIOTR ZENNI	CONSULTANT HEALTH OFFICER CHARGES - JANUARY 2026	-1170.00
EFT34625	09/02/2026	WINC AUSTRALIA PTY LIMITED	RICOH TONER CARTRIDGES BLACK AND CYAN FOR RICOH IM C6000 PHOTOCOPIER AT ADMINISTRATION OFFICE	-484.00
EFT34626	09/02/2026	SHARK BAY STATE EMERGENCY SERVICE UNIT INC	SUPPLY AND INSTALLATION OF AIR CONDITIONERS AT SES - LGGS SCHEME 2025 / 2026	-7200.60
EFT34627	09/02/2026	SHARK BAY SKIPS PTY LTD	MONTHLY SKIP BIN LIFTS FORESHORE JANUARY 2026 - ONCHARGEABLE TO DOT	-1425.60
EFT34627	09/02/2026	SHARK BAY SKIPS PTY LTD	MONTHLY SKIP BIN LIFTS USELESS LOOP / SHARK BAY ROADS JANUARY 2026 - ONCHARGEABLE TO MAINROADS AND DBCA	-4620.00
EFT34628	09/02/2026	SHARK BAY COMMUNITY RESOURCE CENTRE	PRINTING OF CERTIFICATES AND DESSERTS FOR THANK A VOLUNTEER DAY 2025	-272.00
EFT34629	09/02/2026	SHARK BAY MARINE	MAINTENANCE / REPAIRS TO BILGE SYSTEM ON GALLA / VELSHEDA	-277.00
EFT34629	09/02/2026	SHARK BAY MARINE	LABOUR – CLEANING OF SOLAR PAEL, BATTERIES CHARGED AND REPLACED – GALLA / VELSHEDA	-135.00

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EFT #	DATE	NAME	DESCRIPTION	AMOUNT
EFT34630	09/02/2026	TRUCK CENTRE WA PTY LTD	SCHEDULED SERVICING AND CALIBRATING OF CAMERA FOR NEW WINDSCREEN ON UD GW PRIME MOVER (P221)	-1817.86
EFT34631	09/02/2026	TOWN PLANNING INNOVATIONS	GENERAL PLANNING SERVICES - JANUARY 2026	-816.75
EFT34632	09/02/2026	WESTRAC EQUIPMENT PTY LTD	VARIOUS PARTS FOR CATERPILLAR COMPACT TRACK LOADER (P227)	-859.54
EFT34633	09/02/2026	SYNERGY BUSINESS SYSTEMS PTY LTD T/AS WEST COAST FASTENERS	THREADED RODS, WASHER FLATS AND ACORN/DOME NUTS FOR FISH CLEANING FACILITY - GRANT FUNDED	-100.71
EFT34634	09/02/2026	WURTH AUSTRALIA PTY LTD	VARIOUS WORKSHOP CONSUMABLES INCLUDING FREIGHT	-1189.96
EFT34635	10/02/2026	THEM EARTHMOVING PTY LTD	SUPPLY PLANT AND LABOUR FOR MAINTENANCE GRADING OF USELESS LOOP ROAD FOR THE PERIOD 21 JANUARY TO 06 FEBRUARY 2026	-171465.58
EFT34636	12/02/2026	DEPARTMENT OF LOCAL GOVERNMENT, INDUSTRY REGULATION AND SAFETY	LEVY COLLECTION #3527, #3530 AND #3531	-293.25
EFT34637	12/02/2026	SHIRE OF SHARK BAY - EFT	BSL LEVY COMMISSION PERMIT #3527, #3530 AND #3531	-15.00
EFT34638	13/02/2026	AIYANA JOAN CHRISTI WRIGHT	UTILITY ALLOWANCE - TEAM LEADER SBDC	-1000.00
EFT34639	13/02/2026	BOB WADDELL & ASSOCIATES	CONTRACT RATES OFFICER CHARGES	-572.00
EFT34640	13/02/2026	CELLARBRATIONS DENHAM	REFRESHMENTS FOR DEPOT STAFF BIRTHDAY FUNCTION	-112.00
EFT34641	13/02/2026	DENHAM WA PTY LTD T/A IGA X-PRESS	MONTHLY SUPERMARKET ACCOUNT - JANUARY 2026	-331.06
EFT34642	13/02/2026	TEAM GLOBAL EXPRESS PTY LTD	MONTHLY FREIGHT ACCOUNT - FEBRUARY 2026	-48.66
EFT34643	13/02/2026	JAIMIE LEE BARTLETT	REIMBURSEMENT FOR POLICE CHECK - PART TIME CUSTOMER SERVICE OFFICER SBDC	-64.90
EFT34644	13/02/2026	WILLIAM BUCK AUDIT (WA) PTY LTD	AUDIT FEE FOR THE GRANT AQUITTAL OF THE COMMUNITY HOUSING GRANTS PROGRAM - SOCIAL HOUSING ECONOMIC RECOVERY PACKAGE FOR THE SHIRE OF SHARK BAY FOR THE PERIOD 19 DECEMBER 2022 TO 30 JULY 2025	-2750.00

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

EFT #	DATE	NAME	DESCRIPTION	AMOUNT
EFT34645	17/02/2026	HAMELIN POOL CARAVAN PARK AND TOURIST CENTRE	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-1062.50
EFT34646	17/02/2026	ISLAND LIFE ADVENTURES PTY LTD	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-2583.00
EFT34647	17/02/2026	MONKEY MIA YACHT CHARTERS (ARISTOCAT)	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-113.75
EFT34648	17/02/2026	MONKEYMIA WILDSIGHTS	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-801.50
EFT34649	17/02/2026	DENHAM NATURETIME - 4WD TOURS/PHOTOGRAPHY TOURS	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-455.00
EFT34650	17/02/2026	SHARK BAY ECO TOURS	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-3679.37
EFT34651	17/02/2026	DENHAM WA PTY LTD T/A SHARK BAY SEAFRONT APARTMENTS	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-206.50
EFT34652	17/02/2026	TASMAN HOLIDAY PARKS - DENHAM SEASIDE	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-90.63
EFT34653	17/02/2026	WULA GURA NYINDA ECO CULTURAL ADVENTURES	BOOKEASY OPERATOR PAYMENT FEBRUARY 2026	-1378.12
EFT34654	20/02/2026	DRILL AWAY PTY LTD T/AS THE BAY ROADRUNNER	FREIGHT OF NEW BARBECUE FOR FORESHORE FROM COPE TRANSPORT CANNING VALE TO DENHAM	-990.00
EFT34655	20/02/2026	NAPA AUTO PARTS	20L P-ENVIRO C3 5W30 ENGINE OIL FOR CEO VEHICLE (P222)	-235.96
EFT34656	20/02/2026	AUSCOINSWEST	SBDC MERCHANDISE - SOUVENIR COINS INCLUDING FREIGHT	-1137.40
EFT34657	20/02/2026	BOB WADDELL & ASSOCIATES	CONTRACT RATES OFFICER CHARGES	-176.00
EFT34658	20/02/2026	BEAVIS & SMITH CLEANING & CHEMICALS	SUPPLY OF FACIAL TISSUES AND HAND TOWELS FOR ADMINISTRATION OFFICE	-119.00
EFT34659	20/02/2026	DALE GEOFFREY CHAPMAN	REIMBURSEMENT FOR PURCHASE OF AD BLUE FOR CEO VEHICLE (P222) PAID WITH PERSONAL CREDIT CARD	-60.50
EFT34660	20/02/2026	FRANK HERRMANN	CROSSOVER REIMBURSEMENT - 3 CAPEWELL DRIVE	-1058.40
EFT34661	20/02/2026	FAR WEST ELECTRICAL	ATTENDED TOWN OVAL PUMPING STATION FOLLOWING FAILURE OF THE MAINS CONNECTION	-445.50

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

EFT #	DATE	NAME	DESCRIPTION	AMOUNT
			BOX AT THE OVERHEAD CONNECTION POINT. SUPPLY AND REPLACEMENT OF THE POLE-TOP MAINS CONNECTION BOX, REINSTATED THE INCOMING MAINS CONNECTIONS AND COMPLETED ALL REQUIRED TERMINATIONS	
EFT34662	20/02/2026	THINK WATER MID WEST	VARIOUS RETIC PARTS AND SPRINKLERS FOR TOWN PARKS	-764.00
EFT34662	20/02/2026	THINK WATER MID WEST	VARIOUS RETIC PARTS FOR FORESHORE PARKS	-451.85
EFT34662	20/02/2026	THINK WATER MID WEST	SUPPLY OF 2 ORBIT 1 OUTLET TAP TIMER BATTERY FOR TOWN PARKS	-156.86
EFT34663	20/02/2026	HORIZON POWER	SHIRE PROPERTIES ELECTRICITY CHARGES - JANUARY 2026	-11591.57
EFT34664	20/02/2026	TEAM GLOBAL EXPRESS PTY LTD	MONTHLY FREIGHT ACCOUNT - FEBRUARY 2026	-34.35
EFT34665	20/02/2026	MCLEODS BARRISTERS AND SOLICITORS	LEGAL EXPENSES - ANNUAL AUDIT	-192.50
EFT34666	20/02/2026	PEST-A-KILL	MICE MONITORING AND BAITING - VARIOUS SHIRE PROPERTIES	-495.00
EFT34667	20/02/2026	XL2	NEW MONTHLY IT MANAGEMENT SERVICES AND LICENCES CONTRACT - MARCH 2025	-5894.25
EFT34668	20/02/2026	PIETR JON STUBBERFIELD	REIMBURSEMENT FOR ACCOMMODATION, MEALS AND PARKING FEES DURING PERTH MEETINGS WITH MINISTERS JARVIS AND BEAZLEY ON 04 FEBRUARY 2025 AND SHADOW MINISTERS LOVE AND WARR ON 05 FEBRUARY 2025	-413.21
EFT34669	20/02/2026	R & L COURIERS	MONTHLY FREIGHT ACCOUNT - SEPTEMBER 2025	-61.88
EFT34670	20/02/2026	LYONS ENTERPRISES-SHARK BAY CAR HIRE	MONTHLY CARHIRE FOR VISITING MEDICAL STAFF INCLUDING FUEL - DECEMBER 2025	1267.20
EFT34670	20/02/2026	LYONS ENTERPRISES-SHARK BAY CAR HIRE	MONTHLY CARHIRE FOR VISITING MEDICAL STAFF INCLUDING FUEL - JANUARY 2026	-1147.30
EFT34671	20/02/2026	MOORE AUSTRALIA	CONTRACT FINANCIAL SERVICES TASKS	-2901.71
EFT34672	20/02/2026	TELSTRA LIMITED	SHIRE MOBILE TELEPHONE CHARGES - 16 JANUARY TO 15 FEBRUARY 2026	-305.04

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

EFT #	DATE	NAME	DESCRIPTION	AMOUNT
EFT34672	20/02/2026	TELSTRA LIMITED	BUSH FIRE BRIGADE SATELLITE PHONES - 14 JANUARY TO 13 FEBRUARY 2026	-122.07
EFT34673	25/02/2026	SHIRE OF SHARK BAY - EFT	BSL COMMISSION	-60.00
			TOTAL	\$ 518,485.83

**SHIRE OF SHARK BAY – MUNI
ELECTRONIC PAYROLL TRANSACTIONS
FEBRUARY 2026**

DATE	NAME	DESCRIPTION	AMOUNT
09/02/2026	PAYROLL	EMPLOYEE NET PAY FOR FORTNIGHT ENDING 08 FEBRUARY 2026	\$ 83,531.29
23/02/2026	PAYROLL	EMPLOYEE NET PAY FOR FORTNIGHT ENDING 22 FEBRUARY 2026	\$ 80,158.76
		TOTAL	\$ 163,690.05

25 MARCH 2026

10.2 FINANCIAL REPORTS TO 28 FEBRUARY 2026
CM00017

Author

Chief Executive Officer

Disclosure of Any Interest

Nil

Moved

Cr Fenny

Seconded

Cr Ridgely

Council Resolution

That the monthly financial report to 28 February 2026 as attached be received.

7/0 CARRIED

FOR:

Cr's Bellottie, Cowell, Fenny, Johns, Ridgley, Smith and Stubberfield

AGAINST:

Nil

ABSENT:

Nil

Comment

As per the requirements of Section 6.4 of the *Local Government Act 1995* and Regulation 34 of the *Local Government Accounting (Financial Management) Regulations 1996*, the following monthly financial reports to **28 February 2026** are attached.

VARIANCE ANALYSIS

Revenue from operating activities - Actual operating revenue as of 28 February 2026 was \$731,385 greater than year to date budget.

Revenue from Fees and Charges was \$390,958 greater than year to date budget, primarily driven by rental income for Independent Living Units, refuse site fees, SBDC merchandise and Main Roads WA Shark Bay Road income higher than year to date budget.

Interest revenue on investments was \$46,087 higher than year to date budget.

Revenue from Grants, Subsidies and Contributions was \$208,320 higher than year to date budget, primarily driven by Financial Assistance Grant funding and Useless Loop

25 MARCH 2026

Road Maintenance income being higher than year to date budget – this has been addressed through the mid-year budget review.

Expenditure from operating activities - Actual operating expenditure as of 28 February 2026 is less than year to date budget by \$1,040,712.

The operating expenditure variance is primarily due to less than year to date expenditure in Materials and Contracts and is predominantly timing related, year to date profiled as 8/12 of the annual budget.

LEGAL IMPLICATIONS

Section 34 of the Local Government (Financial Management) Regulations 1996, requires a financial report to be submitted to Council monthly.

POLICY IMPLICATIONS

There are no policy implications associated with this item.

FINANCIAL IMPLICATIONS

The financial report shows that the finances of the Shire are in line with its adopted budget.

STRATEGIC IMPLICATIONS

Outcome 7 - A transparent, resilient organisation demonstrating leadership and governance.

Strategy 7.2 – Provide appropriate services to the community in a professional and efficient manner.

Action 7.2.2 – Maintain accountability and financial responsibility in accordance with Long Term Financial Plan.

RISK MANAGEMENT

The financial report reports on the current financial status, and this is currently viewed as a low risk to Council.

Voting Requirements

Simple Majority Required

Signature

Chief Executive Officer

Date of Report

D Chapman

16 March 2026

25 MARCH 2026

SHIRE OF SHARK BAY

MONTHLY FINANCIAL REPORT

(Containing the required statement of financial activity and statement of financial position)

For the period ended 28 February 2026

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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Note 3 Explanation of Material Variances	6

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 28 FEBRUARY 2026

Note	Adopted Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
OPERATING ACTIVITIES						
Revenue from operating activities						
General rates	2,093,692	2,093,692	2,097,067	3,375	0.16%	
Grants, subsidies and contributions	2,036,796	1,357,808	1,566,128	208,320	15.34%	▲
Fees and charges	1,872,795	1,248,288	1,639,246	390,958	31.32%	▲
Interest revenue	265,414	176,920	223,007	46,087	26.05%	▲
Other revenue	170,638	113,712	178,553	64,841	57.02%	▲
Profit on asset disposals	23,573	23,573	41,377	17,804	75.53%	
	6,462,908	5,013,993	5,745,378	731,385	14.59%	
Expenditure from operating activities						
Employee costs	(2,993,110)	(2,005,952)	(1,806,555)	189,397	9.94%	
Materials and contracts	(3,109,251)	(2,071,736)	(1,486,013)	585,723	28.27%	▲
Utility charges	(220,068)	(146,512)	(140,604)	5,908	4.03%	
Depreciation	(5,539,681)	(3,692,936)	(3,512,999)	179,937	4.87%	
Finance costs	(100,848)	(67,224)	(69,455)	(2,231)	(3.32%)	
Insurance	(257,560)	(257,560)	(241,147)	16,413	6.37%	
Other expenditure	(236,964)	(157,928)	(110,540)	47,388	30.01%	▲
Loss on asset disposals	(28,452)	(10,904)	(2,727)	8,177	74.99%	
	(12,485,934)	(8,410,752)	(7,370,040)	1,040,712	12.37%	
Non cash amounts excluded from operating activities	2(c) 5,544,560	3,680,267	3,474,349	(205,918)	(5.60%)	
Amount attributable to operating activities	(478,466)	283,508	1,849,687	1,566,179	552.43%	
INVESTING ACTIVITIES						
Inflows from investing activities						
Proceeds from capital grants, subsidies and contributions	1,429,424	952,920	232,010	(720,910)	(75.65%)	▼
Proceeds from disposal of assets	120,000	95,000	105,455	10,455	11.01%	
	1,549,424	1,047,920	337,465	(710,455)	(67.80%)	
Outflows from investing activities						
Payments for property, plant and equipment	(5,210,721)	(3,477,980)	(959,255)	2,518,725	72.42%	▲
Payments for construction of infrastructure	(1,526,927)	(1,017,952)	(173,499)	844,453	82.96%	▲
	(6,737,648)	(4,495,932)	(1,132,754)	3,363,178	74.80%	
Amount attributable to investing activities	(5,188,224)	(3,448,012)	(795,289)	2,652,723	76.93%	
FINANCING ACTIVITIES						
Inflows from financing activities						
Transfer from reserves	1,560,000	0	0	0	0.00%	
	1,560,000	0	0	0	0.00%	
Outflows from financing activities						
Repayment of borrowings	(200,500)	(99,194)	(99,194)	0	0.00%	
Transfer to reserves	(561,258)	(96,803)	(96,803)	0	0.00%	
	(761,758)	(195,997)	(195,997)	0	0.00%	
Non-cash amounts excluded from financing activities	2(d) 2,000,000	0	0	0	0.00%	
Amount attributable to financing activities	2,798,242	(195,997)	(195,997)	0	0.00%	
MOVEMENT IN SURPLUS OR DEFICIT						
Surplus or deficit at the start of the financial year	2(a) 2,868,448	2,868,448	2,871,106	2,658	0.09%	
Amount attributable to operating activities	(478,466)	283,508	1,849,687	1,566,179	552.43%	▲
Amount attributable to investing activities	(5,188,224)	(3,448,012)	(795,289)	2,652,723	76.93%	▲
Amount attributable to financing activities	2,798,242	(195,997)	(195,997)	0	0.00%	
Surplus or deficit after imposition of general rates	0	(492,053)	3,729,507	4,221,560	857.95%	▲

KEY INFORMATION

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

▲ Indicates a variance with a positive impact on the financial position.

▼ Indicates a variance with a negative impact on the financial position.

Refer to Note 3 for an explanation of the reasons for the variance.

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

Please refer to the compilation report

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25 MARCH 2026

**SHIRE OF SHARK BAY
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 28 FEBRUARY 2026**

	Actual 30 June 2025 \$	Actual as at 28 February 2026 \$
CURRENT ASSETS		
Cash and cash equivalents	10,595,904	11,709,009
Trade and other receivables	558,931	405,523
Inventories	135,734	135,734
Contract assets	405,331	194,629
TOTAL CURRENT ASSETS	11,695,900	12,444,895
NON-CURRENT ASSETS		
Trade and other receivables	11,720	11,720
Other financial assets	39,810	39,810
Property, plant and equipment	31,702,790	31,548,283
Infrastructure	69,741,338	67,448,795
TOTAL NON-CURRENT ASSETS	101,495,658	99,048,608
TOTAL ASSETS	113,191,558	111,493,503
CURRENT LIABILITIES		
Trade and other payables	828,735	399,314
Other liabilities	474,137	697,349
Borrowings	200,500	101,306
Employee related provisions	181,312	181,312
TOTAL CURRENT LIABILITIES	1,684,684	1,379,281
NON-CURRENT LIABILITIES		
Borrowings	2,352,095	2,352,095
Employee related provisions	36,862	36,862
TOTAL NON-CURRENT LIABILITIES	2,388,957	2,388,957
TOTAL LIABILITIES	4,073,641	3,768,238
NET ASSETS	109,117,917	107,725,265
EQUITY		
Retained surplus	40,822,326	39,332,871
Reserve accounts	5,340,610	5,437,413
Revaluation surplus	62,954,981	62,954,981
TOTAL EQUITY	109,117,917	107,725,265

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

Please refer to the compilation report

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SHIRE OF SHARK BAY
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 28 FEBRUARY 2026

1 BASIS OF PREPARATION AND MATERIAL ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Shire to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supplementary information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 08 March 2026

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

MATERIAL ACCOUNTING POLICIES

Material accounting policies utilised in the preparation of these statements are as described within the 2025-26 Annual Budget. Please refer to the adopted budget document for details of these policies.

Critical accounting estimates and judgements

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

As with all estimates, the use of different assumptions could lead to material changes in the amounts reported in the financial report.

The following are estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year and further information on their nature and impact can be found in the relevant note:

- Fair value measurement of assets carried at reportable value including:
 - Property, plant and equipment
 - Infrastructure
- Impairment losses of non-financial assets
- Expected credit losses on financial assets
- Measurement of employee benefits

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 28 FEBRUARY 2026

2 NET CURRENT ASSETS INFORMATION

		Adopted Budget Opening 1 July 2025	Actual as at 30 June 2025	Actual as at 28 February 2026
	Note	\$	\$	\$
(a) Net current assets used in the Statement of Financial Activity				
Current assets				
Cash and cash equivalents		10,555,805	10,595,904	11,709,009
Trade and other receivables		778,146	558,931	405,523
Inventories		120,918	135,734	135,734
Contract assets		194,629	405,331	194,629
Other assets		50,945	0	0
		11,698,443	11,695,900	12,444,895
Less: current liabilities				
Trade and other payables		(719,192)	(828,735)	(399,314)
Other liabilities		(554,136)	(474,137)	(697,349)
Borrowings		(200,500)	(200,500)	(101,306)
Employee related provisions		(216,057)	(181,312)	(181,312)
		(1,689,885)	(1,684,684)	(1,379,281)
Net current assets		10,008,558	10,011,216	11,065,614
Less: Total adjustments to net current assets	2(b)	(7,140,110)	(7,140,110)	(7,336,107)
Closing funding surplus / (deficit)		2,868,448	2,871,106	3,729,507
(b) Current assets and liabilities excluded from budgeted deficiency				
Adjustments to net current assets				
Less: Reserve accounts		(5,340,610)	(5,340,610)	(5,437,413)
Less: Unspent loans		(2,000,000)	(2,000,000)	(2,000,000)
Add: Current liabilities not expected to be cleared at the end of the year				
- Current portion of borrowings		200,500	200,500	101,306
Total adjustments to net current assets	2(a)	(7,140,110)	(7,140,110)	(7,336,107)
(c) Non-cash amounts excluded from operating activities				
		Adopted Budget Estimates 30 June 2026	YTD Budget Estimates 28 February 2026	YTD Actual 28 February 2026
		\$	\$	\$
Adjustments to operating activities				
Less: Profit on asset disposals		(23,573)	(23,573)	(41,377)
Add: Loss on asset disposals		28,452	10,904	2,727
Add: Depreciation		5,539,681	3,692,936	3,512,999
Total non-cash amounts excluded from operating activities		5,544,560	3,680,267	3,474,349
(d) Non-cash amounts excluded from financing activities				
Adjustments to financing activities				
Unspent loans		2,000,000	0	0
Total non-cash amounts excluded from financing activities		2,000,000	0	0

CURRENT AND NON-CURRENT CLASSIFICATION

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

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 28 FEBRUARY 2026

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2025-26 year is \$20,000 and 10.00% whichever is the greater.

Description	Var. \$ \$	Var. % %	
Revenue from operating activities			
Grants, subsidies and contributions	208,320	15.34%	▲
Financial assistance grant funding and Useless Loop Road maintenance received higher than YTD budget - this has been addressed during the mid-year budget review.		Timing	
Regional North LG, Regional Arts Venues, Out of School programs funding held as a contract liability until expenditure occurs.		Timing	
Main Roads WA direct grant received higher than budget, grant received for digital library notice board - this has been addressed during the mid-year budget review.		Permanent	
Fees and charges	390,958	31.32%	▲
Rental for 4 x Independent Living Units, rent for Community Resource Centre, private works and MRWA Monkey Mia Road fees received are higher than budget - this has been addressed during the mid-year budget review.		Permanent	
Refuse removal and site fees, SBDC merchandise, caravan park fees and MRWA Shark Bay Road YTD actual is higher than YTD budget.		Timing	
Development applications and rental shop 4 YTD actual lower than YTD budget.		Timing	
Interest revenue	46,087	26.05%	▲
Interest earnings on investments higher than budget - this has been addressed during the mid-year budget review.		Permanent	
Other revenue	64,841	57.02%	▲
Insurance claim reimbursements and diesel fuel rebates higher than budget - this has been addressed during the mid-year budget review.		Permanent	
Expenditure from operating activities			
Materials and contracts	585,723	28.27%	▲
YTD profiled as 8/12th of the annual budget.		Timing	
Audit fees, computer licence fees, community events and festivals, domestic refuse collection, regional arts venues, Denham marina slipway haulage, fair value valuations, election expenses, emergency management consultant, out of school programs, independent living units, maintenance town streets, OHS reviews, website development YTD actual lower than YTD budget.		Timing	
Insurance claims, maintenance - Country Roads, MRWA Monkey Mia plant costs, private works, refuse site operations plant costs higher than budget - this has been addressed during the mid-year budget review.		Permanent	
Other expenditure	47,388	30.01%	▲
Council assistance program YTD actual lower than budget.		Timing	
Emergency Management Consultant, SBDC consignment and crossovers YTD actual higher than budget - this has been addressed during the mid-year budget review.		Permanent	
Inflows from investing activities			
Proceeds from capital grants, subsidies and contributions	(720,910)	(75.65%)	▼
Major grants held as capital grant liabilities until obligations are met.		Timing	
Outflows from investing activities			
Payments for property, plant and equipment	2,518,725	72.42%	▲
Most buildings projects have not yet started. YTD budgets are profiled as 8/12th of the annual budget.		Timing	
Expenditure on one plant and equipment item that has no budget - this has been addressed during the mid-year budget review.		Permanent	
Payments for construction of infrastructure	844,453	82.96%	▲
Infrastructure projects not yet started. YTD budgets are profiled as 8/12th of the annual budget.		Timing	
Expenditure on two infrastructure items that have no budget. Seawall and drainage construction YTD actual higher than budget - this has been addressed during the mid-year budget review.		Permanent	
Surplus or deficit after imposition of general rates	4,221,560	857.95%	▲
Due to variances described above.			

Please refer to the compilation report

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25 MARCH 2026

SHIRE OF SHARK BAY
SUPPLEMENTARY INFORMATION
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BASIS OF PREPARATION - SUPPLEMENTARY INFORMATION

Supplementary information is presented for information purposes. The information does not comply with the disclosure requirements of the Australian Accounting Standards.

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

1 KEY INFORMATION

Funding Surplus or Deficit Components

Funding surplus / (deficit)				
	Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$2.87 M	\$2.87 M	\$2.87 M	\$0.00 M
Closing	\$0.00 M	(\$0.49 M)	\$3.73 M	\$4.22 M
Refer to Statement of Financial Activity				

Cash and cash equivalents		Payables		Receivables	
	\$11.71 M		\$0.40 M		\$0.22 M
	% of total		% Outstanding		% Collected
Unrestricted Cash	\$8.27 M	63.8%	Trade Payables	\$0.04 M	84.1%
Reserve Accounts	\$5.44 M	48.4%	0 to 30 Days		
			Over 30 Days		13.1%
			Over 90 Days		3.8%
Refer to 3 - Cash and Financial Assets		Refer to 9 - Payables		Refer to 7 - Receivables	

Key Operating Activities

Amount attributable to operating activities			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$0.48 M)	\$0.28 M	\$1.85 M	\$1.57 M
Refer to Statement of Financial Activity			

Rates Revenue		Grants and Contributions		Fees and Charges	
YTD Actual	\$2.10 M	YTD Actual	\$1.57 M	YTD Actual	\$1.64 M
YTD Budget	\$2.08 M	YTD Budget	\$1.38 M	YTD Budget	\$1.26 M
	% Variance		% Variance		% Variance
	0.2%		16.3%		31.3%
Refer to 12 - Grants and Contributions		Refer to Statement of Financial Activity			

Key Investing Activities

Amount attributable to investing activities			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$5.19 M)	(\$3.45 M)	(\$0.80 M)	\$2.65 M
Refer to Statement of Financial Activity			

Proceeds on sale		Asset Acquisition		Capital Grants	
YTD Actual	\$0.11 M	YTD Actual	\$0.17 M	YTD Actual	\$0.23 M
Adopted Budget	\$0.12 M	Adopted Budget	\$1.63 M	Adopted Budget	\$1.43 M
	%		% Spent		% Received
	(12.1%)		(88.8%)		(83.8%)
Refer to 6 - Disposal of Assets		Refer to 5 - Capital Acquisitions		Refer to 5 - Capital Acquisitions	

Key Financing Activities

Amount attributable to financing activities			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$2.80 M	(\$0.20 M)	(\$0.20 M)	\$0.00 M
Refer to Statement of Financial Activity			

Borrowings		Reserves	
Principal repayments	(\$0.10 M)	Reserve balance	\$5.44 M
Interest expense	(\$0.07 M)	Net Movement	\$0.10 M
Principal due	\$2.45 M		
Refer to 10 - Borrowings		Refer to 4 - Cash Reserves	

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

Please refer to the compilation report

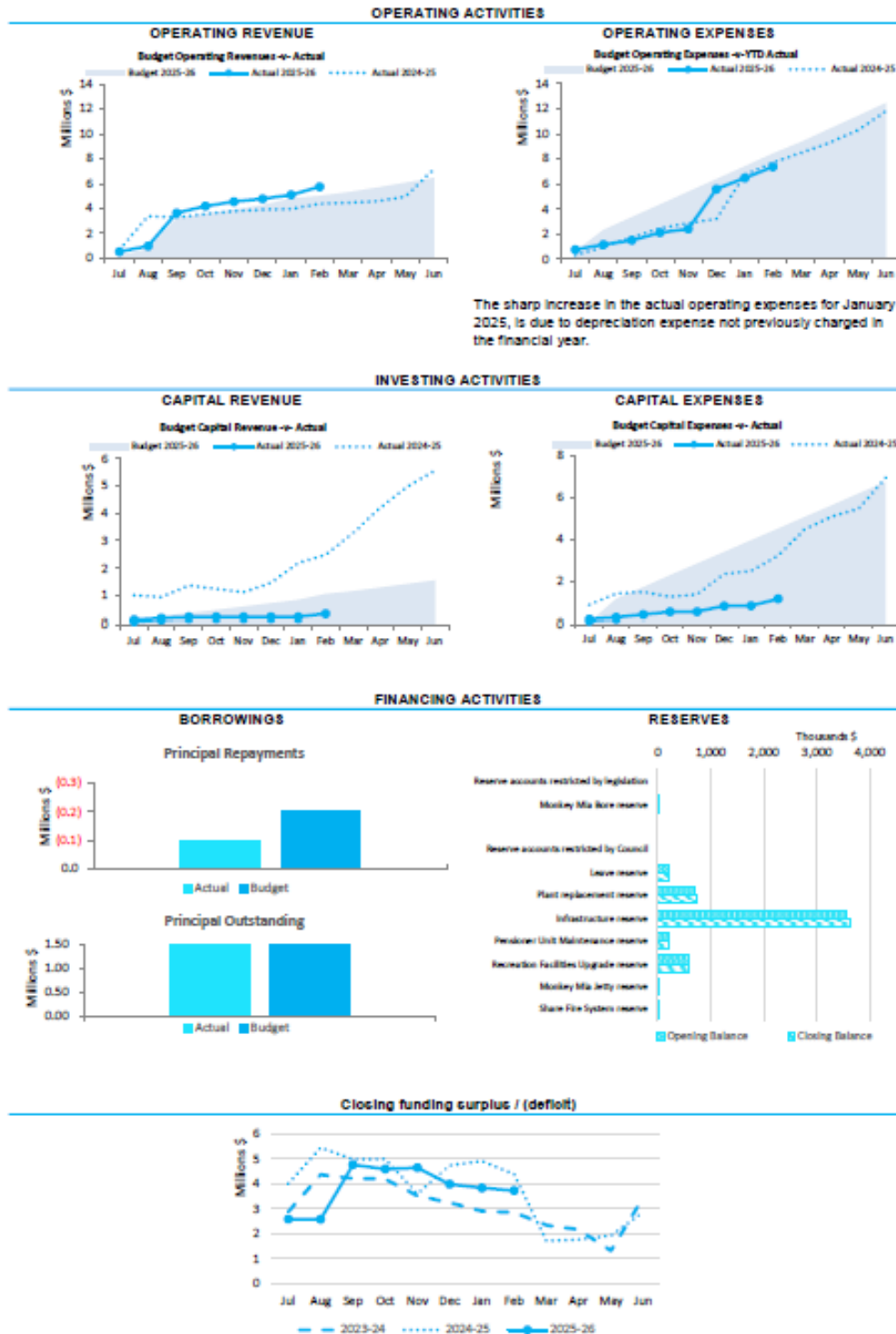
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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

2 KEY INFORMATION - GRAPHICAL



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

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

3 CASH AND FINANCIAL ASSETS AT AMORTISED COST

Description	Classification	Unrestricted	Reserve Accounts	Total	Institution	Interest Rate	Maturity Date
		\$	\$	\$			
Municipal Fund Bank	Cash and cash equivalents	2,095,661	0	2,095,661	CBA	Variable	Not applicable
Municipal Telenet Saver - 6555	Cash and cash equivalents	1,300,854	0	1,300,854	CBA	Variable	Not applicable
SHERP Telenet Saver - 6571	Cash and cash equivalents	87,730	0	87,730	CBA	Variable	Not applicable
Municipal Term Deposit - 6547	Cash and cash equivalents	24,881	0	24,881	CBA	Variable	Not applicable
Reserve Telenet Saver - 6555	Cash and cash equivalents	6,204	2,302,462	2,308,666	CBA	Variable	Not applicable
Reserve Bank Account - 6520	Cash and cash equivalents	164	0	164	CBA	Variable	Not applicable
Reserve Bank Account- 6547	Cash and cash equivalents	0	83,396	83,396	CBA	Variable	Not applicable
Reserve Bank Account - 6547	Cash and cash equivalents	0	1,051,555	1,051,555	CBA	Variable	Not applicable
Cash Float	Cash and cash equivalents	900	0	900	Cash on hand	Not applicable	Not applicable
CBA Term Deposit - 7106	Cash and cash equivalents	2,067,535	2,000,000	4,067,535	CBA	Variable	Not available
Muni Bank Deposit - 6566	Cash and cash equivalents	687,667	0	687,667	CBA	Variable	Not applicable
Total		6,271,596	5,437,413	11,709,009			
Comprising							
Cash and cash equivalents		6,271,596	5,437,413	11,709,009			
		6,271,596	5,437,413	11,709,009			

KEY INFORMATION

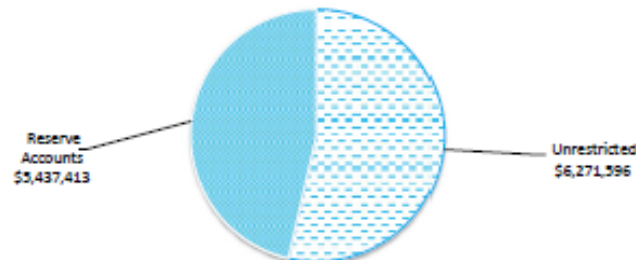
Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 8 - Other assets.



ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

4 RESERVE ACCOUNTS

Reserve account name	Budget				Actual			
	Opening Balance	Transfers		Closing Balance	Opening Balance	Transfers		Closing Balance
		In (+)	Out (-)			In (+)	Out (-)	
	\$	\$	\$	\$	\$	\$	\$	\$
Reserve accounts restricted by legislation								
Monkey Mia Bore reserve	14,999	15,000	0	29,999	14,999	0	0	14,999
Reserve accounts restricted by Council								
Leave reserve	211,638	6,772	0	218,410	211,638	3,850	0	215,488
Plant replacement reserve	713,619	22,836	0	736,455	713,619	12,971	0	726,590
Infrastructure reserve	3,546,044	489,317	(1,500,000)	2,535,361	3,546,044	64,454	0	3,610,498
Pensioner Unit Maintenance reserve	220,947	7,070	(60,000)	168,017	220,947	4,016	0	224,963
Recreation Facilities Upgrade reserve	577,289	18,473	0	595,762	577,289	10,493	0	587,782
Monkey Mia Jetty reserve	23,980	767	0	24,747	23,980	436	0	24,416
Share Fire System reserve	32,094	1,023	0	33,117	32,094	583	0	32,677
	<u>5,340,610</u>	<u>561,258</u>	<u>(1,560,000)</u>	<u>4,341,868</u>	<u>5,340,610</u>	<u>96,803</u>	<u>0</u>	<u>5,437,413</u>

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

INVESTING ACTIVITIES

5 CAPITAL ACQUISITIONS

Capital acquisitions	Adopted		YTD Actual	YTD Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Buildings	4,464,721	2,980,644	615,725	(2,364,919)
Furniture & Office Equip.	40,000	26,664	0	(26,664)
Plant, Equip. & Vehicles	676,000	450,672	343,530	(107,142)
Heritage Assets	30,000	20,000	0	(20,000)
Acquisition of property, plant and equipment	5,210,721	3,477,980	959,255	(2,518,725)
Roads (Non Town)	636,309	424,208	0	(424,208)
Footpaths	60,000	40,000	0	(40,000)
Drainage/Culverts	50,000	33,336	58,000	24,664
Town Streets	475,582	317,056	0	(317,056)
Public Facilities	305,036	203,352	115,499	(87,853)
Acquisition of infrastructure	1,526,927	1,017,952	173,499	(844,453)
Total capital acquisitions	6,737,648	4,495,932	1,132,754	(3,363,178)
Capital Acquisitions Funded By:				
Capital grants and contributions	1,429,424	952,920	232,010	(720,910)
Other (disposals & C/Fwd)	120,000	95,000	105,455	10,455
Reserve accounts				
Infrastructure reserve	1,500,000	0	0	0
Pensioner Unit Maintenance reserve	60,000	0	0	0
Contribution - operations	3,628,224	3,448,012	795,289	(2,652,723)
Capital funding total	6,737,648	4,495,932	1,132,754	(3,363,178)

KEY INFORMATION

Initial recognition

An item of property, plant and equipment or infrastructure that qualifies for recognition as an asset is measured at its cost.

Upon initial recognition, cost is determined as the amount paid (or other consideration given) to acquire the assets, plus costs incidental to the acquisition. The cost of non-current assets constructed by the Shire includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Local Government (Financial Management) Regulation 17A(5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Individual assets that are land, buildings and infrastructure acquired between scheduled revaluation dates of the asset class in accordance with the Shire's revaluation policy, are recognised at cost and disclosed as being at reportable value.

Measurement after recognition

Plant and equipment including furniture and equipment and right-of-use assets (other than vested improvements) are measured using the cost model as required under *Local Government (Financial Management) Regulation 17A(2)*. Assets held under the cost model are carried at cost less accumulated depreciation and any impairment losses being their reportable value.

Reportable Value

In accordance with *Local Government (Financial Management) Regulation 17A(2)*, the carrying amount of non-financial assets that are land and buildings classified as property, plant and equipment, investment properties, infrastructure or vested improvements that the local government controls.

Reportable value is for the purpose of *Local Government (Financial Management) Regulation 17A(4)* is the fair value of the asset at its last valuation date minus (to the extent applicable) the accumulated depreciation and any accumulated impairment losses in respect of the non-financial asset subsequent to its last valuation date.

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 28 FEBRUARY 2026

INVESTING ACTIVITIES

5 CAPITAL ACQUISITIONS (CONTINUED) - DETAILED

Capital expenditure total		Level of completion indicators			
		Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.			
		0% 20% 40% 60% 80% 100% Over 100%			
Account Description		Current Budget	Adopted Year to Date Budget	Year to Date Actual	Variance (Under)/Over
Capital Expenditure					
Buildings					
25104775	SHERP - Community Housing Project	127,721	85,144	112,772	27,628
35304736	Sport and Recreation Buildings Capital Works	267,000	178,000	119,238	(58,762)
09128000	Capital Works Staff Housing	50,000	37,500	49,554	12,054
05204750	Staff Housing Capital Works	100,000	66,664	0	(66,664)
09102810	Capital Works - Essential Worker Accommodation	3,735,000	2,490,000	334,161	(2,155,839)
10202691	Animal Shelter - Capital	40,000	26,664	0	(26,664)
25104785	Independent Living Units Capital Works	60,000	40,000	0	(40,000)
30105583	Refuse Site Shop Floor	15,000	10,000	0	(10,000)
36004997	SBDC Lighting Upgrade	50,000	33,336	0	(33,336)
36005002	SBDC Energy Efficiency Assessment	20,000	13,336	0	(13,336)
	Buildings Total	4,464,721	2,880,844	616,726	(2,384,918)
Furniture & Office Equip.					
05204975	Office Furniture & Equipment	30,000	20,000	0	(20,000)
35305506	Gymnasium Equipment	10,000	6,664	0	(6,664)
	Furniture & Office Equip. Total	40,000	26,664	0	(28,884)
Plant, Equip. & Vehicles					
05205338	ADMIN Vehicle Replacement	50,000	33,336	58,295	24,959
30400760	Mortuary Fridge Unit - Capital	7,000	4,664	0	(4,664)
35405250	Digital TV Upgrade	100,000	66,664	0	(66,664)
36004998	SBDC Airconditioner Upgrade	28,000	18,664	0	(18,664)
36005003	SBDC Solar Inverters	15,000	10,000	0	(10,000)
45156790	Electronic Road Closed Sign - Useless Loop Road	30,000	20,000	0	(20,000)
45205475	Major Plant Items - Capital	20,000	13,336	4,375	(8,961)
45205484	Water Tanker	160,000	106,664	0	(106,664)
45205515	Rangers Vehicle	62,000	41,336	57,371	16,035
45205516	Dual Cab Ute - Country	62,000	41,336	58,295	16,959
45205520	Road Sweeper (Tow Along Broom)- Country Roads	80,000	53,336	66,465	13,129
45205519	Waste Truck	0	0	40,434	40,434
45205345	FORD RANGER UTE - EXTRA VEHICLE PURCHASE	62,000	41,336	58,295	16,959
	Plant, Equip. & Vehicles Total	678,000	460,672	343,630	(107,143)
Heritage Assets					
35605182	Heritage Stables Refurbishment	30,000	20,000	0	(20,000)
	Heritage Assets Total	30,000	20,000	0	(20,000)
Roads (Non Town)					
45165670	Regional Roads Group - RRG	636,309	424,208	0	(424,208)
	Roads (Non Town) Total	636,309	424,208	0	(424,208)
Footpaths					
45145250	Town Footpaths - Dual Use Path Construction	60,000	40,000	0	(40,000)
	Footpaths Total	60,000	40,000	0	(40,000)
Town Streets					
45156690	Roads To Recovery - R2R	475,582	317,056	0	(317,056)
	Town Streets Total	475,582	317,056	0	(317,056)
Public Facilities					
35205541	Seawall Upgrade - Capital Works	20,036	13,360	72,477	59,117
05204740	Community Precinct Placemaking Capital	20,000	13,336	0	(13,336)
30105580	Refuse Site Fence (Expansion)	145,000	96,664	0	(96,664)
30105581	Refuse Site Bunding	15,000	10,000	0	(10,000)
30405593	Cemetery Upgrade	10,000	6,664	0	(6,664)
35205525	Foreshore Public Facilities Upgrade/Improvements	15,000	10,000	0	(10,000)
35305511	Town Oval and Recreation Reticulation/Resurfacing	30,000	20,000	0	(20,000)
35305586	Parks & Gardens Capital Exp	20,000	13,336	0	(13,337)
45104725	Useless Loop Rd - Waste Fence	10,000	6,664	0	(6,664)
45156789	Temporary Fencing - Capital	10,000	6,664	0	(6,664)
45205319	Refuse Site Fuel Tank and Bowser	10,000	6,664	9,828	3,164
35205524	Fish Clearing Facility - Rec Fish West Grant EXP	0	0	19,496	19,496
35205548	Foreshore BBQ Replacement	0	0	13,698	13,698
	Public Facilities Total	305,036	203,362	116,488	(87,864)
Drainage/Culverts					
45105875	Drainage/Sump Construction	50,000	33,336	58,000	24,664
	Drainage/Culverts Total	50,000	33,336	58,000	24,664
	Grand Total	6,737,648	4,486,832	1,132,764	(3,383,180)

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

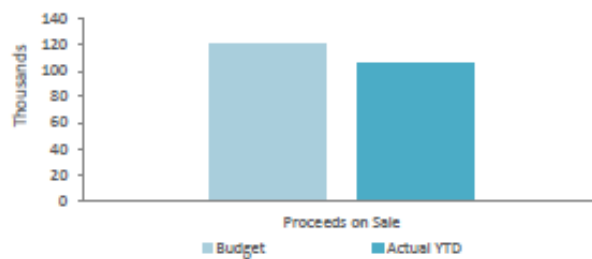
25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

OPERATING ACTIVITIES

6 DISPOSAL OF ASSETS

Asset Ref.	Asset description	Net Book Value	Budget			Net Book Value	YTD Actual		
			Proceeds	Profit	(Loss)		Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	Plant and equipment								
	Water Tanker	32,548	20,000	0	(12,548)	0	0	0	0
MV211	Admin Vehicle	9,605	25,000	15,395	0	30,000	27,273	0	(2,727)
MV220	Dual Cab Ute- Ranger	26,822	35,000	8,178	0	20,468	40,000	19,532	0
MV218	Dual Cab Ute - Country	45,804	35,000	0	(10,804)	16,337	38,182	21,845	0
	Community Bus	10,000	5,000	0	(5,000)	0	0	0	0
		124,879	120,000	23,573	(28,452)	66,805	105,455	41,377	(2,727)



Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 28 FEBRUARY 2026

OPERATING ACTIVITIES

8 OTHER CURRENT ASSETS

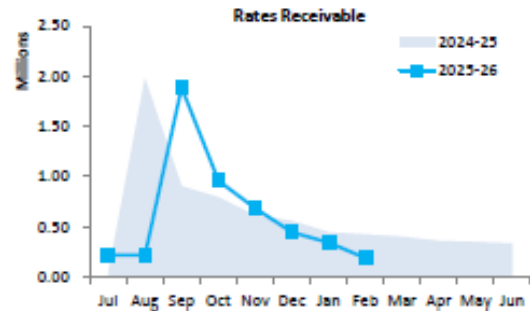
Other current assets	Opening Balance 1 July 2025	Asset Increase	Asset Reduction	Closing Balance 28 February 2026
Inventory	\$	\$	\$	\$
Stock on hand	135,734	0	0	135,734
Contract assets	405,331	0	(210,702)	194,629
Total other current assets	541,065	0	(210,702)	330,363

KEY INFORMATION

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

Contract assets
A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

OPERATING ACTIVITIES



30 Days	60 Days	90+ Days	Total
\$	\$	\$	\$
8,842	1,271	3,827	106,647
8.3%	1.2%	3.6%	
			106,647
			60,644
			51,039
			218,330

Please refer to the compilation report

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KEY INFORMATION

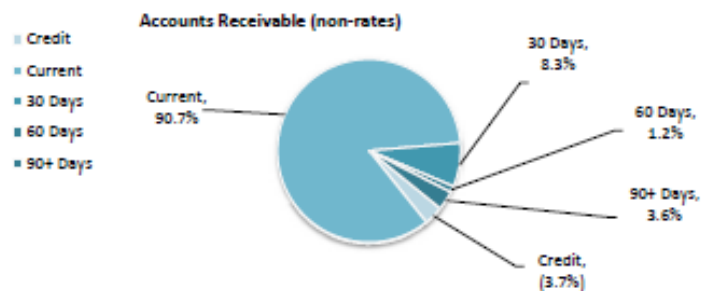
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Trade receivables are recognised at original invoice amount less any allowances for uncollectable amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Classification and subsequent measurement

Receivables which are generally due for settlement within 30 days except rates receivables which are expected to be collected within 12 months are classified as current assets. All other receivables such as, deferred pensioner rates receivable after the end of the reporting period are classified as non-current assets.

Trade and other receivables are held with the objective to collect the contractual cashflows and therefore the Shire measures them subsequently at amortised cost using the effective interest rate method.



Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

OPERATING ACTIVITIES

8 OTHER CURRENT ASSETS

	Opening Balance 1 July 2025	Asset Increase	Asset Reduction	Closing Balance 28 February 2026
	\$	\$	\$	\$
Other current assets				
Inventory				
Stock on hand	135,734	0	0	135,734
Contract assets				
Contract assets	405,331	0	(210,702)	194,629
Total other current assets	541,065	0	(210,702)	330,363
Amounts shown above include GST (where applicable)				

KEY INFORMATION

Inventory

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Contract assets

A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

25 MARCH 2026

SHIRE OF SHARK BAY
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 28 FEBRUARY 2026

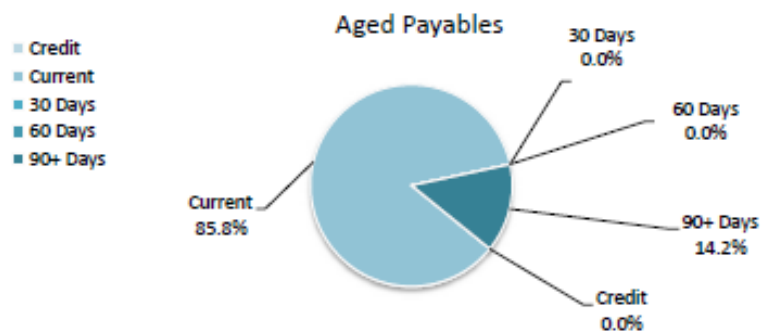
OPERATING ACTIVITIES

9 PAYABLES

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	32,727	0	0	5,413	38,140
Percentage	0.0%	85.8%	0.0%	0.0%	14.2%	
Balance per trial balance						
Sundry creditors						38,140
ATO liabilities						85,211
Other payables						90,020
Esl Liability						418
Bond Liability						75,777
Prepaid Rates						7,942
Contract retentions held						101,806
Total payables general outstanding						399,314
Amounts shown above include GST (where applicable)						

KEY INFORMATION

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the period that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition. The carrying amounts of trade and other payables are considered to be the same as their fair values, due to their short-term nature.



Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 28 FEBRUARY 2026

FINANCING ACTIVITIES

10 BORROWINGS

Repayments - borrowings

Information on borrowings Particulars	Loan No.	1 July 2026	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$
Town Oval Bore	58	632,077	0	0	(17,844)	(35,888)	614,233	596,189	(11,514)	(13,959)
Essential Worker Accommodation	59	1,920,518	0	0	(81,350)	(164,612)	1,839,168	1,755,906	(57,941)	(86,889)
Total		2,662,686	0	0	(99,194)	(200,600)	2,463,401	2,362,086	(69,465)	(100,848)
Current borrowings		200,500					101,306			
Non-current borrowings		2,352,095					2,352,095			
		2,662,686					2,463,401			

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION

The Shire has elected to recognise borrowing costs as an expense when incurred regardless of how the borrowings are applied.

Fair values of borrowings are not materially different to their carrying amounts, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature.

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 28 FEBRUARY 2026

OPERATING ACTIVITIES

11 OTHER CURRENT LIABILITIES

	Note	Opening Balance 1 July 2025 \$	Liability transferred from/(to) non current \$	Liability Increase \$	Liability Reduction \$	Closing Balance 28 February 2026 \$
Other current liabilities						
Other liabilities						
Contract liabilities		74,537	0	360,089	(189,674)	244,952
Capital grant/contributions liabilities		399,600	0	204,807	(152,010)	452,397
Total other liabilities		474,137	0	564,896	(341,684)	697,349
Employee Related Provisions						
Provision for annual leave		99,323	0	0	0	99,323
Provision for long service leave		81,989	0	0	0	81,989
Total Provisions		181,312	0	0	0	181,312
Total other current liabilities		655,449	0	564,896	(341,684)	878,661

Amounts shown above include GST (where applicable)

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 12 and 13

KEY INFORMATION

Provisions

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured. Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee Related Provisions

Short-term employee benefits

Provision is made for the Shire's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Shire's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as employee related provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The Shire's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Shire does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer.

Capital grant/contribution liabilities

Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the Shire are recognised as a liability until such time as the Shire satisfies its obligations under the agreement.

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 28 FEBRUARY 2026

OPERATING ACTIVITIES

12 GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Unspent grant, subsidies and contributions liability					Grants, subsidies and contributions revenue		
	Liability	Increase In	Decrease In	Liability	Current	Adopted	YTD	YTD
	1 July 2026	Liability	Liability	28 Feb 2026	Liability	Budget	Budget	Revenue
	\$	\$	(As revenue)	\$	\$	\$	\$	\$
Grants and subsidies								
Grants Commission - General	0	0	0	0	0	971,190	647,456	825,660
Grants Commission - Roads	0	0	0	0	0	342,973	228,648	230,116
FESA Grant - Operating Bush Fire Brigade	0	7,704	(5,550)	2,154	2,154	10,796	7,192	5,550
Grant FESA - SES	0	23,600	(23,600)	0	0	47,200	31,464	40,638
Planning & Strategy - Regional North LG	42,149	0	(937)	41,212	41,212	42,149	28,096	938
DLGSC - Regional Arts Venues Support	4,412	55,240	(11,706)	47,946	47,946	59,651	39,760	11,705
Road Preservation Grant	0	0	0	0	0	161,421	107,608	171,485
Useless Loop Road - Mtce	0	132,000	(132,000)	0	0	330,000	220,000	264,000
Grants - Community Development	0	1,000	(1,000)	0	0	1,000	664	1,000
Every Club - Gaming & Wagering Com	2,966	0	0	2,966	2,966	10,166	6,776	0
Gaming & Wagering Com - Out of School Programs	0	0	0	0	0	30,000	20,000	0
Grant - Horizon - Beats in the Bay	0	0	0	0	0	5,000	3,328	0
Grant - Youth Life Skills Program -INC	10,000	0	(326)	9,674	9,674	10,000	6,664	326
Useless Loop Road - Extra Grades	0	136,000	0	136,000	136,000	0	0	0
DIGITAL LIBRARY BOARD - GRANT	0	4,545	(4,545)	0	0	0	0	4,545
	68,627	380,089	(178,864)	238,862	238,862	2,021,648	1,347,868	1,656,883
Contributions								
Donations - HMAS Sydney Exhibit	0	0	0	0	0	250	160	155
Coburn Resources Education Contribution	5,000	0	0	5,000	5,000	5,000	3,328	0
Contribution to Road Maintenance - Pipeline	10,010	0	(10,010)	0	0	10,000	6,664	10,010
	15,010	0	(10,010)	5,000	5,000	15,250	10,152	10,165
TOTALS	74,637	380,089	(188,874)	244,862	244,862	2,036,898	1,357,808	1,666,128

Please refer to the compilation report

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 28 FEBRUARY 2026

INVESTING ACTIVITIES

13 CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Capital grant/contribution liabilities					Capital grants, subsidies and contributions revenue		
	Liability	Increase in Liability	Decrease in Liability	Liability	Current Liability	Adopted Budget Revenue	YTD Budget	YTD Revenue
	1 July 2025		(As revenue)	28 Feb 2026	28 Feb 2026			
	\$	\$	\$	\$	\$	\$	\$	\$
Capital grants and subsidies								
Grant - Cyclone Seroja Resilience - Income	301,879	0	(119,238)	182,641	182,641	301,879	201,248	119,238
Grant - Essential Worker Accommodation - GDC	50,000	0	0	50,000	50,000	50,000	33,328	0
Roads To Recovery Grant - Cap	0	0	0	0	0	475,582	317,048	0
RRG Grants - Capital Projects	0	169,683	0	169,683	169,683	424,206	282,800	0
Local Road and Community Infrastructure Program	0	0	0	0	0	30,000	20,000	0
Grant - Seawall Revetment Capital Projects	0	0	0	0	0	20,036	13,352	0
Grant - SHERP Community Housing Project	47,721	0	(32,772)	14,949	14,949	127,721	85,144	112,772
Lotterywest Library Upgrade Grant	0	35,124	0	35,124	35,124	0	0	0
	398,800	204,807	(162,010)	462,397	462,397	1,428,424	862,820	292,010

Please refer to the compilation report

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25 MARCH 2026

10.3 BUDGET REVIEW 2025/2026

CM00017

Author

Chief Executive Officer

Moore Australia (WA) Pty Ltd

Disclosure of Any Interest

Nil

Moved

Cr Johns

Seconded

Cr Cowell

Council Resolution

a) That Council adopt by absolute majority the 2025/2026 mid-year budget review as attached.

b) That Council adopt by absolute majority the following budget amendments to the 2025/2026 adopted annual budget:

Operating Revenue	Grants Subsidies and Contributions	Increase provision by	\$293,602
Operating Revenue	Fees and Charges	Increase provision by	\$147,160
Operating Revenue	Interest Revenue	Increase provision by	\$16,100
Operating Revenue	Other Revenue	Increase provision by	\$69,500
Operating Revenue	Profit on asset disposals	Increase provision by	\$30,804
Operating Expenditure	Employee Costs	Increase provision by	\$196,303
Operating Expenditure	Materials and Contracts	Increase provision by	\$317,388
Operating Expenditure	Other Expenditure	Increase provision by	\$9,159
Operating Expenditure	Loss on asset disposals	Decrease provision by	\$-8,177
Capital Revenue	Capital Grants Subsidies and Contributions	Increase provision by	\$134,000
Capital Revenue	Proceeds from disposal of assets	Increase provision by	\$50,455
Capital Expenditure	Land and Buildings	Increase provision by	\$18,551
Capital Expenditure	Plant and Equipment	Increase provision by	\$113,434
Capital Expenditure	Infrastructure Roads	Increase provision by	\$8,000
Capital Expenditure	Infrastructure Other	Decrease provision by	\$-52,559

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Expenditure

Surplus Carried Forward	Increase provision by	\$2,658
Transfer to Infrastructure Reserve	Increase provision by	\$103,199

7/0 CARRIED BY ABSOLUTE MAJORITY

<u>FOR:</u>	Cr's Bellottie, Cowell, Fenny, Johns, Ridgley, Smith and Stubberfield
<u>AGAINST:</u>	Nil
<u>ABSENT:</u>	Nil

Summary

To consider the Shire's financial position as at 31 January 2026 and performance for the period 1 July 2025 to 31 January 2026 in relation to the adopted annual budget and projections estimated for the remainder of the financial year.

Background

The budget review has been prepared to include information required by the Local Government Act 1995, Local Government (Financial Management) Regulations 1996 and Australian Accounting Standards. The report for the period 1 July 2025 to 31 January 2026 shown in the attachment has been prepared incorporating year to date budget variations and forecasts to 30 June 2026 and is presented for council's consideration.

Consideration of the status of various projects and programs was undertaken to ensure any anticipated variances were captured within the review document where possible.

The material variance levels which have been reported for the budget review, have utilised the same materiality levels as monthly reporting to determine the extent of explanation / are based on a materiality level of \$20,000 and 10% implemented for the purpose of the budget review / are based upon management judgement where explanations are considered appropriate.

Comment

The budget review report includes at Note 4 a summary of predicted variances contained within the Statement of Financial Activity, including whether variances are considered to be permanent (where a difference is likely between the current budget and the expected outcome to 30 June) or due to timing (e.g. where a project is likely to be delayed).

Features of the budget review include:

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

Increase in fees and charges for the MRWA Monkey Mia Road, rentals and SBDC merchandise sales. Some independent living unit rentals were not accounted for in the adopted budget.	\$147,160
Interest earnings on investments accounts are higher than predicted.	\$16,100
New grant funding received for the digital library noticeboard and extra grades to be completed on the Useless Loop Road. Potential new grant to be received from Department of Housing for building condition assessments. Increase to the financial assistance grant scheme and MRWA direct grants as per the payment schedules.	\$298,602
Horizon Power grant for Beats in the Bay not going ahead.	(\$5,000)
New budget to receive reimbursements from insurance claims. Increased budget for the SBDC sale consignments.	\$69,500
New budget items for employee costs towards community events & festivals, independent living unit maintenance, plant operations. Increased budgets for the MRWA Monkey Mia Road and national superannuation guarantee payments.	(\$219,500)
Employee costs savings occurred at the town parks maintenance.	\$23,197
New budget expenditure for the building condition assessments to be done and the Useless Loop Road maintenance (matched with grant funding)	(\$190,000)
Increased materials and contracts budgets for the depot tools & minor plant, maintenance on country roads, MRWA Monkey Mia Road.	(\$162,222)
Savings on community events and festivals as Beats in the Bay not going ahead.	\$34,834
Budget increase for crossover maintenance and the SBDC consignment expenses.	(\$9,159)
New capital grant to be received from DBCA for drainage/sump construction \$58,000, Fish Cleaning Facility \$40,000 and Lotterywest library upgrades \$36,000	\$134,000
Increase in proceeds on disposal of plant items from budget estimates and including new trade of Ford Territory.	\$50,455
New budget items for the Lotterywest library upgrade with matching funding. SBDC security upgrades.	(\$66,000)
Savings on independent living units upgrades and the SHERP community housing as project is complete.	\$47,449
Plant purchase for the replacement of the Ford Territory. Upgrades have occurred on the waste truck. Toolboxes purchased for new vehicles.	(\$141,434)
Savings on road sweeper. Reduce budget for the SBDC air conditioner upgrade.	\$28,000
New capital budget for the fish cleaning facility with matching funding. Increase budget for the seawall upgrade works now completed.	(\$92,441)
Refuse site fence expansion project to be carried forward to the 26/27 budget.	\$145,000
Increase budget for the drainage/sump construction with matching funding.	(\$8,000)
Transfer to infrastructure reserve	(\$103,199)
Increase in net current assets brought forward upon receipt of audited annual financial statements.	\$2,658
Overall Change (surplus)	\$0

In considering the above variances and projections within the attached budget review, the closing position remains as budgeted which is reflected in the Statement of Budget Review.

Following completion of the budget review and to properly consider the impact of estimated projections at 30 June 2025, some items have been identified as requiring

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a budget amendment to properly account for these variances where appropriate. Required budget amendments have been included in Note 4 of the attached budget review document for information and presented as a separate recommendation to the budget review for council consideration.

Statutory Environment

Regulation 33A of the *Local Government (Financial Management) Regulations 1996* requires:

- (1) Between 1 January and the last day of February in each financial year a local government is to carry out a review of its annual budget for that year.
- (2A) The review of an annual budget for a financial year must —
 - (a) consider the local government's financial performance in the period beginning on 1 July and ending no earlier than 31 December in that financial year; and
 - (b) consider the local government's financial position as at the date of the review; and
 - (c) review the outcomes for the end of that financial year that are forecast in the budget; and
 - (d) include the following —
 - (i) the annual budget adopted by the local government;
 - (ii) an update of each of the estimates included in the annual budget;
 - (iii) the actual amounts of expenditure, revenue and income as at the date of the review;
 - (iv) adjacent to each item in the annual budget adopted by the local government that states an amount, the estimated end of year amount for the item.
- (2) The review of an annual budget for a financial year must be submitted to the council on or before 31 March in that financial year.
- (3) A council is to consider a review submitted to it and is to determine* whether or not to adopt the review, any parts of the review or any recommendations made in the review.

**Absolute majority required.*
- (4) Within 14 days after a council has made a determination, a copy of the review and determination is to be provided to the Department.

Section 6.8(1) (b) of the *Local Government Act 1995* provides that expenditure can be incurred when not included in the annual budget provided it is authorised in advance by resolution (absolute majority required).

Policy Implications

There are no known policy implications associated with this report.

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Financial Implications

Authorisation of expenditure through budget amendments recommended. Other specific financial implications are as outlined in the body of this report.

Strategic Implications

Council Plan 2023 - 2033

- Outcome 6: A strategically focused, unified Council, functioning efficiently.
 - Strategy 6.1 Effectively represent and promote the Shire of Shark Bay.
- Outcome 7: A transparent, resilient organisation demonstrating leadership and governance.
 - Strategy 7.1 Encourage and support community engagement.
 - Strategy 7.2 Provide appropriate services to the community in a professional manner.

Risk Management

There is a requirement under the Local Government (Financial Management) Regulations 1996 that a budget review be undertaken and therefore Council needs to comply with the legislation. Therefore, to not adopt a recommendation would present a high risk to Council.

Consultation

Dale Chapman – Chief Executive Officer

Michelle Fanali – Executive Manager Community Development

Jane Green – Manager Finance and Administration

Brian Galvin – Works Manager

Moore Australia WA

Attachments

Attachment – 2025/2026 Budget Review Statement of Financial Activity, notes on Closing Funds, and Budget Amendments.

Voting Requirements

Absolute Majority Required

Signatures

Chief Executive Officer

D Chapman

Date of Report

19 March 2026

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SHIRE OF SHARK BAY

BUDGET REVIEW REPORT

FOR THE PERIOD ENDED 31 JANUARY 2026

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
STATEMENT OF BUDGET REVIEW
FOR THE PERIOD ENDED 31 JANUARY 2026

		Budget v Actual			Estimated Year at End Amount (b)	Predicted Variance (b) - (a)	
	Note	Adopted Budget \$	Updated Budget Estimates (a) \$	Year to Date Actual \$			
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates		1,965,289	1,965,289	1,971,499	1,965,289	0	
Rates excluding general rates		128,403	128,403	128,403	128,403	0	
Grants, subsidies and contributions	4.1	2,036,796	2,036,796	1,075,546	2,330,398	293,602	▲
Fees and charges	4.2	1,872,795	1,872,795	1,552,778	2,019,955	147,160	▲
Interest revenue	4.3	265,414	265,414	184,535	281,514	16,100	▲
Other revenue	4.4	170,638	170,638	176,897	240,138	69,500	▲
Profit on asset disposals	4.5	23,573	23,573	0	54,377	30,804	▲
		6,462,908	6,462,908	5,089,658	7,020,074	557,166	
Expenditure from operating activities							
Employee costs	4.6	(2,993,110)	(2,993,110)	(1,605,015)	(3,189,413)	(196,303)	▼
Materials and contracts	4.7	(3,109,251)	(3,109,251)	(1,242,913)	(3,426,639)	(317,388)	▼
Utility charges		(220,068)	(220,068)	(110,975)	(220,068)	0	
Depreciation		(5,539,681)	(5,539,681)	(3,098,845)	(5,539,681)	0	
Finance costs		(100,848)	(100,848)	(69,455)	(100,848)	0	
Insurance		(257,560)	(257,560)	(241,147)	(257,560)	0	
Other expenditure	4.8	(236,964)	(236,964)	(102,872)	(246,123)	(9,159)	▼
Loss on asset disposals	4.9	(28,452)	(28,452)	0	(20,275)	8,177	▲
		(12,485,934)	(12,485,934)	(6,471,222)	(13,000,607)	(514,673)	
Non-cash amounts excluded from operating activities	4.10	5,544,560	5,544,560	3,098,845	5,505,579	(38,981)	▼
Amount attributable to operating activities		(478,466)	(478,466)	1,717,281	(474,964)	3,512	
INVESTING ACTIVITIES							
Inflows from investing activities							
Capital grants, subsidies and contributions	4.11	1,429,424	1,429,424	228,510	1,563,424	134,000	▲
Proceeds from disposal of assets	4.12	120,000	120,000	0	170,455	50,455	▲
		1,549,424	1,549,424	228,510	1,733,879	184,455	
Outflows from investing activities							
Purchase of land and buildings	4.13	(4,494,721)	(4,494,721)	(533,587)	(4,513,272)	(18,551)	▼
Purchase of plant and equipment	4.14	(676,000)	(676,000)	(111,274)	(789,434)	(113,434)	▼
Purchase of furniture and equipment		(40,000)	(40,000)	0	(40,000)	0	
Purchase and construction of infrastructure-roads	4.15	(1,161,891)	(1,161,891)	(58,000)	(1,169,891)	(8,000)	▼
Purchase and construction of infrastructure-other	4.16	(365,036)	(365,036)	(100,478)	(312,477)	52,559	▲
		(6,737,648)	(6,737,648)	(803,339)	(6,825,074)	(87,426)	
Amount attributable to investing activities		(5,188,224)	(5,188,224)	(574,829)	(5,091,195)	97,029	
FINANCING ACTIVITIES							
Cash inflows from financing activities							
Transfers from reserve accounts		1,560,000	1,560,000	0	1,560,000	0	
		1,560,000	1,560,000	0	1,560,000	0	
Cash outflows from financing activities							
Repayment of borrowings		(200,500)	(200,500)	(99,194)	(200,500)	0	
Transfers to reserve accounts	4.17	(561,258)	(561,258)	(76,496)	(664,457)	(103,199)	▼
		(761,758)	(761,758)	(175,690)	(864,957)	(103,199)	
Non-cash amounts excluded from financing activities		2,000,000	2,000,000	0	2,000,000	0	
Amount attributable to financing activities		2,798,242	2,798,242	(175,690)	2,695,043	(103,199)	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year	4.18	2,868,448	2,868,448	2,871,106	2,871,106	2,658	▲
Amount attributable to operating activities		(478,466)	(478,466)	1,717,281	(474,964)	3,512	
Amount attributable to investing activities		(5,188,224)	(5,188,224)	(574,829)	(5,091,195)	97,029	
Amount attributable to financing activities		2,798,242	2,798,242	(175,690)	2,695,043	(103,199)	
Surplus or deficit after imposition of general rates		0	0	3,837,868	0	0	

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SHIRE OF SHARK BAY
NOTES TO AND FORMING PART OF THE BUDGET REVIEW REPORT
FOR THE PERIOD ENDED 31 JANUARY 2026

1. BASIS OF PREPARATION

This budget review has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the budget review be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from *AASB 16 Leases* which would have required the Shire of Shark Bay to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 33A prescribes contents of the budget review.

Accounting policies which have been adopted in the preparation of this budget review have been consistently applied unless stated otherwise. Except for the statement of financial activity, the budget review has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

Year to Date Actual balances

Balances shown in this budget as Year to Date Actual are based on records at the time of preparation of the budget review and are subject to final adjustments.

Rounding off figures

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

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the Shire of Shark Bay controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Critical accounting estimates and judgements

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

As with all estimates, the use of different assumptions could lead to material changes in the amounts reported in the budget review.

The following are estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the current financial year:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimation of fair values of provisions

MATERIAL ACCOUNTING POLICIES

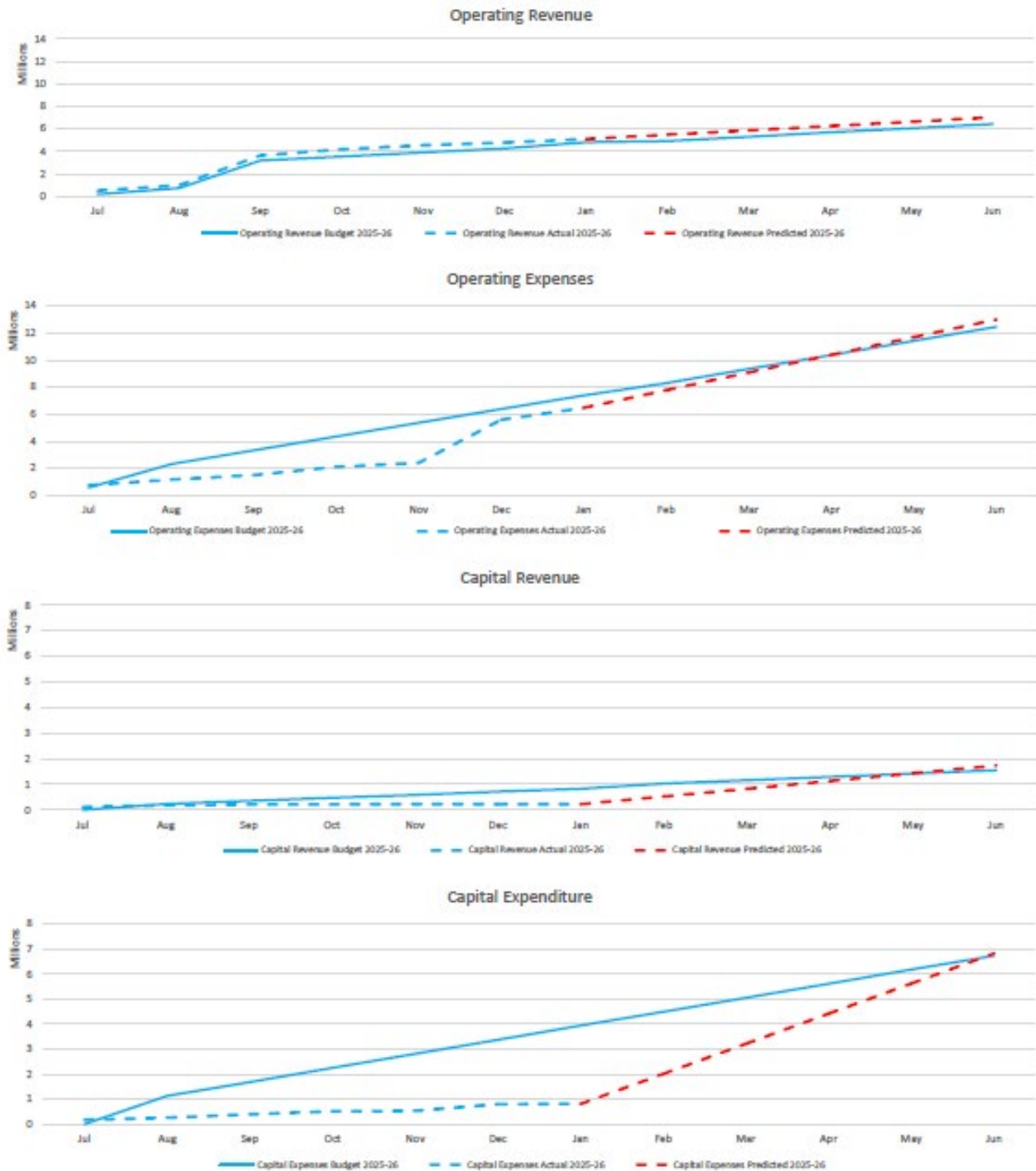
Material accounting policies utilised in the preparation of these statements are as described within the 2025-26 Annual Budget. Please refer to the adopted budget document for details of these policies.

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
SUMMARY GRAPHS - BUDGET REVIEW
FOR THE PERIOD ENDED 31 JANUARY 2026

2. SUMMARY GRAPHS - BUDGET REVIEW



This information is to be read in conjunction with the accompanying financial statements and notes.

ORDINARY COUNCIL MEETING MINUTES

25 MARCH 2026

SHIRE OF SHARK BAY
NOTES TO THE BUDGET REVIEW REPORT
FOR THE PERIOD ENDED 31 JANUARY 2028

3 NET CURRENT FUNDING POSITION

EXPLANATION OF DIFFERENCE IN NET CURRENT ASSETS AND SURPLUS/(DEFICIT)

	Audited Actual 30 June 2025	Adopted Budget 30 June 2026	Updated Budget Estimates 30 June 2026	Year to Date Actual 31 January 2026	Estimated Year at End Amount 30 June 2026
	\$	\$	\$	\$	\$
(a) Composition of estimated net current assets					
Current assets					
Cash and cash equivalents	10,595,904	4,603,302	4,603,302	11,535,094	4,706,501
Trade and other receivables	558,931	451,091	451,091	631,783	451,091
Inventories	135,734	120,918	120,918	135,734	120,918
Contract assets	405,331	0	0	194,629	0
	11,695,900	5,175,311	5,175,311	12,497,240	5,278,510
Less: current liabilities					
Trade and other payables	(828,735)	(617,386)	(617,386)	(395,118)	(617,386)
Contract liabilities	(74,537)	0	0	(245,063)	0
Capital grant/contribution liability	(399,600)	0	0	(420,773)	0
Borrowings	(200,500)	(209,137)	(209,137)	(101,306)	(209,137)
Employee related provisions	(181,312)	(216,057)	(216,057)	(181,312)	(216,057)
	(1,684,684)	(1,042,580)	(1,042,580)	(1,343,572)	(1,042,580)
Net current assets	10,011,216	4,132,731	4,132,731	11,153,668	4,235,930
Less: Total adjustments to net current assets	(7,140,110)	(4,132,731)	(4,132,731)	(7,315,800)	(4,235,930)
Closing funding surplus / (deficit)	2,871,106	0	0	3,837,868	0
(b) Items excluded from calculation of budgeted deficiency					
When calculating the budget deficiency for the purpose of Section 6.2 (2)(c) of the Local Government Act 1995 the following amounts have been excluded as provided by Local Government (Financial Management) Regulation 32 which will not fund the budgeted expenditure.					
Adjustments to net current assets					
Less: Reserve accounts	(5,340,610)	(4,341,868)	(4,341,868)	(5,417,106)	(4,445,067)
Less: Unspent loans	(2,000,000)	0	0	(2,000,000)	0
Add: Current liabilities not expected to be cleared at end of year - Current portion of borrowings	200,500	209,137	209,137	101,306	209,137
Total adjustments to net current assets	(7,140,110)	(4,132,731)	(4,132,731)	(7,315,800)	(4,235,930)
Adjustments to operating activities					
Less: Profit on asset disposals	(25,732)	(23,573)	(23,573)	0	(54,377)
Less: Movement in liabilities associated with restricted cash	596	0	0	0	0
Less: Fair value adjustments to financial assets at fair value through profit or loss	1,776	0	0	0	0
Add: Loss on disposal of assets	87,637	28,452	28,452	0	20,275
Add: Depreciation on assets	5,242,218	5,539,681	5,539,681	3,098,845	5,539,681
Non-cash movements in non-current assets and liabilities:					
Pensioner deferred rates	319	0	0	0	0
Employee benefit provisions	(26,482)	0	0	0	0
Non-cash amounts excluded from operating activities	5,280,332	5,544,560	5,544,560	3,098,845	5,505,579
Adjustments to financing activities					
Non cash proceeds from unspent loans	(2,000,000)	2,000,000	2,000,000	0	2,000,000
Non cash amounts excluded from financing activities	(2,000,000)	2,000,000	2,000,000	0	2,000,000



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SHIRE OF SHARK BAY
NOTES TO THE REVIEW OF THE ANNUAL BUDGET
FOR THE PERIOD ENDED 31 JANUARY 2026

4 PREDICTED VARIANCES

	Variance \$	
Revenue from operating activities		
4.1 Grants, subsidies and contributions	293,602	▲
Increase budget for the Financial Assistance Grant scheme and Main Roads WA direct grant inline with the schedule of payments. New grant received for the digital library notice board and Useless Loop extra grades. Potential new grant to be received for building condition assessments. Reduction in Horizon Power Beats in the Bay grant as event no longer going ahead.		
4.2 Fees and charges	147,160	▲
Increase for new budget line items for rental of the independent living units. Increase budget for the rent at Community Resource Centre, SBDC sale of merchandise and Main Roads Monkey Mia Road fees.		
4.3 Interest revenue	16,100	▲
Interest earnings on investment accounts higher than expected.		
4.4 Other revenue	69,500	▲
New budget line item for insurance reimbursements. Increase budgets for other reimbursements and SBDC sale consignments.		
4.5 Profit on asset disposals	30,804	▲
Update budget items for sale of admin vehicle, ranger vehicle and country vehicle. New item for the sale of admin ford.		
Expenditure from operating activities		
4.6 Employee costs	(196,303)	▼
New budget item for independent living unit maintenance, SBDC staff medicals, employee roster days off and the plant repairs & maintenance. Increase budget for the Main Roads Monkey Mia expense.		
4.7 Materials and contracts	(317,388)	▼
New budget item for building condition assessments. Increase budgets for depot tools & minor plant, country roads maintenance, Useless Loop Road extra grades maintenance, Main Roads Monkey Mia plant costs.		
Decrease budget for the Beats in the Bay event not going ahead.		
4.8 Other expenditure	(9,159)	▼
Increase budget for the SBDC consignment expense and also crossover maintenance.		
4.9 Loss on asset disposals	8,177	▲
Update budget item for sale of admin vehicle.		
4.10 Non-cash amounts excluded from operating activities	(38,981)	▼
Plant and equipment asset disposals.		
Inflows from investing activities		
4.11 Capital grants, subsidies and contributions	134,000	▲
New grants to be received for the fish cleaning facility, Lotterywest library upgrade and DBCA drainage/sump construction.		
4.12 Proceeds from disposal of assets	50,455	▲
Update budget items for sale of admin vehicle, ranger vehicle and country vehicle. New item for the sale of admin ford.		
Outflows from investing activities		
4.13 Purchase of land and buildings	(18,551)	▼
Reduce budget for the SHERP and independent living units capital works as projects complete.		
New budget for the SBDC security upgrades and Lotterywest library upgrade.		
4.14 Purchase of plant and equipment	(113,434)	▼
Reduce budget for the SBDC air conditioning upgrade. Reduce road sweeper budget as plant has come under budget.		
Increase plant purchase items to include fixed tool boxes. New budget for admin Ford vehicle replacement and upgrade the waste truck.		
4.15 Purchase and construction of infrastructure-roads	(8,000)	▼
Increase the drainage/sump construction budget.		
4.16 Purchase and construction of infrastructure-other	52,559	▲
Reduce the refuse site fence expansion budget and carry forward to the 26/27 budget.		
New budget item for the fish cleaning facility. Increase the seawall budget as per YTD expenditure.		
Cash outflows from financing activities		
4.17 Transfers to reserve accounts	(103,199)	▼
Transfer to the infrastructure reserve.		
4.18 Surplus or deficit at the start of the financial year	2,658	▲
Difference between adopted 2025/26 budget and the closing balance of the 2024/25 audited statements.		



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11.0 TOWN PLANNING REPORT

11.1 LOCAL DEVELOPMENT PLAN – LOT 304 SUNDAY ISLAND BAY, DIRK HARTOG ISLAND P4281

AUTHOR

Amanda Butterworth, Allering and Associates (Independent Planning Consultant)

DISCLOSURE OF ANY INTEREST

Declaration of Interest: Amanda Butterworth, Allering and Associates

Nature of Interest: Financial Interest as receive planning fees for advice to the Shire – Section 5.60A of *Local Government Act 1995*

Declaration of Interest: Cr Bellottie

Nature of Interest: Impartiality Interest as Malgana and Department of Biodiversity, Conservation and Attractions Joint Management.

Declaration of Interest: Cr Johns

Nature of Interest: Impartiality Interest as an Employee of the Department of Biodiversity, Conservation and Attractions responsible for visitor management to Dirk Hartog Island and Joint Management planning for Dirk Hartog Island.

Council Resolution

That Council:

- A. Note that the Local Development Plan has been advertised for public comment, and advertising closed on the 6 September 2025. General submissions are included in Attachment 3, and bushfire submissions are included in Attachment 5.
- B. Resolve to refuse the Local Development Plan for Lot 304 Sunday Bay Island, Dirk Hartog Island, prepared by DHI Development Pty Ltd and submitted by Altus Planning dated February 2026, in accordance with Part 6, Schedule 2, Clause 52 (1) (b) of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 for the following reasons:
 1. The Local Development Plan does not comply with State Planning Policy 3.7: Bushfire as:
 - (a) The proposal would facilitate development that would place the lives of vulnerable visitors at an unacceptable risk.
 - (b) It does not prioritise the retention of native vegetation for biodiversity conservation, environmental protection and landscape amenity. The proposal could require clearing or disturbance of vegetation for an area up to 3.51 hectares, being over 30% of the lot, to accommodate the proposed eight building envelopes, parking areas and associated asset protection zones.
 2. The Local Development Plan does not satisfactorily address conditions of Schedule B applicable to Special Use Zone (SU14) under the Shire of Shark Bay Local Planning Scheme No. 4. More specifically the Local Development does not satisfy the following conditions:
 - (a) Condition 3)(iv) relating to bushfire management. The Local Development Plan proposes use of on site shelter/s and pursuant to the WAPC Planning for Bushfire Guidelines Appendix B, Clause B5.2.3, on site shelter/s require ongoing maintenance and annual testing that is to be overseen by the local government. The Shire of Shark Bay cannot take responsibility for ongoing inspections and

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- oversight of the on site shelter/s for the life of the development, and therefore the use of on site shelter/s is deemed not suitable.
- (b) Condition 3)(i) as the Local Development Plan: Management Plan does not demonstrate that:
- i. Satisfactory arrangements are in place for the ongoing maintenance of vehicular access through the Dirk Hartog Island National Park, including any required upgrading and/or maintenance to the track from the barge to Lot 304 and the east – west access track that provides access to Lot 304;
 - ii. All effluent disposal systems can be located a minimum of 100 metres above the high water mark;
 - iii. A secure and ongoing sustainable supply of water can be provided for the life of the development; and
 - iv. Waste management including onsite storage and removal off site has been satisfactorily addressed.
- (c) Condition 3(v) in that the Environmental report outlines potential clearing or disturbance of vegetation for an area up to 3.51 hectares, being over 30% of the lot, in order to accommodate the eight building envelopes, parking areas and associated asset protection zones. This amount of clearing/disturbance to the vegetation is considered to have an adverse impact (greater than a low impact) on the natural environment and have the potential to compromise the high conservation values and ecological values and special attributes of the island.
- (d) Condition(vi) in that the design guidelines do not provide quantifiable criteria to demonstrate that the development will be sympathetic to the natural character of the island.
3. Approval of this Local Development Plan would not be consistent with the purpose of the Shark Bay World Heritage Property Special Control Area, which is to ensure the protection of World Heritage Values.
4. Approval of the Local Development Plan would be contrary to Clause 67 (2) of the *Planning and Development (Local Planning Schemes Regulations 2015*, specifically:
- (a) Clause (c) in that approval of the Local Development Plan would not satisfy the objectives of State Planning Policy 3.7: Bushfire;
 - (b) Clause (m) in that the proposal is not compatible with its setting as the Local Development Plan proposes potential clearing or disturbance of vegetation for an area up to 3.51 hectares, being over 30% of the lot, in order to accommodate the eight building envelopes, parking areas and associated asset protection zones. This is not compatible with the Shark Bay World Heritage values;
 - (c) Clause (o) in that the Local Development Plan would facilitate development that has the potential to adversely affect the natural and marine environment particularly in regard to clearing/disturbance of vegetation and the impact of effluent disposal areas in proximity to the marine environment;
 - (d) Clause (p) in that the Local Development Plan does not demonstrate that native vegetation will be preserved, particularly given the potential extent of vegetation to be cleared/disturbed;

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- (e) Clause (q) in that the Local Development Plan does not demonstrate suitability of the land taking into account possible risk of bushfire, soil erosion and land degradation (as a result of clearing/disturbance);
 - (f) Clause (r) as the use of on site shelters is not supported by the Shire, the Local Development Plan proposes a possible risk to human safety in the event of a bushfire;
 - (g) Clause (s) in that the Applicant has not provided sufficient information in regard to the ongoing responsibility and maintenance for the access tracks from the barge landing location on Dirk Hartog Island to Lot 304;
 - (h) Clause (u) in that the Local Development Plan does not satisfactorily address the storage, management and collection of waste;
 - (i) Clause (zb) in that approval of the Local Development Plan is considered to be contrary to the protection of the World Heritage Values of the Shark Bay World Heritage Property
- C. Advise the applicant that they have a right to lodge an application to the State Administrative Tribunal to seek a review of the Council decision, in accordance with Clause 54 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 and Part 14 of the Planning and Development Act 2005.
- D. Authorise the Chief Executive Officer to advise all authorities and submitters of the Council decision in writing.

Moved Cr Smith
Seconded Cr Fenny

Council Resolution

That Council defer Item 11.1 – Local Development Plan – Lot 304 Sunday Island Bay, Dirk Hartog Island after Council conducts a site visit to Lot 304 and seek clarification on existing and current information. The item is to be presented to the July 2026 Ordinary Council meeting.

7/0 CARRIED

FOR: Cr's Bellottie, Cowell, Fenny, Johns, Ridgley, Smith and Stubberfield
AGAINST: Nil
ABSENT: Nil

BACKGROUND

• ***Location and Relevant Title Information***

Lot 304 was created in 2009, being a freehold lot of 11.3 hectares on the south eastern coast of Dirk Hartog Island, facing Sunday Bay Island. Lot 304 is surrounded by Reserve 50325, which is the Dirk Hartog Island National Park, with an approximate area of 63,000 hectares.

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There is a management order over Reserve 50325 to the Conservation and Parks Commission (DBCA) and the Malgana Aboriginal Corporation (MAC).

There are three other freehold lots on Dirk Hartog Island.

Lot 304 has an easement benefit over portion of Lot 350 (Reserve 50325) to draw and convey water. There is a track that connects Lot 304 to the location where the barge transports visitors and their vehicles to Dirk Hartog Island. Lot 304 does not have a registered easement providing vehicular access from the barge to Lot 304.

As Lot 304 is surrounded by Reserve 50325 (Dirk Hartog Island National Park), to gain access to the lot, visitors have to drive through Dirk Hartog Island National Park along the designated track.

When Lot 304 was created, a restrictive covenant was placed on the Certificate of Title by the Minister for Lands. In summary the restrictive covenant, includes the following:

- (a) The land may only be used for low impact ecotourism, noting that “ecotourism” is defined as:

‘Means ecologically sustainable tourism with a primary focus on experiencing natural areas that fosters environmental and cultural understanding, appreciation and conservation’;

“Low impact” is defined as:

“Means low impact on the environment having regard to the number of tourists visiting the Land and the facilities and other services provided for their use”.

- (b) Limiting the number of accommodation units to a maximum of 33 visitor accommodation units;
- (c) Limiting the enclosed floor each of each visitor accommodation unit to not more than 90m²;
- (d) Staffing numbers not to exceed guest numbers; and
- (e) Staff accommodation not to exceed 35m² per staff being housed.

- **Ownership**

Lot 304 is under multi-ownership with the owners currently (March 2026) being DHI Development Pty Ltd, John Gardner, Leon and Verity Hodges and Mary-Ann Kenworthy. The LDP has been submitted by DHI Development Pty Ltd, who is a 28/33 shared landowner. The other landowners have provided written confirmation that they consent to lodgement of the LDP.

- **Zoning**

Lot 304 is zoned ‘Special Use’ under the Shire of Shark Bay Local Planning Scheme No. 4 (the Scheme).

Specific Special Use (No 14) provisions apply to Lot 304 - refer **Attachment 1**.

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It should be noted that the Scheme does not allow for subdivision of Lot 304.

Lot 304 is also located within the Shark Bay World Heritage Area Special Control Area under the Scheme.

- **Purpose of a Local Development Plan (LDP)**

A Local Development Plan is a mechanism used to coordinate and assist in achieving better built form and development outcomes, particularly for constrained lots. It can facilitate the design and coordination of future development.

For Lot 304, a LDP can assist to outline matters that need to be further addressed as part of the separate development application stage.

- **Previous Relevant Council Resolutions**

In August 2015, planning approval was granted for 8 short term accommodation units (4 duplexes) and staff accommodation. At that time Lot 304 was zoned Rural/ Pastoral under the former Shire of Shark Bay Local Planning Scheme No. 3.

Council, at its meeting of 26 July 2017, approved modified conditions to the planning approval for 8 short term accommodation units.

On 27 June 2018, Council approved revised plans for the building envelopes of the accommodation units (relating to the 2015 planning approval).

In August 2019, Council refused an application to modify conditions of the August 2015 planning approval and advised the owner that under the Shire of Shark Bay Local Planning Scheme No. 4, a Local Development Plan has to be prepared for future development, and this needs to be supported by a Bushfire Management Plan.

On 15 November 2019, a Local Development Plan (LDP) for Lot 304 was lodged with the Shire. The 2019 LDP was referred to the 27 November 2019 Council meeting whereby it was resolved to request additional information from the Applicant and for the updated LDP to be advertised.

A subsequent updated LDP was submitted on 21 May 2020 (2020 LDP). The 2020 LDP was advertised and considered at the Ordinary meeting on the 26 August 2020, whereby Council resolved to refuse the Local Development Plan for the following reasons:

- (i) *The proposal does not provide guidance on future land uses and does not demonstrate compliance with the objective of Special Use Zone (No 14) which is to provide for eco-tourism development which by definition means 'ecologically sustainable tourism'.*
- (ii) *The Management Plan does not satisfactorily address Condition 3(i) of Schedule B of the Shire of Shark Bay Local Planning Scheme No 4.*
- (iii) *The proposed Local Development Plan provisions or design guidelines do not demonstrate that development will achieve a high architectural quality, will be designed to be low scale and sympathetic to the location taking into account topography, physical characteristics and the unique character of the surrounding area as required under Condition 3(ii) of Schedule B of the Shire of Shark Bay Local Planning Scheme No 4.*

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- (iv) *The proposal would facilitate development that would place the lives of vulnerable visitors at an unacceptable risk through noncompliance with 'State Planning Policy 3.7 – Planning in Bushfire Prone areas'. Proposed development cannot be classified as 'unavoidable' development under State Planning Policy 3.7.*
- (v) *The Local Development Plan, Environmental Report and Biosecurity Plan do not satisfactorily address Condition 3(v) of Schedule B of the Shire of Shark Bay Local Planning Scheme No 4.*
- (vi) *The extent of clearing, building envelopes and development footprint does not demonstrate that there will be a low impact on the natural environment, that the high conservation values will not be compromised or demonstrate that the ecological values and special attributes of the Island will not be compromised as required by Condition 3(v) of Schedule B of the Shire of Shark Bay Local Planning Scheme No 4.*
- (vii) *The proposal does not demonstrate that development sympathetic to the natural character of Dirk Hartog Island as required by Condition 3(vi) of Schedule B of the Shire of Shark Bay Local Planning Scheme No 4 will be achieved.*
- (viii) *The proposal does not demonstrate that future development will not have a negative impact on the environment, World Heritage values, or the adjacent foreshore and marine park.*
- (ix) *The proposal does not demonstrate compliance with the Government Sewerage Policy.*
- (x) *There is insufficient quantified information on groundwater for a location that is in close proximity to high value assets (ie the marine environment within the Shark Bay World Heritage area).*
- (xi) *There is insufficient information to establish that development will be provided with adequate co-ordinated services including waste management, power, a reliable potable water supply and non potable water supply.*
- (xii) *The proposed clearing will have an impact on the visual appearance of the lot, result in a loss of a natural setting for ecotourism, and causes potential for dust, wind erosion and dune destabilisation.*

The LDP refused by Council in August 2020 proposed 33 building envelopes and did not adequately address a number of issues including Bushfire Management.

- **Acceptance of Revised Local Development Plan for Processing**

When a Local Development Plan is lodged, the Shire has 14 days in which to accept it for processing, or to request additional information.

Over the 2024/2025 period, two varying versions of an LDP were lodged for Lot 304 but were not accepted as sufficient for processing.

On 28 March 2025 a revised LDP and supporting documentation was lodged with and accepted by the Shire (2025 LDP) for assessment. Payment of the application fee was received on 30 July 2025.

- **Public Advertising**

The 2025 LDP was advertised for public comment, and advertising closed on the 6 September 2025.

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The 2025 LDP was referred to the Department of Biodiversity, Conservation and Attractions (DBCA), the Shark Bay World Heritage Advisory Committee (SBWHAC), the Department of Water, Environment and Regulation (DWER), the Department of Health WA (DoH), the Department of Planning, Lands and Heritage (DPLH), the Department of Primary Industries and Regional Development (DPIRD), Malgana Aboriginal Corporation (MAC), Tourism WA and other freehold lot owners on Dirk Hartog Island.

- **2026 LDP and differences to 2020 LDP (which was refused)**

After completion of advertising, the Shire received an amended LDP in January 2026 and a further update in February 2026 (2026 LDP). It is the 2026 LDP that is discussed in this report.

There are some core differences between the 2020 LDP and the current 2026 LDP such as:

- (a) Reduction of 33 building envelopes to 8 building envelopes;
- (b) A Bushfire Management Plan and Emergency Plan prepared by a Level 3 accredited bushfire consultant;
- (c) Areas for aerobic treatment units within building envelopes;
- (d) Multipurpose staff accommodation with on-site bushfire shelter and guest accommodation 'clusters' within each building envelope;
- (e) Reduction of building envelope areas from 36.7% (for 2020 LDP) to 16% (for 2026 LDP); and
- (f) Increased spacing between the planned building envelopes.

- **Attachments for this Report**

The agenda report attachments are listed below for ease of convenience. All attachments will be provided at the end of the report.

Table 1 – List of Attachments for this Report	
Attachment 1	Special Use zone provisions under the Scheme
Attachment 2	Local Development Plan, consisting of 2 A3 pages being: (a) a plan and (b) text titled "Local Development Plan with Sections 1-13 detailing specific matters relating to the Local Development Plan.
Attachment 3	List of documents lodged with the LDP
Attachment 4	Table of submissions including the Applicant's response and comments by Allerding and Associates (A & A)
Attachment 5	Map showing building envelopes and Asset Protection Zones (extract from Bushfire Management Plan)
Attachment 6	Table of bushfire issues and submissions

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COMMENT

• ***Introduction***

This report:

- (a) Highlights the main planning considerations associated with the 2026 LDP;
- (b) Focuses on the main issues that have led to a refusal recommendation; and
- (c) Assesses the 2026 LDP in accordance with relevant Scheme requirements.

Due to the volume of information lodged with the LDP, this report does not attempt to comment on every supporting report associated with the LDP.

A copy of the 2026 LDP is included as **Attachment 2**.

• ***2026 LDP Documentation***

The 2026 LDP consists of:

- a) An A3 plan and attached text outlining future development requirements (**Attachment 2**); and
- b) Extensive Supporting documentation as listed in **Attachment 3**.

An electronic copy of the 2026 LDP can be provided to Councillors on request.

• ***Description of 2026 Local Development Plan (Attachment 1)***

The 2026 Local Development Plan proposes:

- (a) Clustered development within eight building envelopes. Each building envelope measures 2250m² and they are spaced across the length of the lot;
- (b) Each building envelope may accommodate:
 - i. Up to four (4) accommodation units of a maximum of 90m² each, with each building envelope providing accommodation for up to 16 guests;
 - ii. A multi use building that provides staff accommodation and a purpose built on site bushfire shelter, with up to 3 staff for each building envelope;
 - iii. An aerobic treatment unit and an effluent disposal area of up to 560m²;
 - iv. Area for a small scale wind turbine for power for each accommodation unit; and
 - v. Up to two 50,000 litre water tanks for potable and non potable water.

• ***Proposed Land Use***

Part of the planning assessment involves examining the land use definitions under the Scheme, and the 'best fit' land use classification.

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Allerding and Associates (A&A) consider that the 2026 LDP proposes one land use that can reasonably be construed as a “tourist development” which is defined in the Scheme as follows:

means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or holiday accommodation, used to provide —
(a) short-term accommodation for guests; and
(b) onsite facilities for the use of guests; and
(c) facilities for the management of the development

Council has discretion to consider a ‘tourist development’ under the Special Use zone (No 14) provisions of the Scheme, if satisfied that the LDP meets the Scheme requirements.

- **State Planning Policy 3.7 and Bushfire Management (Overview)**

Lot 304 is within a declared bushfire prone area, therefore:

- Bushfire matters are assessed in accordance with the Western Australian Planning Commission (WAPC) State Planning Policy 3.7 (SPP3.7) and associated Bushfire Guidelines; and
- The Schemes Special Use zone provisions applicable to Lot 304 require the LDP to address ‘*bushfire management in accordance with relevant state planning policy*’.

The intent of SPP3.7 is:

‘To implement effective, risk-based land use planning and development which in the first instance avoids the bushfire risk, but where unavoidable, manages and/or mitigates the risk to people, property and infrastructure to an acceptable level. The preservation of life and the management of bushfire impact are paramount.’

The overarching purpose of any Bushfire Management Plan is to maximise the protection of life in the event of any bushfire.

The applicant has lodged a Bushfire Management Plan and Bushfire Emergency Plan, prepared by a Level 3 Bushfire Consultant, which is the highest level of qualification for Bushfire in Australia.

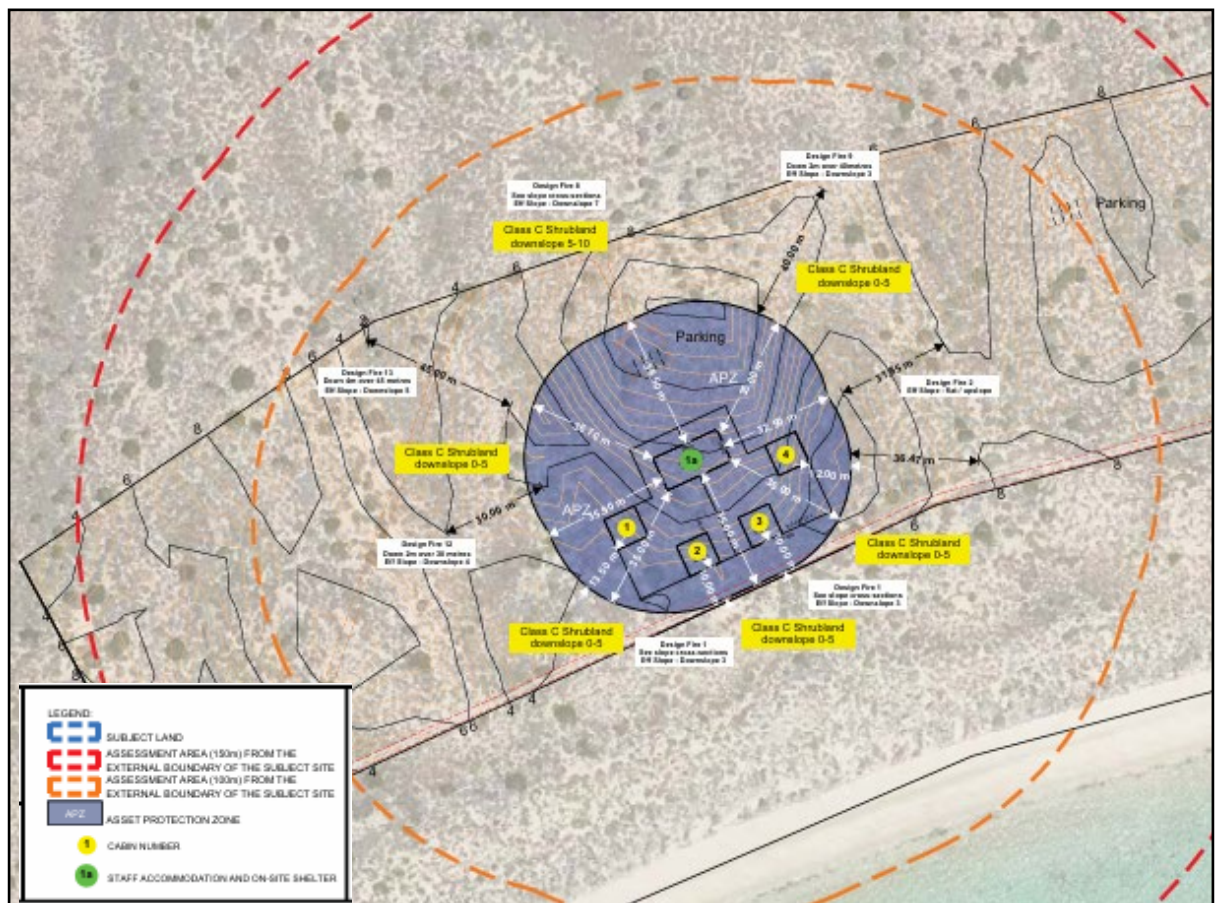
Tourism developments are a ‘vulnerable land use’ under SPP3.7 as visitors may be unfamiliar with the locality and the number of people to be accommodated will likely present evacuation challenges.

Bushfire management is especially challenging for Lot 304 as it is remote, presently has limited access to telecommunications, has no reticulated water supply or access to state fire and emergency services, and rescue and/or evacuation may not be possible in a reasonable time frame.

In summary, the Bushfire Management Plan and 2026 LDP proposes:

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- (a) Asset Protection Zones (APZ) for each building envelope. APZ's are to be outside of the building envelopes and have modified vegetation managed as fuel reduced areas surrounding the buildings within each envelope.



Above: Example of proposed Asset Protection zone around a building envelope.

Source: Figure 7A Bushfire Management Plan

- (b) Staff accommodation with purpose built bushfire shelters within each building envelope, to enable guests to 'shelter on site'. Therefore, in the event of a bushfire, guests would stay in one of eight shelters.
- (c) An on site manager (with bushfire training) will be responsible for implementing the BMP, and on site staff will be responsible for directing guests in the event of any emergency.
- (d) Maximum number of people to be capped at 100 which can be supported under the WAPC Bushfire Guidelines.

An overall map showing the building envelopes is included as **Attachment 5**.

The Department of Fire and Emergency Services (DFES) has objected to the LDP, and general advice has been provided by the Department of Planning, Lands and Heritage (DPLH) bushfire team – refer **Attachment 6**. There are elements of different views on SPP3.7 between DFES and DPLH.

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The crucial issue for Council consideration (and one of the main reasons for the recommendation of refusal of the LDP) are that:

1. On site shelters are a last resort. Safety needs to be considered due to the unique location of Lot 304 on an Island.
2. The WAPC Bushfire Guidelines recommend that on-site shelters be designed and constructed by a suitably qualified fire engineer in accordance with the Building Code of Australia (BCA) and the ABCB Design and Construction of Community Bushfire Refuges Handbook (the Handbook).
3. The Handbook includes acceptable criteria such as a 10 metre minimum separation between the shelter and other buildings or less than 10kW/m² radiant heat flux, and that an emergency power supply be available. The Handbook recommends use of an on ground concrete slab and non-combustible walls, roof and floor systems.
4. Advice from the DPLH Bushfire Team is that on site shelters have to be maintained and be subject to annual testing (as a condition of development) prior to each bushfire season.

If the Shire supports the LDP and BMP with on site shelters, the Shire becomes responsible for ongoing compliance with development conditions and overseeing annual testing of shelters.

5. Shire Administration has advised Allering and Associates that the Shire cannot take on any responsibility to inspect Lot 304, oversee annual inspections, monitor building maintenance and has insufficient staff resources to carry out those obligations.

As part of the LDP assessment and for preparation of this report, clarification from DPLH was sought for the proposed on site shelters and implications for Shire responsibilities. DPLH Bushfire team advised that:

*“Maintenance of the building and annual testing prior to the bushfire season should be a condition of development approval. This should be undertaken by the proponent **and overseen by the local government**. It should be noted that **there is no obligation for a local government to assume this responsibility**, and in the absence of an agreement, the development may not be deemed suitable.”*

*In practical terms, this means that **if the Shire of Shark Bay does not wish to take responsibility for ensuring ongoing compliance with the conditions of approval—specifically those relating to the on-site shelter—they are under no obligation to approve the development**. The City of Busselton, for example, has refused several tourism proposals for this reason.*

*... While the responsibility for maintenance and testing sits with the owner, the **Shire is ultimately responsible for ensuring compliance with these conditions over the life of the development. (Bold for emphasis)***

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The above advice was received in late February 2026 and has not been included in the submission table (**Attachment 6**).

The recent advice from the DPLH Bushfire Team clarifies that the Shire is obligated to ensure compliance with any conditions imposed. The Shire does not have suitably qualified staff or consultants to undertake annual inspections, and this presents a liability risk to the Shire. Lack of staff resources and accessing Lot 304 for annual inspections also presents challenges to the Shire.

- ***Development Footprint and Clearing***

The Environmental Report (2026) includes a Flora Report (2008) and Flora Significance Report (2020). The Flora Significance Report includes a desktop analysis and targeted survey.

The Flora Significance Report is 6 years old, and details that areas of vegetation were classed as good (in 2020). No updated flora assessment has been lodged to support the 2026 LDP.

In summary, clearing is proposed as follows:

- The 2026 LDP proposes a total of eight (8) 2250m² building envelopes.
- Lot 304 has an area of 11.29ha. The total building envelope area is 18,000m² representing 16% of the lot area.
- Additional vegetation outside of the building envelopes is proposed to be modified to create Asset Protection Zones (for bushfire management). The Environmental Report states that the total area of the building envelopes and APZ is 3.51 hectares, equating to more than 30% of the lot area.
- Additional land will have to be cleared for tracks, parking areas and fire fighting tanks, which are located outside the building envelopes.

The Environmental Report (2026) outlines how vegetation should be modified and managed within the Asset Protection Zones (**APZ**). Whilst it has detailed recommendations on vegetation management, it does not clarify the extent of vegetation that may have to be disturbed/removed to create APZ's – this is relevant as this could potentially result in disturbance of vegetation to over one third of the lot.

The Environmental Report concludes that development in accordance with the LDP *“can be undertaken in accordance with the Shire of Shark Bay LPS No. 4 with low or no adverse impacts on the ecological values and special attributes of Dirk Hartog Island or its surrounding waters.”*

The combination of proposed clearing and extent of vegetation modification/disturbance for APZ's may adversely impact on the ecological values and special attributes of Dirk Hartog Island (in a World Heritage Area) and could be considered to be more than a 'low impact' as detailed in the Environmental Report.

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- **Management of visitors**

The Management Plan outlines that:

- The total number of guests and visitors would not exceed 100 persons as the Bushfire Management Plan constrains the maximum number of people that be accommodated due to the proposed reliance of on-site bushfire shelters;
- The maximum number of people would be controlled by a computerised booking system;
- The number of accommodation units would be restricted to 32 accommodation units being 4 units in each of the eight building envelopes plus staff accommodation in each envelope.
- There is limited access to Dirk Hartog Island being via barge, private boat or by air;
- The number of vehicles (which may also impact upon the number of guests) permitted on the Island is presently restricted by DBCA to not more than 20 vehicles; and
- The number of vehicles on the Island is monitored by the barge operator to not exceed 20 vehicles (for the whole Island).

If 4 units were constructed for 4 persons across all 8 building envelopes, this would equate to 128 guests, excluding staff.

Whilst the Applicant has advised that not all accommodation units would be utilised to capacity and that the 100 person limit may result in some accommodation units being vacant, that creates ambiguity over visitor numbers.

A&A support some aspects of the Management Plan, however, has concerns over waste management and water supply as discussed in the body of this report.

- **Water Supply and Power Supply**

The Management Plan outlines a strategy to source potable and non potable water from the mainland:

- The water supply would initially be transported via road to a barge that would depart from Geraldton, Carnarvon or Denham; and
- There would be a private arrangement with contract barges that would be moored in Sunday Bay Island Bay (within the marine park/World Heritage Area); and;
- Roll up flexi piping would be used to transport water from the barge through the National Park to Lot 304;
- Roll up flexi piping would be connected to the water tank/s on Lot 304 to fill up the 2 x 50,000 litre water tanks within each building envelope; and
- Separate approvals/licences would be required from DBCA for the transport of water over the National Park to Lot 304. Lot 304 is separated from the ocean water edge, by over 60 metres.

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Above: Aerial showing Lot 304 and the beach

The proposal to source all potable, non potable and water for fire fighting purposes from the mainland was a change to the LDP after advertising.

There is limited evidence that a sufficient quantity of water supply by barge is feasible, reliable or practical for the life of the development. There are no contingencies if water delivery by barge and transport across the National Park to Lot 304 proves unworkable. The LDP does not satisfactorily demonstrate that a secure ongoing sustainable water supply can be provided, particularly given the complexities involved in getting water delivered to Lot 304.

Water is a basic health requirement for life, and for fire fighting (in the event of a major bushfire). A sustainable, reliable water supply is essential for any future development.

The lack of surety over a reliable water supply contravenes the objectives of State Planning Policy 2.9: Water to '*protect public health and the long-term supply of good quality and affordable drinking water*' and '*ensure the secure and sustainable supply, use, disposal and re-use of water resources.*'

The Management Plan details that all power will be sourced from renewable energy sources such as solar and wind power. Each building envelope is proposed to have independent power supplies.

- ***Design Guidelines***

The 2026 LDP includes Design Guidelines outlining objectives that the built form take inspiration from the landscape, maintain a light footprint, materials reflect the surrounds and aim to minimise visual impact.

The Shires Planning Consultant, Town Planning Innovations (TPI), assesses development applications for the Shire. TPI has reviewed the Design Guidelines and advised that:

- The Design Guidelines are not written in a clear concise manner. It would be difficult to assess compliance of any future development with the Design Guidelines.
- Design Guidelines need to have measurable design criteria to guide built form and ensure a quality future development outcome appropriate for Lot 304, on an Island, and in context of a World Heritage Area. There is a lot of

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unnecessary information in the Guidelines that detract from their useability and readability.

- Many of the criteria are broad and it would be difficult to assess or implement. It would be impractical to try and implement the Design Guidelines, as written.

For example, they propose conditions such as *'accommodation to be designed to provide a relaxed coastal beach atmosphere to blend in seamlessly with the environment of the terrain and vegetation of the site, providing context to the area with proportional scale, profile and bulk'*.

- There are lengthy statements in the guidelines that are unclear, so it is difficult to ascertain how they would be complied with. Overall, they are badly structured and clumsy.
- The Guidelines reference criteria and information that would not be available or assessable at the development application stage such as using 'fire resistant building materials', 'eco decks' and 'fire coat paints'.
- Any Design Guidelines have to be able to be applied to development plan assessments in a practical manner, and this cannot be achieved with the current Design Guidelines.
- They provide no clear guidance on the height, floor areas or design for ancillary development such as outbuildings.

A&A accepts the advice of TPI that the Design Guidelines are not supported at an officer level by the Shire.

- ***Effluent Disposal***

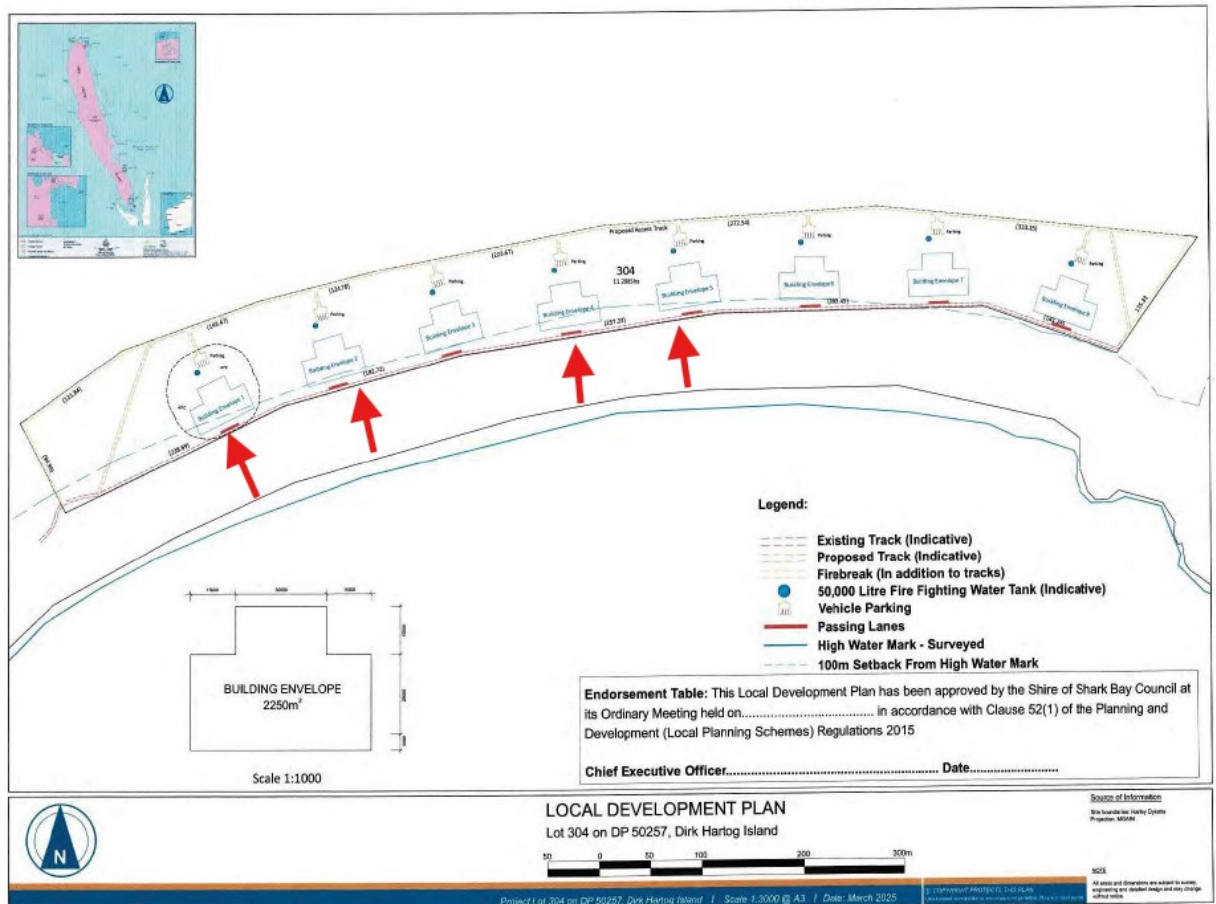
The 2026 LDP includes a Site and Soil Evaluation (**SSE**) dated 2025. The conclusions of the SSE are that:

- It is proposed to use a secondary treatment system for each building envelope. This would be in the form of an aerobic treatment unit (ATU) or composting system.
- A 'fair capability' rating for on-site effluent disposal applies;
- The required 560m² minimum land application area (for irrigation from the system) can be accommodated within each 2,300m² building envelope.

The SSE also requires that the ATUs are located at a distance of greater than 100 m from the marine environment. This has not been demonstrated as being able to be satisfied in four (4) of the eight (8) building envelopes, causing concerns over potential impact of effluent disposal closer to the Marine Park environment (than 100 metres).

Those building envelopes are required to be relocated further north - refer Figure 1 overpage.

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Above: Figure 1: Plan 2 from the LDP showing the line of 100m above the high-water mark, with the arrows identifying where the building envelopes do not achieve the 100m separation from the high-water mark.

Comment has been received from the Department of Health and the Shire's Environmental Health Officer (EHO) in regard to effluent disposal.

The Department of Health comment is included in **Attachment 3**.

The Shire's EHO has advised that use of an ATU is acceptable, but if the Island is closed for six months the LDP does not contain specific information in regard to the maintenance regime. The Applicant advises that there are strategies that can be implemented to maintain the effluent disposal systems if access to the Island is not possible during certain times of the year.

Further assessment in regard to effluent disposal is provided in Table 3: Scheme Assessment Table. The LDP does not demonstrate that all effluent disposal systems within the building envelopes will achieve a 100 metre setback from the high water mark.

• **Public Submissions**

The 2025 LDP was advertised for 30 days. A detailed table of submissions, with the Applicant's response and comments by Allerding and Associates (A&A) is included as **Attachment 4**, noting that the bushfire considerations are under a separate table in **Attachment 6**.

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Submissions were received from:

Table 2 – Summary of Submissions	
Submitter details (General)	Brief Summary of submissions in Attachment 4
1. Department of Health	No Objection
2. Department of Planning, Lands and Heritage (Cultural Heritage);	General comments provided on separate aboriginal heritage legislative requirements
3. Mic and Wendy Payne (Public Submission)	Objection based on environmental concerns
4. Department of Primary Industries and Regional Development (DPIRD)	No Objection however identifies risk of soil erosion.
5. Department of Water and Environmental Regulation (DWER)	Objection. Identified proposed activity has potential to impact on environment and water source values (the advertised version of the LPD proposed to draw water from Two Wells). Recommends that LDP not be approved until they demonstrate adequate water supply that will not impact on world heritage values.
6. Department of Planning, Lands and Heritage (Land Use Planning);	No expressed Objection. General comments provided.
7. Department of Planning, Lands and Heritage Coastal Policy Team	Raised concerns that LDP is insufficient in its response to coastal hazard risk, and recommended specific conditions be included in the LDP. Recommends development approval be limited to 45 years to allow for removal of development and restoration to pre-development condition (as it is affected by coastal processes).
8. Planning Solutions on behalf of Dirk Hartog LLC And Janana Nominees Pty Ltd, the registered proprietors of Lot 305 Sunday Island Bay, Dirk Hartog Island;	Objection based on insufficient information, environmental concerns, lack of detail, deficient broad design guidelines, lack of full visual assessment, ambiguous management plan and no staging clarification.
9. Department of Biodiversity, Conservation and Attractions	General comments provided. Raises concerns over environmental report and potential impact on high conservation values of Island. Issues with vehicle numbers, management of visitors, broader impact of increased visitor to the Island, and lack of consistency with previous EPA advice (in 2015). Concerns over future wind turbines and impact on migratory birds.
Submitter details (Bushfire)	Brief Summary of submissions in Attachment 5
10. Department of Fire and Emergency Services	Objection based on access constraints, use of on-site shelters, inability for safe efficient evacuation, potential soil erosion from Asset Protection Zones, methodology, extreme bushfire hazard, spaced out envelopes (versus one envelope), and non compliance with State Planning Policy 3.7.

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11. Department of Planning, Lands and Heritage (Bushfire Team).	General comments provided and disagreed with some of DFES interpretation of State Planning Policy 3.7.
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There were 2 objections in the public submissions. Most of the submissions received were from government agencies.

• **Scheme assessment**

Table 3 below provides an assessment of the LPD under the relevant Scheme provisions. The comments received in the submissions have been taking into account in the Scheme Assessment.

Table 3: Scheme Assessment	
Scheme Requirement (General)	Officer Comment/ Allerding and Associates
The Scheme requires a minimum finished floor level of 4.2m Australian Height Datum (AHD)	Complies. The applicants coastal report recommends building envelopes above 4.7m AHD. The 2026 LDP has been updated to state that the minimum finished floor level of any building must not be less than 4.7m AHD.
Lot 304 is located within the Shark Bay World Heritage Property Special Control Area (SCA). The purpose of this SCA is to ensure all development is in accordance with the protection of World Heritage Values.	World Heritage Values are broad, so it is difficult to assess compliance with this Scheme requirement. There are concerns over the potential amount of clearing and vegetation modification, bushfire matters, water supply, waste management and environmental matters. Some submissions have raised concerns over potential visitor impact on the Island and environmental issues, so there are potential negative impacts for World Heritage simply due to the lot location and pristine environment. A&A generally supports the Visual Impact report lodged with the LDP.
Conditions for Special use Zone (No 14) applicable to Lot 304	Officer Comment/ Allerding and Associates
1) The objective of this zone is to provide for eco-tourism development.	The objective of the zone is to provide for eco tourism development. Eco-tourism is defined under the Scheme as follows: <i>'means ecologically sustainable tourism with a primary focus on experiencing natural areas that fosters environmentally and cultural understanding, appreciation and conservation.'</i> Some submissions raise valid concerns that the development is not necessarily 'eco-tourism', and is no different from any other tourism development. Whilst the LDP clearly aims at achieving an eco-tourism development with renewable energy sources, the extent of vegetation modification, clearing, visitor numbers and waste management concerns somewhat counteract that objective.

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Table 3: Scheme Assessment	
Scheme Requirement (General)	Officer Comment/ Allering and Associates
	Due to the current natural state of Lot 304, any development will achieve an 'experience of natural areas', however based on the information provided it cannot be concluded that the development is sustainable or low impact. There is a level of uncertainty over the cumulative impact of future development under the LDP, and sustainability of water supply.
3) Prior to commencement of development of any of the four lots a Local Development Plan shall be prepared in accordance with Part 6 of the Planning and Development (Local Planning Schemes) Regulations 2015 and address the following:	
(3i) A Management Plan that addresses: visitor access	A&A is of the view that the LDP satisfactorily addresses visitor access at the high level LDP stage. Further details on limits on accommodation capacity and measures to control the number of guests and staff would be required at the development application stage.
(3i) A Management Plan that addresses: servicing,	<u>Power – Partially Addressed</u> The LDP satisfactorily addresses power supply at this high level, however the Design Guidelines do not sufficiently guide wind turbine heights, noise, visual impact or information to be assessed at the separate development application stage. <u>Water – Not Addressed</u> The Applicant has provided information about supply of water through sourcing water from the mainland but the information is limited. It has not been demonstrated that a secure, reliable, sustainably on going water supply can be provided to Lot 304.
3i A Management Plan that addresses: maintenance,	The Management Plan provides information outlining maintenance and management actions. Vehicular access is via an existing track in the National Park. It is likely that the track will need maintenance and it has not been clarified as to whether DBCA or the owner of Lot 304 would undertake such maintenance and no evidence of any such arrangements between the parties has been provided. The Management Plan details a maintenance strategy (for the development) and this aspect of the plan is generally supported by A&A. The proposal to have one staff member per building envelope is supported.
3i A Management Plan that addresses:	Not Addressed.

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Table 3: Scheme Assessment	
Scheme Requirement (General)	Officer Comment/ Allering and Associates
waste disposal and rubbish management	The LDP does not satisfactorily address storage of waste for guests with longer stays, waste by staff and contingencies if waste is not taken off site by guests. Shire Administration has expressed concerns over the potential for waste build up, wind blown litter, odour, pest management/flies, unauthorised off site dumping (if waste disposal is not convenient for guests), and capacity of staff buildings to accommodate waste.
3i A Management Plan that addresses: effluent disposal,	Partially Complies. The applicant has lodged a Site and Soil Evaluation (SSE) which recommends an Aerobic Treatment Unit for effluent disposal within each building envelope. The SSE is generally supported, and the Department of Health has no objection to the proposal. Issues identified are that: a) SSE states that “the building envelopes are ... 100m from the marine high water mark” and further states that the “extensive 100 m marine setback distance ... will reduce any risk of on site effluent disposal endangering public health or the environment.” b) The effluent disposal areas are identified in the building envelopes, and four of the eight building envelopes propose effluent disposal areas that do not achieve the 100 metre setback required. It is of concern that the effluent disposal areas located less than 100m from the foreshore could have an adverse impact upon the marine environment given that the identified 100m setback is not achieved. b) Aerobic treatment units are required to be regularly serviced. c) The Environmental Report recommends ocean and groundwater monitoring.
3i A Management Plan that addresses: service areas,	Partially Complies. The service areas are proposed to be contained within building envelopes which is supported. There is concern that the LDP does not accommodate any larger-need service areas to accommodate vehicles, equipment for maintenance, rubbish stockpiling, boats etc. It is not considered that the Design Guidelines provide sufficient provisions to guide future service areas or outbuildings.
3i	Complies.

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Table 3: Scheme Assessment	
Scheme Requirement (General)	Officer Comment/ Allerding and Associates
A Management Plan that addresses: the transport of construction material;	A&A considers that the LDP provides sufficient broad information on the transport of construction material. Section 3.7 of the Management Plan provides relevant information in regard to the transport of construction materials. Section 11 of the LDP details information relating to construction. DBCA have advised that a licence may be required under the Conservation and Land Management Act 1984 if construction materials are to be transported through the National Park. A Construction Management Plan can be required at the separate development application stage.
(3ii) The proposed development is to be of a high architectural quality and be designed to be low scale and sympathetic to the location taking into account topography, physical characteristics and unique character of the surrounding area;	Partially Addressed. The applicant has lodged Design Guidelines however they are not supported as being sufficient as a guide for future development or to ensure development meets this condition of the Scheme. TPI's comments on the Design Guidelines are outlined in the body of this report. Condition 9 of SU14 zone states that the Design Guidelines are to be enforced as if the requirements form part of the Scheme. Therefore any Design Guidelines need to be clear with measurable built form requirements.
(3iii) Coastal setbacks in accordance with relevant state planning policy;	Complies. Consideration of coastal setbacks requires assessment under State Planning Policy 2.6: State Coastal Planning Policy. The applicant has lodged information prepared by Damara to address coastal setbacks. None of the reports or correspondence from Damara specifically assess the current 2026 LDP. However, the reports enable an assessment of the LDP. In summary, the findings of the Damara reports are that: - Erosion risk for 2070 is seaward of the Lot boundary (as detailed in the correspondence dated 7 August 2024); and - Inundation risk management is the definition of building envelopes in areas outside of +4.7m AHD (as detailed in the 16 December 2021 report). The DPLH coastal team recommend that the Development Approval be time limited to not more than 45 years and after which the development shall be removed, and the land shall be rehabilitated.

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Table 3: Scheme Assessment	
Scheme Requirement (General)	Officer Comment/ Allering and Associates
	A&A conditionally supports the coastal report, however some LDP provisions could be refined to limit the term of future development.
3(iv) Bushfire management in accordance with relevant state planning policy;	Non-Compliant. The Bushfire Management Plan is not supported as outlined in the body of this report. There are a number of issues, however the most critical is that Shire Administration do not support on-site bushfire shelters due to the ongoing responsibilities for inspections that fall to the local government.
3(v) An environmental report that demonstrates that the Local Development Plan and proposed use and/or development will have a low impact on the natural environment, not compromise the high conservation values and have regard for the need to protect the ecological values and special attributes of the island. The report should include information on building envelopes, visitor numbers, a vegetation assessment and how biosecurity measures to mitigate the risks of feral incursions and disease impacts to the National Park will be achieved.	Partially Addressed. As outlined in this report, there are environmental concerns over the extent of clearing/modified vegetation, waste management and whether the development can be said to have a 'low impact'. The initial Environmental Report did not conclude that the development would have a low impact on the natural environment. After advertising, the Applicant updated the Environmental Report so it now concludes that "the visitor accommodation as proposed in the LDP "can be undertaken in accordance with the Shire of Shark Bay LPS No. 4 with low or no adverse impacts on the ecological values and special attributes of Dirk Hartog Island or its surrounding waters." Given the possible extent of vegetation to be disturbed, in the absence of further detailed information, A&A considers that it has not been demonstrated that removal and/or disturbance of vegetation will have a low impact on the natural environment and not compromise the high conservation values. A&A is satisfied that biosecurity is adequately addressed through the Management Plan and implementation of the Dirk Hartog Island Biosecurity Implementation Plan (DHIBIP).
3(vi) Detailed design guidelines to control colours, materials, built form, scale, and achieve a development sympathetic to the natural character of the island may be required by the Local Government.	The Design Guidelines are not supported as outlined in the body of this report. The Shires Planning Consultant, TPI, has advised that the guidelines are an insufficient planning tool to guide future development and lack clear measurable, enforceable provisions.
4) Any staged development is to address the requirements indicated in (3) above.	Complies. Condition 4 is interpreted to mean that any staged Development Application is also to satisfactorily address the matters detailed under Condition 3. If the LDP was approved, each Development Application would be assessed on merit and in accordance with the Scheme

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Table 3: Scheme Assessment	
Scheme Requirement (General)	Officer Comment/ Allering and Associates
	requirements, and each stage would need to meet the Scheme provisions.
5) The local government will have due regard to coastal setbacks and bushfire management in accordance with relevant state planning policies and Clause 67, Schedule 2, Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015.	Partially Addressed. As detailed in this assessment, coastal setbacks are considered to be capable of being satisfactorily resolved. Bushfire Management has not been resolved to the satisfaction of the Shire.
7) Any development or Local Development Plan shall demonstrate alignment with the objective of the zone	Refer comment under condition 1 Objective
8) Any development or Local Development Plan shall be referred to the Department of Biodiversity, Conservation and Attractions (Parks and Wildlife Services), the Shark Bay World Heritage Advisory committee and the Department of Planning Lands and Heritage for comment	Complies. The Shire has referred the LDP to relevant agencies, and their comments have been considered in the LDP assessment.
9) Any design guidelines that form part of a Local Development Plan approved by the Local Government shall be enforced as if the requirements form part of the Scheme.	Any Design Guidelines have to be enforced by the Shire; however they are not supported in the current form.
10) A Foreshore Management Plan may be required and referred to the Department of Biodiversity, Conservation and Attractions (Parks and Wildlife Services) for endorsement where a physical foreshore exists between the site and the coast as a condition of development	Partially Addressed. A Draft Foreshore/Access Management Plan has been lodged, however DBCA did not specifically comment on it. Once an LDP is approved, this can be considered at the Development Application stage, so a detailed assessment of this Draft Management Plan has not been undertaken as this time.
11) Visual Impact Assessment may be required to demonstrate that any development will not negatively impact on World heritage values or detract from the scenic quality of the land	Addressed. The LDP contains visual aspect images of Lot 304. It is considered that the images are acceptable for the purposes of assessment of the LDP, given that the exact building configuration is not known at this time. It is appropriate that further and a more detailed Visual Impact Assessment is undertaken at the more detailed Development Application stage. This should not be taken to mean that the visual impact is acceptable, it is simply that a more detailed assessment would be undertaken at the Development Application stage.

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LEGAL IMPLICATIONS

Environment Protection and Biodiversity Conservation Act 1999 – (EPBC Act) is Australia's national environmental law and it makes sure that nationally significant animals, plants, habitats and heritage places are identified, and any potential negative impacts on them are carefully considered, before changes in land use or new developments are approved.

Proponents must seek Commonwealth approval if their plans might significantly impact on matters of national significance.

Under the Environment Protection and Biodiversity Conservation Act a referral can only be made by the person proposing to take the action (which can include a person acting on their behalf).

The onus is on the applicant or owners to undertake a self assessment under the EPBC Act. The Flora Report dated 2020 concludes that *"referral under the EPBC Act is not considered to be required as any proposed actions are unlikely to significantly impact upon any threatened flora species."*

Environmental Protection Act 1986 – Part IV of the *Environmental Protection Act 1986* (the Act) makes provision for the Environmental Protection Authority to undertake environmental impact assessment of significant proposals, strategic proposals and Schemes.

The LDP was not referred to EPA however, comments from the EPA on the 2015 Development Application are included in the LDP Supporting Report D.

Planning and Development (Local Planning Schemes) Regulations 2015 -

Clause 51(c) allows the local government to have due regard to the matters set out in clause 67(2) to the extent that those matters are relevant to the development to which the plan relates.

Clause 67 of the Deemed Provisions outlines 'matters to be considered by Council' including and not limited to the aims and provisions of the Scheme, orderly and proper planning, any approved state policy, the compatibility of the development with its setting including to development on adjoining land, amenity, loading, access, traffic and any submissions received on a proposal.

Part 6 outlines the process for Local Development Plans including lodgement, acceptance for processing, advertising, consideration of submissions, decision (options) for the local government, timeframes, and review. The local government is required to make a decision on the Local Development Plan within 60 days after the close of advertising or such time as agreed to by the Applicant. The Applicant agreed to an extension of time to determine the LDP at the March 2026 Council meeting.

If the LDP is approved, the approval has an effect for ten years or another period determined by the local government.

Clause 54 outlines that a person who prepared a local development plan may apply to the State Administrative Tribunal for a review of a decision by the local government not to approve the Local Development Plan.

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Shire of Shark Bay Local Planning Scheme No 4 explained in the body of this report and **Attachment 1**.

It should also be noted that in regard to the Special Control Area for the Shark Bay World Heritage Property, Clause 37.2 requires the local government to have regard to the following:

- (a) Requirements for referral of proposals to the Environmental Protection Authority under Part IV of the *Environmental Protection Act 1986*.
- (b) Relevant State Planning Policies including and not limited to the State Coastal Planning.
- (c) Any recommendations and advice provided by relevant government agencies.
- (d) Recommendations and advice by the Shark Bay World Heritage Advisory Committee or any replacement of that Committee.

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

The Shire pays consultancy fees to Allerding and Associates in regard to assessment of this LDP and preparation of this report. A schedule of fees was prepared that was payable by the Applicant, but any costs incurred above and beyond are met by the Shire.

In the event that Applicant is aggrieved by the Council's decision they may apply for a review of the decision through the State Administrative Tribunal. If that occurs there will be costs associated with the State Administrative Tribunal process.

STRATEGIC IMPLICATIONS

The 'Special Use' zoning of Lot 304 under the Shire of Shark Bay Local Planning Scheme No 4 is generally consistent with the recommendations of the Local Planning Strategy.

RISK MANAGEMENT

Nil.

VOTING REQUIREMENTS

Simple Majority Required

SIGNATURES

Author

Amanda Butterworth

Chief Executive Officer

Dale Chapman

Date of Report

18 March 2026

2 visitors left the room

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Attachments Item 11.1 – Local Development Plan
Lot 304 Sunday Island Bay, Dirk Hartog Island

ORDINARY COUNCIL MEETING

25 March 2026



CLEAN UP AUSTRALIA DAY 2026– SHARK BAY



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**ATTACHMENT 1:
SPECIAL USE ZONE (SU14)
SCHEME EXTRACT**

ORDINARY COUNCIL MEETING MINUTES

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SCHEDULE B – SPECIAL USE ZONES (Clause 21)

No.	Description of Land	Special Use	Conditions
St13	Lot 556 Ocean Park Road, Francois Peron National Park	As 'P' use: • Oceanarium • Restaurant/café • Shop • Single house As 'D' use: • Camping ground • Caravan park; • Holiday accommodation • Nature based park; • Tourist development; • Workforce accommodation	1) The intent of this Special use Zone is to allow the development of an Oceanarium and associated uses incidental to the operation of the Oceanarium for research purposes. Different forms of accommodation for tourists may be appropriate where the uses are planned for by a Local Development Plan. 2) The use of the Camping ground is restricted to students involved in educational programs or research on site, unless the Camping ground forms part of an approved Local Development Plan (and has been specifically approved for general public use). 3) A maximum of two dwellings for workforce accommodation may be constructed on site. 4) Prior to the commencement development for any camping ground (to be used by the general public), nature based park or tourist development, a Local Development Plan shall be prepared in accordance with Part 6, Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and approved by the local government and is to address the following: (i) a Management Plan that addresses access, servicing, maintenance, waste disposal, effluent disposal, services areas and rubbish management. (ii) the proposed development is to be of a high architectural quality and be designed to be low scale and

ORDINARY COUNCIL MEETING MINUTES

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No	Description of Land	Special Use	Conditions
			sympathetic to the location taking into account topography, physical characteristics and unique character of the surrounding area; (iii) coastal setbacks in accordance with any relevant state planning policy; (iv) Bushfire management in accordance with any relevant state planning policy. 5) Notwithstanding Condition (4), the local government may consider development prior to the approval of a Local Development Plan as provided for under Clause 56(2), Part 6, Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.

No.	Description of Land	Special Use	Conditions
SU14	Lot 62, Lot 303, 304 & 305 Dirk Hartog Island <i>AMD 18 GG 16/06/2023</i>	As 'D' Use: • Ancillary dwelling • Bed and breakfast • Brewery • Camping ground • Caravan park • Car park • Convenience store • Educational establishment • Exhibition centre • Fuel depot • Holiday accommodation • Holiday house • Home occupation • Home office • Liquor store-small • Motor vehicle, boats or caravan sales • Nature based park • Office	1) The objective of this zone is to provide for eco-tourism development. 2) No subdivision of lots shall be permitted. 3) Prior to commencement of development of any of the four lots a Local Development Plan shall be prepared in accordance with Part 6 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and address the following: (i) A Management Plan that addresses visitor access, servicing, maintenance, waste disposal, effluent

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SU14	Lot 62, Lot 303, 304 & 305 Dirk Hartog Island Continue	• Recreation-private • Restaurant/Café • Shop • Single House • Tourist development • Workforce accommodation • Waste storage facility • Waste disposal facility As 'A' use • Airfield	disposal, service areas, rubbish management and the transport of construction material; (ii) The proposed development is to be of a high architectural quality and be designed to be low scale and sympathetic to the location taking into account topography, physical characteristics and unique character of the surrounding area; (iii) Coastal setbacks in accordance with relevant state planning policy; (iv) Bushfire management in accordance with relevant state planning policy; (v) An environmental report that demonstrates that the Local Development Plan and proposed use and/or development will have a low impact on the natural environment, not compromise the high conservation values and have regard for the need to protect the ecological values and special attributes of the island. The report should include information on building envelopes, visitor numbers, a vegetation assessment and how biosecurity measures to mitigate the risks of feral incursions and disease impacts to the National Park will be achieved.
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SCHEDULE B – SPECIAL USE ZONES (Clause 21)

No.	Description of Land	Special Use	Conditions
SU14	Lot 62, Lot 303, 304 & 305 Dirk Hartog Island (continued)		(vi) Detailed design guidelines to control colours, materials, built form, scale, and achieve a development sympathetic to the natural character of the island may be required by the Local Government. 4) Any staged development is to address the requirements indicated in (3) above. 5) The local government will have due regard to coastal setbacks and bushfire management in accordance with relevant state planning policies and Clause 67, Schedule 2, Part 9 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. 6) Notwithstanding condition (3), the local government may consider development in the absence of a Local Development Plan as provided for under Clause 56(2), Schedule 2, Part 6, of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. 7) Any development or Local Development Plan shall demonstrate alignment with the objective of the zone. 8) Any development or Local Development Plan shall be referred to the Department of Biodiversity, Conservation and Attractions (Parks and Wildlife Services), the Shark Bay World Heritage Advisory committee and the Department of Planning Lands and Heritage for comment

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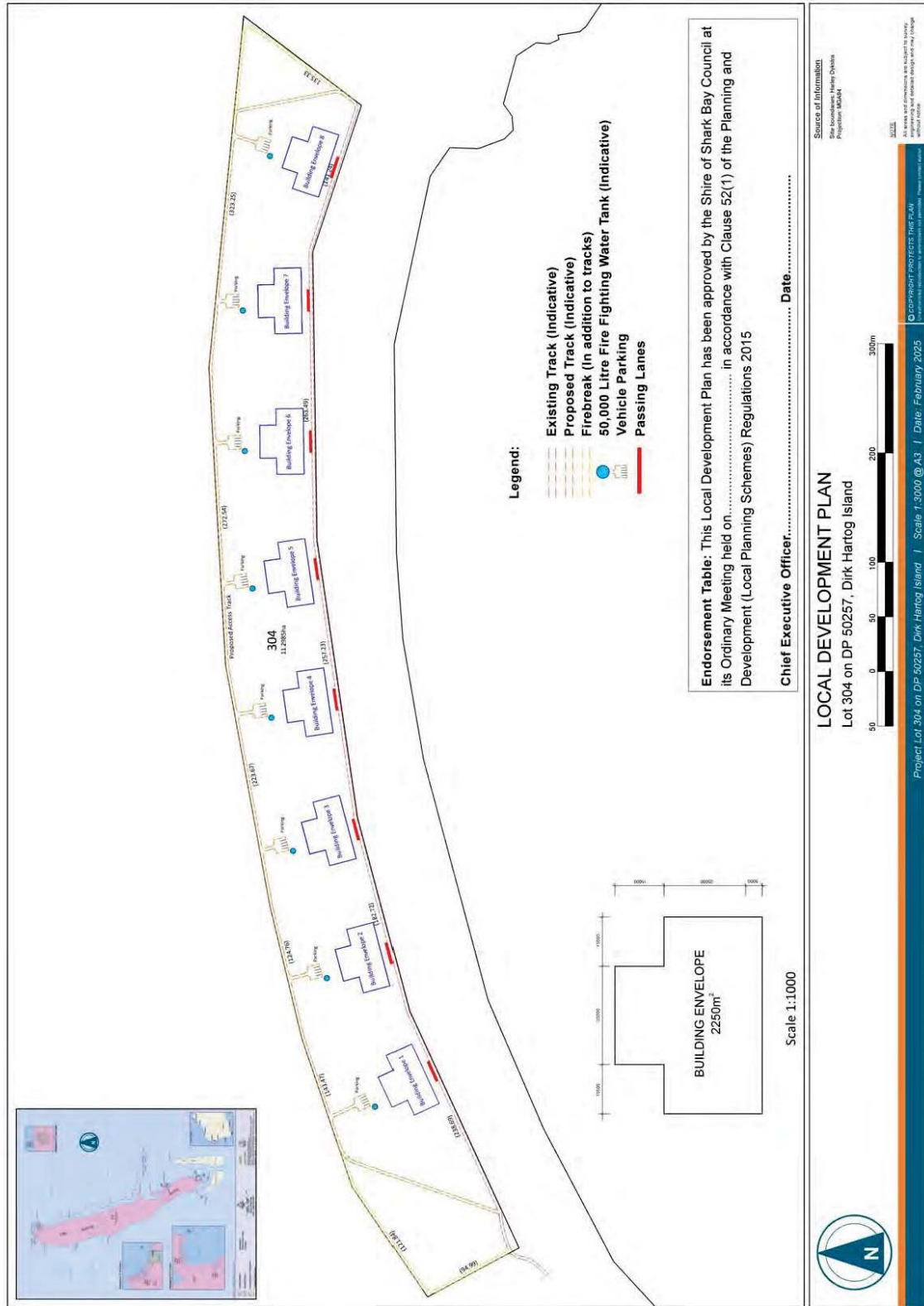
SCHEDULE B – SPECIAL USE ZONES (Clause 21)

No.	Description of Land	Special Use	Conditions
SU14	Lot 62, Lot 303, 304 & 305 Dirk Hartog Island (continued)		9) Any design guidelines that form part of a Local Development Plan approved by the Local Government shall be enforced as if the requirements form part of the Scheme. 10) A Foreshore Management Plan may be required and referred to the Department of Biodiversity, Conservation and Attractions (Parks and Wildlife Services) for endorsement where a physical foreshore exists between the site and the coast as a condition of development. 11) A Visual Impact Assessment may be required to demonstrate that any development will not negatively impact on World heritage values or detract from the scenic quality of the land. 12) In relation to the land use 'Motor vehicle, boats or caravan sales' only hire of motor vehicles, boats or caravans may be considered by the local government. 13) The use class 'Brewery' is limited to Lot 62 on Deposited Plan 103194 only is not permitted on Lots 303, 304 & 305. AMD 3 GG 16/06/2023

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**ATTACHMENT 2:
LOCAL DEVELOPMENT PLAN
(2026 LDP)**

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Local Development Plan
Lot 304 Dirk Hartog Island (Sunday Island Bay)

1.0 Statutory Requirements

This Local Development Plan (LDP) has been prepared in accordance with Schedule 2, Part 6 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015.
Lot 304 Sunday Island Bay is zoned Special Use No 14 (SUI4) under the Shire of Shark Bay Local Planning Scheme No 4. Under Schedule B of the Scheme specific conditions apply to the Local Development Plan and the ensuing development of Lot 304.

2.0 Objectives

Condition 1 of SUI 14 states that the objective of SUI 14 is to: 'provide for eco-tourism development' with specific conditions applying to any proposed development on the site which shall address and demonstrate compliance with the objective of the zone.

The objectives of this Local Development Plan are to:

- Facilitate a co-ordinated eco-tourism development upon the site via future approval of development applications.
- Ensure that the proposed use and/or development will have a low impact on the natural environment, not compromise the high conservation values and have regard for the need to protect the ecological values and special attributes of the island.
- Migrate built-up areas from the site through mitigation measures in accordance with the State Government's Guidelines for Planning in Bushfire Prone Areas.
- Include a Management Plan as a supporting document to address future management of the site pursuant to approval of development applications.
- Demonstrate that the proposed development will be of a high architectural quality via detailed Design Guidelines which will be sympathetic to the site.
- Respect Coastal setbacks and monitor inundation risk, erosion risk, beach access and dune management.
- Include an Environmental Report as a supporting document that demonstrates that the LDP and any proposed use and/or development will have a low impact on the natural environment.

3.0 Land Uses

Permissible Land Uses are controlled by Scheme No 4 which, for the Special Use Zone Clause 21 of the Scheme, refers to Schedule B of the Scheme which under Condition 1, which states that its objective is to: 'provide for eco-tourism development'.
While SUI14 has no Permissible Land Uses, it is discretionary Uses for the delivery of the objective of the zone include Camping ground, Caravan Park, Chalet, Holiday accommodation and, most relevant for the zone objective, tourist development. The LDP proposes a tourist development land use.

4.0 Building Envelopes

Lot 304 enjoys an expansive aspect to Sunday Island Bay, which the LDP anticipates of by locating the proposed eco-tourism development to be contained within eight building envelopes. In determining a proposal outside a building envelope, consideration will be given to responsive design that minimises impact on the environmental and visual landscape character of the location.

All ancillary development including water tanks, vehicle parking, servicing infrastructure and ancillary outbuildings are to be sited having regard for the following:

- Minimising removal of remnant vegetation.
- Soil suitability/capability for effluent disposal
- Bushfire management.
- Coastal hazard risks.
- Any other practical considerations such as topography.
- Outbuildings are only to be constructed within and to the rear of any building envelope so as not to obstruct the coastal aspect or views from the accommodations and to minimise visual impact as viewed from Sunday Island Bay.
- A development application may trigger the requirement to establish the depth to water below that building envelope as a condition of development.
- Effluent disposal units and irrigation areas are to be contained within building envelopes unless otherwise approved by Council.

5.0 Building Design, Height, Built Form, Visual

Detailed design guidelines to control colours, materials, built form, scale to achieve a development sympathetic to the natural character of the island are attached to the LDP as a supporting document. The LDP will provide guidance on design elements to ensure a high architectural quality, but low scale development outcome is achieved.

All buildings and outbuildings will be low scale and sympathetic to the location taking into account the undulating topography, physical characteristics and unique character of surrounding area consistent with the Scheme objectives and design guidelines. Any future development is to have regard to and address the Design Guidelines.

- A visual impact assessment may be required as a condition of development when development applications are submitted to Council to demonstrate that any development will not negatively impact on World Heritage values or detract from the scenic quality of the land.
- The Minimum finished floor level of any building must not be less than 4.7 AHD (Australian Height Datum).
- Maximum building height is 4.85m measured from the finished ground floor level.
- Buildings raised more than 1.0m above the minimum floor level must demonstrate that the bulk and scale of the building takes into account topography, natural landscape and coastal amenity of the location.
- Buildings to be constructed above ground using eco anchors, pylons or similar methods.

6.0 Siting & Setbacks

The linear nature of Lot 304 allows that eight building envelopes can be delineated from each other. The LDP allows four accommodation units and staff accommodation within each envelope, providing for thirty-two accommodation units in accordance with the limit of thirty-three applied to Lot 304 when it was created as a freehold title. Setback locations with respect to topography, wind, future accommodation units, and views of Sunday Island Bay are shown in the map. Each building envelope will be bounded with predominantly higher vegetation and natural landscape. The eight building envelopes are based on an 11m setback from turning parallel from the southern boundary of Lot 304 in accordance with bushfire management requirements.

Coastal setbacks are to comply with relevant State Planning Policy in conjunction with the annexed Damara WA Pty Ltd technical reports.

Environmental Vegetation

- No introduced non-native species shall be planted on Lot 304.
- Revegetation shall not occur in conflict with the recommendations of any Bushfire Management Plan approved by the local government.
- Management and visitors shall be guided by the Dirk Hartog Bioscience Implementation Plan 2015.
- Any development, proposed must enhance low impact on the natural environment, not compromise the high conservation values of the World Heritage Area of the location and have regard to protect the ecological values and special attributes of the island.
- An environmental report and flora significance report is attached as a base for future development applications that includes information on building envelopes, action areas and vegetation and biodiversity measures.

Bushfire Management

- The subject site is located within a designated bushfire prone area under the Western Australian State Map of Bush Fire Prone Areas (DFES).
- Any development applications (DA) for habitable buildings shall be accompanied by a Bushfire Management Plan and Bushfire Emergency Plan addressing the requirements under State Planning Policy 3.7 Bushfires 2024 and associated Planning for Bushfire Guidelines.
- Any application for development of habitable buildings shall demonstrate compliance in accordance with State Planning Policy 3.7 Bushfires and Planning for Bushfire Guidelines 2024.
- An on-site manager shall be responsible for the implementation and management of any Bushfire Management Plan and EEP and/or BAL Assessment approved by the local government.
- Vegetation (existing or proposed) in Asset Protection Zones within Lot 304's building envelopes shall be managed and maintained as 'low threat vegetation' in accordance with any Bushfire Management Plan and/or BAL Assessment approved by the local government.
- Vegetation management within APEZ areas must be minimised and in line with the Planning for Bushfire Guidelines November 2024 to ensure any development will have a low impact on the environment and not negatively impact on World Heritage values or detract from the scenic quality of the land.
- The total number of staff and tourists will not exceed 100 to comply with acceptable solutions in the Planning for Bushfire Guidelines: November 2024, noting that the maximum total capacity of the on-site shelters is 100 persons.

Service Infrastructure

- Development application(s) is to address effluent disposal in accordance with State Planning Policy 2.9 Water and having regard to the Site and Soil Assessment Evaluation for Lot 304 Sunday Island Bay.
- Development application(s) shall demonstrate servicing of building envelopes and development thereon with water supply (a minimum of at least two x 50,000L or larger tanks) and electricity, to the satisfaction of the local government.
- Wind turbines are permitted at the discretion of the local government.
- The use of renewable energy sources and wastewater reuse is encouraged where feasible.
- Service areas including any outbuildings should be located behind the accommodation units out of view from Sunday Island Bay.
- All habitable areas including vehicle parking are to be maintained in their unimproved state. Limestone grounds, shell grit or other approved materials may be used to maintain a minimum of one (1) pedestrian path from each building envelope is permitted between the area from the lot and the beach and such paths shall be constructed and maintained in accordance with the conditions of approval.

Management

- A management plan is attached as required as a condition of development approval that addresses visitor access, servicing, maintenance, waste disposal, effluent disposal, service areas, rubbish management and the transport of construction material.
- Prior to the commencement of development works a corrective management plan for Lot 304 Sunday Island Bay, Dirk Hartog Island is to be prepared and approved by DBCA in consultation with the Shire and shall ensure the protection and management of the site's environmental assets with satisfactory arrangements being made to the implementation of the approved plan in respect to all access to the location as a result of any development.

Construction

- Temporary Site contamination and structures associated with construction may be in place for a maximum period of 12 months, or longer period approved by the local government, and thereafter removed from the island at the developer's (applicant's) cost.
- Construction access over the National Park strip between the site and the coastline shall only be by using raised ramps at locations approved by DBCA in order that the environment will not be compromised.

Staging

Development within any of the eight building envelopes may be undertaken in stages, with any stage proposed beyond a first stage dependent upon that stage being completed and any operationally meeting the objectives of the Special Use zone and the conditions of SUI 14.

Advice Notes

- Regarding the building envelopes, Lot 304 is subject to constraints to the benefit of the Minister for Lands and should be referred to by development proponents. Arrangements for the constraints provide details in relation to:
 - The location of motor accommodation units may be built or placed on the land and the floor area of each 'visitor accommodation unit', and
 - The staff and staff offices shall be located within the designated bushfire prone area. Visitors will be advised of the increased risks associated with bushfire when visiting Lot 304.

In regard to the potential for future coastal erosion:

- At that time of development approval being granted, the following notification is to be placed on title: "VULNERABLE COASTAL AREA – This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years from the date this notification is registered.
- Any development approval will be time limited to the year 2070 (or any approved alternative time-limited mechanism) and will include a condition that the development shall be removed after expiry of the approval and the land rehabilitated to the specification and satisfaction of the Shire, at the landowners cost.
- Development of Lot 304 Sunday Island Bay, Dirk Hartog Island, shall be in accordance with the Damara report 16 December 2021 (Ref: 281 03) with satisfactory arrangements being put in place for the ongoing implementation of the actions identified in the report, and

The development approvals will detail the time frame for implementation of the actions identified in the report, and
Prior to lodgement of any development application, as required, the Applicant shall provide evidence that there is a right of carriage easement registered on the title of Lot 304 which grants a right of carriage/way for vehicle access from the landing of the vessel carrying cargo on Lot 304.

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**ATTACHMENT 3:
LIST OF DOCUMENTS
LODGED WITH THE
LOCAL DEVELOPMENT PLAN**

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ATTACHMENT 3 : LIST OF SUPPORTING DOCUMENTS LODGED WITH THE LDP

LDP Section	Description
Correspondence	Provides a summary of amendments to LDP since advertising (modifications from the 2025 LDP to 2026 LDP).
Local Development Plan	Local Development Plan and conditions (the document that Council is to determine whether to approve).
Submission	Local Development Plan Submission prepared by the Applicant including the Applicant's assessment under the Scheme (supporting information).
Supporting Report A	Management Plan (details management strategies and refers to technical reports in Supporting Document C.
Supporting Report B	Design Guidelines (for future buildings includes detail about planning, accommodation design details for external appearances and landscaping).
Supporting Report C	1. Water Quality Report for Two Wells.
	2. DBCA Letter 2011 & DBCA Email 2020 providing preliminary advice on the LDP refused by Council in 2020.
	3. Power Proposal for solar power and battery storage.
	4. Wind Power Information including details of vertical axis wind turbines.
	5. Bio Digestion Option: Food Digesters.
	6. ATU Effluent Proposal/Composting Option.
	7. Values - Threats And Response To Threats to World Heritage Values .
	8. DBCA Information regarding Dirk Hartog Island: Island Protection
	9. Shire Bushfire Firebreak Notice.
	10. DBCA Information on-site closures in regard to fire danger rating and visitor management strategies for adverse fire weather conditions.
	11. Weather District Reporting Areas.
	12. DFES Fire Ban Declarations.
	13. General Building Information Fire.
	14. Restrictive Covenant by Minister for Lands.
	15. Draft Foreshore Access Management Plan
	16. Visual Impact Aspects – photos of Lot 304 from various locations.
	17. Dirk Hartog Island Biosecurity Implementation Plan (DHIBIP) Access to Lot 304.
	Plan 1: Proposed temporary access routes to and from Lot 3204 to the foreshore during construction.
	Plan 2: Plan showing the relationship between the building envelopes and a line being 100m from the high water mark.
	Plan 3: Indicative Draft Floor Plan being an indicative footprint of the building envelope.
	18. Water Supply to the Francois Peron Naturebank Site: Feasibility Study dated 2011.

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LDP Section	Description
	19. Recommendation for Fire Management of Dirk Hartog Island being correspondence prepared by Department of Parks and Wildlife dated 2015.
Supporting Report D: Environmental Report	Environmental report dated 23 January 2026 prepared by Bailey Environmental Services.
	A. EPA Advice on 2015 development proposal.
	B. Damara Coastal Process Reports and correspondence 2014, 2019, 2021, 2023 and 2024.
	C. Flora Report by Lantzke dated 2008.
	D. Flora Significance report by Ecosystem Solutions dated 2020.
	E. Consolidated Flora List.
	F. Site and Soil Evaluation by Martin Wells of Land Assessment Pty Ltd dated 22 December 2025.
	G. DBCA Correspondence 2011.
	H. Bushfire Management Plan by Bushfire Safety Consulting, Version 3 dated 4 January 2026 and Bushfire Emergency Plan dated 16 December 2024.

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ATTACHMENT 4: PUBLIC SUBMISSION TABLE

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ATTACHMENT 4: SCHEDULE OF SUBMISSIONS – LOCAL DEVELOPMENT PLAN FOR LOT 304 SUNDAY ISLAND BAY				
Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant (Allerding and Associates) for the Shire	Planner Comment
1. Department of Health (DoH) WA	The DoH has no objections subject to the following conditions: 1a) Disposal of wastewater generated on site is required to comply with the <i>Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974</i>. 1b) The recommendations outlined in the Site and Soil Evaluation (SSE) report prepared by Land Assessment Pty Ltd (31 July 2023) must be followed, including: - Installation of a secondary treatment system approved for use in Western Australia. - Provision of a minimum land application area of 560 m², which can be accommodated within each of the 2,300m² building envelopes containing a total of eight on-site sewage management systems. - Allowance for a hydraulic load of 2,800 L/day, based on a maximum of five chalets within each building envelope (calculated at 140 L/person/day). 1c) The SSE report does not include details of the land application area for each individual building envelope. A detailed plan showing all required setbacks for the on-site wastewater system must be submitted with the application to install the system.	1a) Noted. 1b) Noted - the SSE report will be complied with and can be conditioned as such. 1c) Noted - each envelope is large enough to comply with the SSE report. Land application areas can be addressed at development stage. The SSE was prepared on the basis	1a) Disposal of waste water is a matter to be resolved at the time of a Development Application and/or building permit. 1b) Noted that a secondary treatment system is required and that a minimum of 560m² of each 2,300m² building envelope/ The LDP does not follow the recommendation of the LDP in that all of the effluent disposal areas are not located a minimum of 100m from the high water mark. 1c) The 2026 LDP includes a plan showing the land application area and, when compared against the building envelope plan, it is evident that all of the effluent disposal (land	

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ATTACHMENT 4: SCHEDULE OF SUBMISSIONS – LOCAL DEVELOPMENT PLAN FOR LOT 304 SUNDAY ISLAND BAY				
Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant (Allerding and Associates) for the Shire	Planner Comment
1. Department of Health (DoH) WA (continued)	1d) A minimum vertical separation must be maintained as follows: -0.6 m between the discharge point and limestone hardpan; -1.5 m between the discharge point of the on-site wastewater system and the highest groundwater level.	that 5 units could be included within each building envelope 1d) Noted - has been assessed and accepted within the SSE and will be confirmed when an application for development is submitted.	application areas) do not meet the 100m setback from the high water mark, as required by the SSE. 1d) Noted.	
2. Department of Planning, Lands and Heritage (DPLH) Cultural Heritage	2a) A review of the Register of Places and Objects, as well as the DPLH Aboriginal Heritage Database, concludes that the subject area to which the LDP identifies for potential development does not have any known intersect with recorded Aboriginal Heritage contained within our database. With no known and recorded Aboriginal heritage located within Lot 304, the Department would not raise any specific objection or comments to the Local Development Plan. 2b) Any significant developments we would ask that the proponent engage with the traditional owner group, in this case is the Malgana Aboriginal Corporation, so that they may be able to advise on any Aboriginal heritage that may exist in this location.	2a) Noted. 2b) Noted.	2a) The advice that there is no known and recorded Aboriginal heritage located within Lot 304 is noted. 2b) The Shire referred the LDP to Malgana Aboriginal Corporation as part of formal advertising and a joint submission was received from the Malgana Aboriginal Corporation and DBCA.	

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ATTACHMENT 4: SCHEDULE OF SUBMISSIONS – LOCAL DEVELOPMENT PLAN FOR LOT 304 SUNDAY ISLAND BAY				
Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant (Allerding and Associates) for the Shire	Planner Comment
2. Department of Planning, Lands and Heritage (DPLH) Cultural Heritage (continued)	2c) The immediate location is included in several previously undertaken Aboriginal heritage surveys relevant to the Shark Bay Region, as a whole, but not a direct survey relevant to works being undertaken at Sunday Island Bay and Dirk Hartog Island.	2c) Noted - refer 2.0 General Information within Management Plan. A Malgana Heritage Survey of Dirk Hartog Island was conducted by Ms Roina Williams (Heritage Anthropologist YMBBMAC) in 2007 together with six representative consultants chosen on behalf of the Malgana Working Group specifically addressing Lot 304. There were no mapped Aboriginal Sites of Significance located within ten kilometres of Lot 304.	2c) The Applicant is bound by their obligations under the <i>Aboriginal Heritage Act 1972</i> .	
	2d) With limited direct knowledge from a dedicated Aboriginal survey being undertaken the Department would outline that the proponent is aware of their obligations under the governing legislation around Aboriginal Heritage within the LDP activity area.	2d) Noted.	2d) If and when the LDP is approved, the Applicant can be advised of their obligations under the governing legislation around Aboriginal Heritage within the LDP activity area.	
	2e) Please refer to the DPLH website at Aboriginal Heritage Approvals for information on 'Land use under the Aboriginal Heritage Act 1972' for the types of approvals available under the AHA that you can apply for.	2e) Noted.	2e) If and when the LDP is approved, the Applicant can be advised to refer to the DPLH website at Aboriginal Heritage Approvals for information on 'Land use under the Aboriginal Heritage Act 1972' for the types of approvals available under the AHA that you can apply for.	

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ATTACHMENT 4: SCHEDULE OF SUBMISSIONS – LOCAL DEVELOPMENT PLAN FOR LOT 304 SUNDAY ISLAND BAY				
Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant (Allerding and Associates) for the Shire	Planner Comment
2. DPLH Cultural Heritage (continued)	2f) DPLH also advises that regular checks of the Aboriginal Cultural Heritage Inquiry System should be undertaken to ensure no new Aboriginal Cultural Heritage has been reported within the subject area.	2f) Noted.	2f) If and when the LDP is approved, the Applicant can be reminded to undertake regular checks of the Aboriginal Cultural Heritage Inquiry System to ensure no new Aboriginal Cultural Heritage has been reported within the subject area.	
3. Mic and Wendy Payne Public Submission	3a) Whilst I note that this Local Development Plan advertised on the Shire of Shark Bay website, is not an application for development, it is with great concern that I can see so much work going towards a future development on an island that is almost without parallel in environmental restoration successes on a international scale. 3b) Islands are a unique opportunity to protect native animals and plants as a "stop gap" measure until more permanent and efficient methods of protection can be developed in the future. Dirk Hartog Island National Park restoration efforts as I understand it have	3a) Noted - as indicated in the LDP application, this is not an application for development approval. It should also be noted that the Applicant has agreed to voluntarily comply with the Dirk Hartog Island Biosecurity Plan (DHBIP) as proposed by the DBCA within the DHIBIP. Reference to the DHIBIP is included in item 4.7 Biosecurity within Management Plan and in 4.6.3 Introduced Species within the Environmental Report. 3b) Noted – the Applicant was part of the original DBCA discussion/ committee with stakeholders in regard to the DHIBIP process. The	3a) The support for the environmental restoration successes on Dirk Hartog Island are noted. 3b) Concern in regard to biosecurity, pest animals and diseases are noted. The DBCA submission states that DBCA has identified that an anticipated increase in visitor and vehicle numbers and	

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ATTACHMENT 4: SCHEDULE OF SUBMISSIONS – LOCAL DEVELOPMENT PLAN FOR LOT 304 SUNDAY ISLAND BAY				
Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant (Allerding and Associates) for the Shire	Planner Comment
3. Mic and Wendy Payne Public Submission (continued)	already cost millions of dollars to repair the damage done. It's continued, future success hinges entirely on the ability to manage biosecurity and keep pest animals, plants and diseases from the island.	Lot has covenants on the land relative to biosecurity: <i>Covenant 1(i)</i> No fauna or flora that is not native to the land may be brought onto, placed or kept on the Land, except with the prior written consent of the Minister for Lands; and <i>Covenant 1(j)</i> it will: (i) Fully comply with any quarantine management plan of any Governmental Agency relating to Dirk Hartog Island, in place from time to time. (ii) Cooperate with any programs of any Governmental Agency designed to eradicate pests from Dirk Hartog Island but only to the extent that an unreasonable financial burden is not imposed on the covenantor in so complying or cooperating	access to DHINP, poses a risk to the ongoing success of the Dirk Hartog Island National Park Ecological Restoration Project (DHINPERP), including maintaining the existing biosecurity standards. Refer to comment under the DBCA submission. It is also acknowledged that the title is encumbered by covenants as detailed by the Applicant.	
	3c) Given that Denham is a likely source of pest species including the Asian House Gecko (see note below) and plant weed species such as <i>Verbesina encelioides</i> (Golden	3c) Noted - the issue of pest species is addressed in section 4.7 Biosecurity within the Management	3c) As outlined in the Applicant's response, the covenant on title requires that the landowner cooperate with any programs of	

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ATTACHMENT 4: SCHEDULE OF SUBMISSIONS – LOCAL DEVELOPMENT PLAN FOR LOT 304 SUNDAY ISLAND BAY				
Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant (Allerding and Associates) for the Shire	Planner Comment
3. Mic and Wendy Payne Public Submission (continued)	Crownbeard) to name but two species that threaten restoration efforts, I can't see anything in the submission that provides ACTIVE, ongoing input and management to respond to changing threats to the majority land manager of the surrounding land ie the Department of Biodiversity, Conservation and Attractions (DBCA). I see management plans that are more "tick a box" dust collectors on shelves that don't appear to provide ongoing interaction and negotiation between the private land holder and the state conservation agency that is the majority landholder on the island in charge of restoration efforts that have thus far cost millions of dollars. 3d) It would be of great value to ensure that a DBCA conservation covenant (not a covenant with a different agency) is part of any Proposed Local Development Plan AND any future development application. This program provides ongoing conservation input from the	Plan and section 4.12 Biosecurity within Environmental Report. The DHIBIP contains comprehensive protocols, procedures and guidelines for preventing incursion of pest species and responding to any detections on the island, including: • vehicle and machinery inspection and clean-down; • small vessel biosecurity; • import of building materials; • guidelines for visitor conduct; • vessel biosecurity and inspection log templates. The Sunday Island Bay (SIB) development will incorporate the recommendations of the DHIBIP in full and in close cooperation with DBCA. It is entirely in the best interest of the developer that the current conservation efforts on Dirk Hartog Island are successful. 3d) Noted – as outlined in 13.1 of the LDP, the land has existing covenants in favour of Government through the Minister for Land which is satisfactory in meeting conservation requirements.	any government agency designed to eradicate pests. The LDP reports contain Biosecurity measures and commitments. 3d) Noting that the title presently includes a covenant with the Minister for Lands, the DBCA submission did not request that a	

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ATTACHMENT 4: SCHEDULE OF SUBMISSIONS – LOCAL DEVELOPMENT PLAN FOR LOT 304 SUNDAY ISLAND BAY				
Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant (Allerding and Associates) for the Shire	Planner Comment
3. Mic and Wendy Payne Public Submission (continued)	same agency that has aegis over protection of the restoration efforts on the surrounding national park AND the conservation knowledge to be able to provide best practice on an ongoing basis, not just a management plan. In addition, a DBCA conservation covenant is place on the certificate of title giving DBCA the ability to have ongoing conservation input with new landholders when land changes hands.	These covenants legally enable DBCA to exercise control over conservation aspects of the development and site management. It is difficult to see what benefit another layer covenants would bring.	conservation covenant be imposed over the Subject Site.	
	3e) A covenant with any other agency will always be inferior to a conservation covenant with DBCA and is therefore not satisfactory.	3e) Noted - current covenants allow the state to have control over conservation.	3e) As DBCA has not requested a conservation covenant in regard to this proposal, a conservation covenant is not supported.	
	3f) I submit that ANY future development plans and applications should require that a DBCA conservation covenant to be placed on the certificate of title of any private land on Dirk Hartog Island to safeguard the future success of the internationally significant restoration efforts there.	3f) Not agreed - covenant already exists within the State Government and is attached to the title of the land.	3f) As DBCA has not requested a conservation covenant, a conservation covenant over the property as part of the consideration of the LDP is not supported. However, if and when the LDP is approved, DBCA would be further consulted upon receipt of any Development Application.	
	3g) Asian house gecko is one of the most invasive reptiles in the world and have the ability as a pest species to not only outcompete local species of reptile but have	3g) Noted – The DHIBIP contains detailed procedures for preventing the import of Geckoes and other invasive species, including	3g) The LDP details commitment to the Dirk Hartog Biosecurity Implementation Plan 2015.	

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Submission	Summary of Submission	Applicant Comment Altus Planning	Consultant Planner Comment (Allerding and Associates) for the Shire
3. Mic and Wendy Payne Public Submission (continued)	the ability to change the ecosystem by the introduction of harmful and novel bacteria.	quarantine protocols and inspection procedures. This is addressed in the supporting Report C.	
4. Department of Primary Industries and Regional Development (DPIRD)	4a) DPIRD does not object to the abovementioned proposal but would like to provide comments. 4b) Most of Dirk Hartog Island is contained within Reserve R50325 and designated Environmental Conservation Reserve in the Shire of Shark Bay Local Planning Scheme No. 4 (LPS 4), but Lot 304 is a freehold lot that is designated 'Special Use' in LPS 4 for the purpose of 'ecotourism development'. 4c) Lot 304 is an elongated lot measuring roughly 1km from east to west and set back approximately 70m from the northern shoreline of Sunday Island Bay. It follows the contour of the bay, and the terrain is undulating with occasional dunes and limestone rises. The soil-landscape system has been mapped by DPIRD as the Edel system, comprising calcerous deep sand (~85%) and calcerous shallow sand (~15%). When locally over-used, this system is	4a) Noted. 4b) Noted except that the correct reference to LPS4 is 'providing for ecotourism development'. 4c) - Noted - Refer section 4.15 Monitoring within Environmental Report, 4.4 Physical Impacts, 4.5 Vegetation and Flora Impacts and Management Plan 5.5 Monitoring Management.	4a) Non objection noted. 4b) Noted. 4c) The susceptibility of the soil landscape system to erosion is noted, and the potential for soil erosion is of concern particularly taking into account the amount of area that could be disturbed in the building envelope and APZ if the LDP was approved.

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4. Department of Primary Industries and Regional Development (DPIRD) (continued)	susceptible to wind erosion. (Attachment 1 – Pastoral Region Soil Landscape Report).			
	4d) DPIRD notes that Lot 304 has been the subject of past development proposals, both formal and informal, and detailed feedback on these proposals has been provided in the past by the Shire of Shark Bay, the Department of Biodiversity, Conservation and Attractions (DBCA), and the Environmental Protection Authority (EPA). Given that the site is surrounded by a national park managed by DBCA, and the proposed use is ecotourism, DPIRD considers DBCA the agency best placed to comment on the proposed LDP. 4e) From DPIRD's perspective, as the agency responsible for the <i>Soil and Land Conservation Act 1945</i>, the proposed development should mitigate soil erosion risk by maximising the retention of native vegetation. Based on the proposed LDP (Attachment 2), there is a risk to existing native ground cover within the following proposed development areas: building envelopes (8 x 2,250m²); vehicle parking areas (x8); emergency water tank sites (x8); and, new access tracks around the site. Additional sites may also be required for solar panels.	4d) - Noted - DBCA comments are responded to in the section below. 4e) - Noted - Refer section 4.6 Vegetation within Management Plan, section 5.5 Monitoring, and section 4.15 Monitoring within Environmental Report.	4d) Refer to comment in DBCA submission. 4e) The susceptibility of the soil landscape system to erosion is noted, and the potential for soil erosion is of concern particularly taking into account the amount of area that could be disturbed in the building envelope and APZ if the LDP was approved. The environmental report does not detail mitigation measures in regard to soil erosion, but at section 4.16 does provide possible mitigation measures in regard to damage to vegetation and or erosion of vehicle or pedestrian access tracks.	

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5. DWER Department of Water and Environment al Regulation	5a) DWER has identified that the proposed activity has the potential for impact on environment and water resource values. Key issues and recommendations are provided below, and these matters should be addressed.	5a) - Noted and dealt with in SSE.	5a) The key issues and recommendations are noted and responded to below.	
	<u>Water supply</u> 5b) It is the responsibility of the proponent to demonstrate that adequate supply can be provided for the developments ongoing requirements, without negatively affecting the local environment.	5b) - Noted - Multiple options for water supply are addressed within section 3.2 Servicing within Management Plan. Sufficient Water will always be provided from the mainland, as required, in the absence of other options.	5b) The Applicant has updated the 2026 LDP to now propose that all water will be transported from the mainland to Lot 304 via barge moored in Sunday Bay Island Bay with connection via flexible pipes to Lot 304 over the National Park. DBCA has confirmed that it would require a licence for the transport of water from a barge moored in Sunday Bay Island Bay to the site, over the national park land. However, DBCA has stated that a licence is to be applied for and determined after Development Approval is obtained. The applicant has not provided sufficient information to demonstrate that the transport of water from the mainland will	

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5. DWER Department of Water and Environment al Regulation (continued)	5c) It is proposed that non-potable water supplies will be drawn from Two Wells, a former stock watering point. The inclusion of anecdotal statements regarding the use of the wells to water sheep during the previous pastoral use of the site, does not qualify the suitability of the groundwater for the proposed development. 5d) DWER also queries the proposal that sea water may be used for firefighting purposes. While it may be seen to be preferable to use sea water than to lose native vegetation to fire, the salinisation of the soil will impact the ability of the vegetation to recover from fire.	5c) - Noted - Disagree. Two Well water is suitable for Non potable use. Appendix 1 - Water Quality Report, confirms that Two Wells has already been included to qualify suitability of water from this source which is but one of the options. The first option is the transport of water from the mainland and is regarded as the preference for inclusion in any development application. 5d) - Noted - Various options are proposed for the supply of water for firefighting use. The vegetation within the lot and surrounds consists of extremely high salt content. The use of sea water would not change this in the event of using it to protect life and infrastructure. Amongst the	provide a secure and ongoing sustainable water supply for the life of the development. Further discussion in regard to the supply of water to Lot 304 is provided in the report. 5c) After the advertising of the 2025 LDP, the Applicant updated the 2026 LDP to detail that the first option is to transport water from the mainland. The applicant has not provided sufficient information to demonstrate that the transport of water from the mainland will provide a secure and ongoing sustainable water supply for the life of the development. Further discussion in regard to the supply of water to Lot 304 is provided in the report. 5d) After the advertising of the 2025 LDP, the Applicant updated the 2026 LDP to detail that the first option is to transport water from the mainland for potable water, non potable water and water for fire fighting purposes.	

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5. DWER Department of Water and Environment al Regulation (continued)	5e) DWER recommends that the LDP not be approved until such time as the proponents can adequately demonstrate that the proposed development has an adequate water supply that can service all aspects of the development - potable and non-potable usage and firefighting - that will not negatively impact the values of this environmentally fragile World Heritage Area. <u>Wastewater</u> 5f) The developers are required to demonstrate that proposed on-site wastewater treatment systems are appropriate for the specific site conditions and meet the necessary	options, the use of sea water would be one of last resort scenarios. Moreover, the fire risk is diminished by the considered development location and appropriate building construction. 5e) - Noted – It is reaffirmed that water will be sourced from the mainland as the first option to be considered. 5f) - Noted - Wastewater control will comply with SSE and meet the requirements of SSE which has been prepared in accordance with	Further discussion in regard to the supply of water to Lot 304 is provided in the report. 5e) The applicant has not provided sufficient information to demonstrate that the transport of water from the mainland will provide a secure and ongoing sustainable water supply for the life of the development and has not provided sufficient information to demonstrate that transport of the water from the Bay to Lot 304 through the National Park will not negatively impact the values of this environmentally fragile World Heritage Area. Further discussion in regard to the supply of water to Lot 304 is provided in the report. 5f) The Shire's Health staff have advised that ATU systems have a proven track record in remote areas, with the benefit of	

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5. DWER Department of Water and Environment al Regulation (continued)	requirements of Sewerage Sensitive Areas. Although ATU systems may be a less polluting option than septic tanks, they are not without risks. DWER considers that there are still risks to the environment, both terrestrial and aquatic from the disposal of the treated wastewater at this site. Areas of concern include: • Land capability to attenuate nutrient loads • Effects on native vegetation • Leaching of effluent into marine waters • Risks to human health • Effects on native wildlife • Odour control • How will the required regular serving of these systems be undertaken in such a remote location? Without regular serving these systems do not operate at maximum efficacy • Monitoring the impacts of the disposal of wastewater. <i>Local development plan</i> <u>Maximum occupancy</u> 5g) DWER queries how the cap on visitor/staff numbers was determined to be 100? Rather than declaring that 100 people is a suitable	the Government Sewerage Policy and meets requirements of SSE. In addition, service contract with supplier will be undertaken to ensure regular servicing. Monitoring will be as addressed within LDP, and as proposed in the Management Plan and Environmental Report monitoring. 5g) - Noted - The numbers of staff and visitors permitted has been established in line with the requirements of the BMP. The SSE	minimising potential contamination of groundwater. The Environmental Report and SSE concludes that the site has the capability and ample room to support on-site effluent disposal without risk to health or the environment, however four of the building envelopes do not achieve a 100m separation from the high water mark. Therefore, the LDP does not satisfy the recommendations of the SSE. It is of concern that the effluent disposal areas located less than 100m from the foreshore could have an adverse impact upon the marine environment. 5g) The cap of 100 persons was introduced by the Applicant on the basis this is the maximum capacity for a shelter for an

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5. DWER Department of Water and Environment al Regulation (continued)	number to accommodate at any one time, the developers should review the capability of the land to accommodate visitors without creating a negative impact on the environment.	also confirms the capability of the land to provide for these numbers of staff and visitors (and more) in the event that development of the total numbers of accommodation units permitted was developed.	acceptable solution under the Planning for Bushfire Guidelines. The Environmental Report details that the effluent generation is based on 140 litres per day with each cluster having 4 people in each of the 4 accommodation units, equating 2,240L per day per envelope or 14,000 litres across the whole site per day. The SSE concludes that "in combination with an extensive 100m marine setback distance, the proposed use of a secondary treatment system with nutrient retention capability within all building envelopes will significantly reduce any risk of on-site effluent disposal endangering public health or the environment". However, four of the building envelopes do not achieve the 100 metre setback from the high water mark. There is potential that the effluent disposal areas located less than 100m from the high water mark could adversely affect the marine environment.

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5. DWER Department of Water and Environment al Regulation (continued)	5h) This would mean reviewing the water supply at: Two Wells for the sustainable yield without diminishing the source for other users (including the environment) considering the drying climate and understanding the capacity of the calcareous sands to attenuate the nutrient load without creating negative impacts on the dune vegetation and/or the marine environment.	5h) - Noted - Two Wells is but one option for the supply of water to Sunday Island Bay and is located within the water easement for transporting water to the site. The wells were developed more than 100 years ago and have serviced the pastoral industry over this time. Water from mainland will be the first option.	5h) The LDP has been assessed based upon the updated information provided by the Applicant that all water will be sourced from the mainland. The information in regard to sourcing a reliable and ongoing water supply from the mainland is limited and it is considered that the Applicant has not demonstrated that a secure and ongoing sustainable supply of water can be provided for the life for the development.	
	5i) The SSE determined that the land capability was only 'fair'. There are five land capability classes – very high, High, Fair, Low and Very Low. Fair land is described as having <i>"Moderate physical limitations significantly affecting productive land use and/or risk of degradation. Careful planning and conservation measures required"</i> . It is not known whether this land is suitable for the disposal of the proposed volume of effluent without causing negative impacts.	5i) - Noted - The SSE confirmed that the land is suitable and capable of disposal of the requirements of the proposed 100 visitors and staff (and more) if fully developed. The SSE concluded: <i>"The capability of lot 304 to accommodate on-site effluent disposal has been demonstrated by: All of the eight proposed building envelopes being able to meet the Government Sewerage Policy's general site requirements for sewage sensitive areas as outlined</i>	5i) It is agreed that the SSE determined that the land capability was fair. Whilst the SSE concludes that "The resultant cumulative impact on the environment is considered to be 'low,'" the LDP does not satisfy the recommendation of the SSE that the effluent disposal areas are located 100m from the foreshore, therefore the proposal may have the potential to result in negative impacts on the marine environment.	

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5. DWER Department of Water and Environment al Regulation (continued)	5j) When the agreed maximum carrying capacity of the site is determined, this should be stated in the LDP and only sufficient units be built to accommodate this number of people. <u>Biosecurity risk</u> 5k) It is recommended that the LDP include a reference to the <i>Dirk Hartog Island Biosecurity Implementation Plan</i>, June 2014	<i>in the reports Table 1 (subject to the use of secondary treatment systems)".</i> 5j) - This is already enforced by Covenants registered on the Certificate of Title for Lot 304 in 2009 and is referenced in 13.1 of the LDP conditions and mentioned throughout the LDP supporting reports. The Covenants contain an area based mathematical formula which limits any future development to thirty-three accommodation units. As a result of the restriction on the number of units, there is a limit on the number of visitors and staff, to a maximum of 100 (including staff), on Lot 304 at any given time, which is validated by Section 5 of the Bushfire Management Plan which proposes the maximum of 100 occupants to conform with Bushfire Protection Criteria Element 5 (Vulnerable Tourism Land Uses). 5k) - Disagree – it is referenced in condition 7.3 and 4.7 of the Management Plan.	5j) The covenants imposed by the Minster for lands restricts the number and size of the accommodation units and this is stated in the LDP. Clause 8.4 of the 2026 LDP states that the total number of staff and tourists will not exceed 100 persons. 5k) The LDP refers to the <i>Dirk Hartog Island Biosecurity Implementation Plan</i>, June 2014

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5. DWER Department of Water and Environment al Regulation (continued)	(Revised June 2015). This will reinforce the importance of maintaining the island free of destructive invasive species, as increased visitation increases the risk of biosecurity breaches. <i>Native Vegetation Protection</i> 5l) It is noted that clearing of native vegetation will be required to implement this LDP. Under section 51C of the <i>Environmental Protection Act 1986</i> (EP Act), clearing of native vegetation is an offence unless: - it is undertaken under the authority of a clearing permit - it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required - the clearing is subject to an exemption	<i>7.3 Management and visitors shall be guided by the Dirk Hartog Biosecurity Implementation Plan 2015.</i> Furthermore, and as per response to 3b), reference to the DHIBIP is already included in item 4.7 Biosecurity within Management Plan and in 4.6.3 Introduced Species within the Environmental Report. 5l) – Noted - Refer Management Plan 5.2 Fire Risk Management, 5.2.i & 5.2.ii & 5.2.iii & 5.2.iv. The asset protection zone will not be an area cleared of vegetation but a carefully planned management of vegetation in accordance with the information included within section B.2 Planning for Bushfire Guidelines. The BMP confirms that minimum amount of vegetation will need to be modified/impacted to comply	(Revised June 2015). DBCA have confirmed that this document is still currently the adopted document. 5l) It is noted that that the design guidelines of the LDP identifies that any clearing will be subject of a development application and clearing permit if required. Any application for clearing and development application seeking approval for clearing of native vegetation would be determined at the time of receipt of the application. However, the LDP does not detail the extent of vegetation to be removed within the building envelopes and APZ for each building envelope.	

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5. DWER Department of Water and Environment al Regulation (continued)		with acceptable radiant heat flux standards and compliance with SPP3.7 and the Guidelines. A landscape management plan will be prepared following approval of the LDP and included with development applications to manage and minimise vegetation management that maybe required for building envelopes.		
	5m) Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations).	5m) - Noted.	5m) Noted.	
	5n) Based on the information provided and based on the area being mapped within an Environmental Sensitive Area, the clearing for proposed development is not exempt and a clearing permit will be required.	5n) - Noted.	5n) The requirement for a clearing permit is noted. Any application for clearing and development application seeking approval for clearing of native vegetation would be determined at the time of receipt of the application.	

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5. DWER Department of Water and Environment al Regulation (continued)	5o) DWER should be notified of any modifications to the Local Development Plan that may have implications on aspects of environment and/or water management, to enable the implications to be assessed. Please contact me if you require any further information on these comments.	5o) - Noted - Vegetation management is comprehensively addressed within the Management Plan and Bushfire Management Plan and the Design Guidelines. See LDP submission re: Condition 3 (iv) and 3 (v). Also see Management Plan section: - 4.6 Vegetation; - 5.2.i Bushfire Management Plan; - 5.2.iv Landscape Management; - Design Guidelines; and - 4.0 Design Philosophy - 9.0 Landscaping	5o) The LDP has been updated as a result of the submissions received. The 2026 LDP has not been referred to DWER for further comment.	
6. DPLH Department of Planning, Lands and Heritage Land Use Planning	6a) The LDP has been reviewed against the Local Planning Strategy and Local Planning Scheme No. 4, and it is generally consistent with both. 6b) The LDP proposes 8 building envelopes containing 32 accommodation units and staff accommodation. The covering letter from the Shire dated 8 August 2025 contains a summary of what is proposed, including a maximum of 100 people (visitors and staff) to be accommodated within the LDP area, consistent with what is recommended in the bushfire management plan. It is noted that	6a) - Noted. 6b) - Noted - The reference to 100 visitors and staff is included at multiple references within the LDP documentation, including within Management Plan 2.2 & 3.2.ii & 4.2 & 4.8. Section 4.8 Visitor Numbers within the Management Plan already	6a) Noted. 6b) The 2026 LDP plan has been updated to include a new 8.4 (under Bushfire Management) stating: <i>The total number of staff and tourists will not exceed 100 to comply with acceptable solutions in the Planning for Bushfire Guidelines:</i>	

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Lands and Heritage Coastal Policy Team	2025) for advice regarding State Planning Policy 2.6 – State Coastal Planning Policy (SPP2.6).		
7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team	It is noted in both your email and the letter from the Shire reference is made to comments from 11 February 2015. For reference, please note that comments on an LDP (18 May 2020) were also provided June 2020 (Attached).	This is an entirely new submission as requested by the Shire of Shark Bay.	
(continued)	7b) The 2025 LDP comprised various documents, including Coastal Risk Management Reports (Danara 2014, 2019, 2021) and additional related correspondence (2023, 2024), Draft Foreshore/Access Management Plan (December 2024).	7b) - Noted.	7b) Noted.
	7c) The subject site is anticipated to be impacted by both erosion and inundation over the 100-year planning timeframe. The adaptation response for erosion is to avoid present day erosion, and transition to managed retreat following sustained coastal erosion, anticipated from around 2070. The adaptation response for inundation is to avoid, by siting development above of the +4.7m AHD contour.	7c) - Noted - The site of Lot 304 is an area identified in the Damara Report as subject to coastal hazards in the 100- year timeframe as discussed in Section 5.1 of the LDP report. The proposal is for building envelopes to be located landward of the AHD 4.7 m contour consistent with one-hundred-year forecasts.	7c) The comment by DPLH and the Applicant's response that the building envelopes are located landward of the 4.7m AHD contour are noted and this is stated in the Management Plan and Environmental Report. The Damara report also refers to the building envelopes being in areas outside of the +4.7m AHD. The 2026 LDP has been

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7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team (continued)	7d) As set out in SPP2.6 Clause 5.5 (iii), where a coastal hazard risk assessment identifies a level of risk that is unacceptable, adaptation measures need to be prepared to reduce those risks down to acceptable or tolerable levels. Clause 5.5 (ii) requires that where a coastal hazard risk is identified this should be disclosed to those affected by way of a vulnerable coastal area notification on the certificate of title.	7d) - Noted. Such a notification would only impact current or future landowners, none of whom would be permanent residents. The need for such a notification is less critical for an ecotourism development.	amended to require minimum finished floor levels of 4.7m AHD. 7d) The 2026 LDP has been updated to include the following advice note: At that time of Development Approval being granted, the following notification is to be placed on title: "VULNERABLE COASTAL AREA – This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years from the date this notification is registered.	
	7e) And as set out in Clause 5.9, coastal foreshore reserves should be in public ownership and planning for coastal foreshore reserves should ensure the provision of a coastal foreshore reserve which provides the values, functions, and uses currently provided are still available at the end of the planning timeframe.	7e) – Noted – However, Lot 304 not a coastal foreshore reserve. This is an offshore island that is also a National Park and World Heritage property administered by DBCA and the Malgana.	7e) The configuration is such that Lot 304 does not abut the high water mark. Reserve 50325 separates Lot 304 from the high water park of Sunday Bay.	

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7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team (continued)	7f) The 2025 LDP is insufficient in its response to coastal hazard risk and SPP2.6, in particular the need for development to be time-limited, the triggers for managed retreat and the requirement for the ceding of the coastal foreshore reserve as a consequence of retreat being implemented, and the requirement for a notification on title to be applied. It is necessary to ensure these requirements are captured in the LDP, as the scheme provisions in Special Use 14 (SU14) of the Shire of Shark Bay Local Planning Scheme No.4 are also insufficient in this regard.	7f) - Disagreed – Section of 5.1 of the LDP report states: <i>“The Damara CHRMAP report prepared in compliance with SPP 2.6 recommends that the long-term pathway for development is to avoid erosion and inundation risk until not viable, then moving into managed retreat phase before the ocean levels forecast are achieved. The Damara Report identifies that erosion risk management is to be focused on beach access and dune management until retreat is required to be implemented. The recommendations of this report will be followed and monitored by management and addressed at the DA level when appropriate as an ongoing requirement for managing the site.”</i> These are matters that can be further addressed at DA stage.	7f) Clause 57 (1) of the Deemed Provisions is that an LDP is to have effect for a period of 10 years or another period determined by the Local Government. In the event that the Council support the LDP, it is recommended that the 2026 LDP be updated to state that any Development Approval will be time limited to 31 December 2069 and include a condition that the development shall be removed after expiry of the approval and the land rehabilitated to the specification and satisfaction of the Shire, at the landowner's cost.	
	7g) Recommended LDP conditions:	7g) - Not Agreed – To be addressed at DA stage. If a time-limit condition	7g) In the event that the Council support the LDP, it is	

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7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team (continued)	To comply with the requirements of SPP2.6 the LDP is to be amended to include the following provisions: - Development approval shall be limited to a period of not more than 45 years from the date of approval, at which point the approval will lapse and: - The development shall be removed; and - The land shall be rehabilitated to its pre-development condition, to the specifications and satisfaction of the Shire, at the landowners cost. - Any development approval granted in respect of the Condition 1 shall cease to have effect and: - The development shall be removed; and - The land shall be rehabilitated to its pre-development condition, to the specifications and satisfaction of the Shire, at the landowners' cost, when the most landward part of the Horizontal Shoreline Datum is within 30 metres of the most seaward part of the development.	is considered appropriated at the time, it can be based on trigger points based on sea level rise and/or erosion events, if and when they require, not a specific timeframe. 1) Not agreed – as above, specific trigger points can be crafted in lieu of a specific date which coincidentally was previously suggested as 50 years. 2) Not Agreed – in respect to a specific timeframe in condition 1. - Noted - Rehabilitation to pre-development conditions may not be possible nor practicable. Specifically, to accommodate the new coastal structure any degree of erosion may result in a steeper coast than it is presently.	recommended that the 2026 LDP be updated to: - include a time limitation to 31 December 2069 and a note that any Development Approval would include a condition that all development shall be removed after expiry of the approval and the land rehabilitated. - Include at Clause 13.3 a note outlining that any Development Approval will be time limited until 31 December 2069 and will include a condition that the development shall be removed after expiry of the approval and the land rehabilitated to the specification and satisfaction of the Shire, at the landowners cost;	

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7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team (continued)	3. Development of Lot 304 Sunday Island Bay, Dirk Hartog Island, shall be in accordance with the Damara report 16 December 2021 (Ref: 281.03) with satisfactory arrangements being put in place for the ongoing implementation of the actions identified in the report. 4. Prior to the commencement of development works a foreshore management plan for Lot 304 Sunday Island Bay, Dirk Hartog Island is to be prepared and approved to ensure the protection and management of the sites environmental assets with satisfactory arrangements being made for the implementation of the approved plan. 5. The Foreshore Management Plan shall be implemented by the applicant for 5 years following practical completion of all proposed works in the approved Foreshore Management Plan.	Rehabilitation should be triggered when building retreat is no longer a practical option. 3) Noted. 4) Agreed – as stated in Condition 10 of the LDP: <i>"A Foreshore Management Plan may be required and referred to DBCA for endorsement as a condition of development when development applications are submitted to Council for approval."</i> 5) Not Agreed – If required, any implementation period would more appropriately be dealt after the consideration of the plan itself.	3. In the event that the Council support the LDP, the 2026 LDP can be updated to include this as a note at Clause 13; 4. In the event that the Council support the LDP, the LDP could be updated to require as part of any development application, submission of a Foreshore Management Plan, to be prepared and approved by DBCA. 5. Clause 10.2 of the 2026 LDP states that the foreshore management plan (which is to be approved by DBCA in consultation with the Shire) is to	

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7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team (continued)	6. A notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the certificate of title of the proposed development lot advising of the existence of a hazard. The notification is to state as follows: "VULNERABLE COASTAL AREA – This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years. Advice Notes: 1. In relation to Conditions 1, there is no limit to the number of extensions that the Shire may grant, allowing the development to remain until such time condition 2 occurs at which time the development will be required to be removed in accordance with condition 2. 2. In relation to Conditions 1 and 2, development may be relocated landward within the building envelopes. This will require reassessment of coastal hazards and updating of the Damara report 16 December 2021 (Ref: 281.03) management	6) Noted – to be imposed at DA stage. As a general observation, advice notes are legally binding and not relevant to the consideration of an LDP. However, it is acknowledged that it may contain information that may assist the Applicant at the time of the development application. 1. Noted. 2. Noted	detail the time frame for implementation. 6. The 2026 LDP has been updated to include a note that details that at the time of development approval being granted, a notification is to be placed on title. 1. Pursuant to Clause 57 (3) of the Deemed Provisions, an extension to an LDP can be granted. Therefore, an advice note to this effect is not required on the LDP. 2. The matters raised under advice note 2 could be addressed at a time if and when the LDP is approved and if and when an extension to the LDP is sought.

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7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team (continued)	actions and implementation requirements. The applicant is also advised that any update that includes relocation landward of development will need to include assessment and provision of a coastal foreshore reserve to be ceded back to the Crown, free of cost, to ensure that there will remain a sufficiently wide and useable beach face and foreshore, which is publicly owned and accessible, during the 100-year planning timeframe. 3. In relation to Condition 3, development requirements include but not limited to: - Development within the building envelopes shall be landward of 4.7m AHD; and - A detailed managed retreat plan being submitted to the Shire of Shark Bay. 4. In relation to Condition 4 the Foreshore Management Plan is required to be consistent with the Damara report 16 December 2021 (Ref: 281.03) including but not limited to: - Monitoring and Management of Dunes and beach access in accordance with	3) Noted. 4) Noted.	3. Noted. Such matters would be addressed at the Development Application stage if and when the LDP was approved by Council. 4. Noted. Clause 10.2 of the 2026 LDP details that a Foreshore Management Plan is required. The matters raised in advice note 4 could be dealt with at the Development Application stage, if and when the LDP was approved by Council.

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7. DPLH Department of Planning, Lands and Heritage Coastal Policy Team (continued)	Table 1: Levels of Dune Monitoring; and - Table 2 Trigger and management Considerations for Lot 304 Beach Access and Dunes.		
8. Planning Solutions on behalf of DIRK HARTOG LLC and JANANA NOMINEES PTY LTD, the registered proprietors of Lot 305 Sunday Island Bay, Dirk Hartog Island	8a) This submission comprises an objection to the proposed LDP on behalf of the owners of Lot 305. The basis for this objection is outlined in the submission. 8b) The proposal includes insufficient information to enable the Shire to carry out a full and proper assessment. 8c) The documentation lacks clarity and consistency which reduces the integrity of the proposal and management plans. For example, a specific land use should be selected for the proposed building envelopes rather than the envelopes being referred to differently throughout. This will ensure all documentation align and allow the Shire and referral agencies to assess the proposal correctly and impose suitable conditions.	8a) Noted. 8b) Not agreed - the information provided is in compliance with the requirements provided for in SU14 conditions of Shire of Shark Bay LPS No 4. 8c) Noted - The LDP Condition 3.0 LAND USES provides the details of what land use is proposed. The proposal aligns with the 'Ecotourism' land use as defined in LPS4 and as referenced in condition 1 of SU14. The middle 'Special Use' column of SU14 also mentions numerous	8a) Noted 8b) Comment is provided in regard to each point below. 8c) The land uses are detailed in Clause 3 of the LDP and there is a list of discretionary land uses in SU14 provisions of LPS4. The 2026 LDP has been updated to state that the land use proposed is Tourist Development.

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8. Planning Solutions (continued)	8d) The LDP submission does not include sufficient specialist reporting or management plans to ascertain whether the proposal can appropriately mitigate the increased pressure on the island as a result of increased visitors, boats and vehicles.	discretionary use which do not need to be further defined or referenced. 8d) - Not agreed - The LDP is not an application for development but complies directly with SU14 requiring the preparation of an LDP prior to commencement of development. The Shire has advised it will not consider any development for ecotourism until an LDP is approved.	8d) Further comment on the reports is provided in response to submissions, in Table 3: Scheme Assessment Table and in the Officer Report.
	8e) The suitability of the proposal with regard to the provisions and requirements the SU14 conditions is questioned. As it stands, the proposal appears to be a standard form of holiday accommodation, rather than a development that truly pursues eco-tourism in line with the SU14 objectives.	8e) – Not agree - The LDP is submitted consistent with condition 1 of SU14 being an ecotourism development which: <i>"means ecologically sustainable tourism with a primary focus on experiencing natural areas that fosters environmentally and cultural understanding, appreciation and conservation."</i>	8e) There is a level of uncertainty over the cumulative impact of future development under the LDP and whether this represents ecological sustainable tourism. Refer to comment in Table 3: Scheme Assessment Table and in the Officer Report.
	<u>Eco-Tourism</u> 8f) The objective of the SU14 is to "provide for eco-tourism development" and LPS4 defines 'ecotourism' as:	8f) – Not agreed – the overall purpose of the proposal is to facilitate, in broad terms, a Tourist	8f) There is a level of uncertainty over the cumulative impact of future development under the

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8. Planning Solutions (continued)	<i>'Ecologically sustainable tourism with a primary focus on experiencing natural areas that fosters environmentally and cultural understanding, appreciation and conservation.'</i> Whilst the LDP contemplates 'Camping Ground', 'Caravan park', 'Holiday accommodation' and 'Tourism development' as potential land uses (which are all 'D' uses under the SU14), a number of other land uses and descriptions, such as 'chalet', 'short term accommodation', 'traditional accommodation' are mentioned throughout the LDP documentation. This ambiguity and lack of detail regarding the type of accommodation proposed, as well as the overall purpose of the development raises the question of whether the proposal is simply a standard form of holiday accommodation, rather than a development that truly pursues eco-tourism in line with the SU14 objective.	Development, has parameters that are wholly consistent with an ecotourism development.	LDP and whether this represents ecological sustainable tourism. Refer to comment in Table 3: Scheme Assessment Table and in the Officer Report. The terms of Camping Ground', 'Caravan park', 'Holiday accommodation' and 'Tourism Development' are all Discretionary land uses under SU14 of LPS4. The term 'chalet' and 'short term accommodation' are defined under LPS4 and therefore are considered acceptable terms to use in the LDP.
	8g) The use of the term 'short term accommodation' throughout is also misleading. Whilst uses that are considered a form of short term accommodation such as 'holiday accommodation' are listed under SU14, not all uses that contain 'short term accommodation' in their definitions are listed in SU14 as capable of approval at the site. In our view, the 'D uses' for the site have	8g) – Noted – the phrase "Short term accommodation" is used only in the context of the LPS4 definition of Tourist Development and the phrase used on covenant 1(h) on the certificate of title.	8g) The use of the term short term accommodation is considered reasonable, particularly as this is referred to in the definition of Tourist Development under the Scheme and as the term 'short term accommodation' is defined in the Scheme, it is considered

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8. Planning Solutions (continued)	been specifically chosen, and others excluded, to ensure uses are suitable for the site noting its environmental sensitivity and isolated nature. 8h) In summary, it is our view that the proposed LDP does not sufficiently distinguish between a standard tourism facility and eco-tourism. In the absence of sufficient detail to demonstrate how future development will provide ecologically sustainable eco-tourism, the LDP cannot reasonably be considered to satisfy the requirements of SU14 and should not be supported. Further, the specific land use/s for the proposed building envelopes should be clarified and, following this, all LDP documentation and management plans must be updated to align with the specified use/s. We understand that some management reporting, such as bushfire assessments, is likely to require updating depending on the land use or building class proposed. <u>Design</u> 8i) The proposed LDP Design Guidelines exist to guide future design and development on the site, however following our review there are several key concerns with this documentation, as outlined below. 8j) The Design Guidelines should be drafted with regards to the principles of the State	8h) – Not agreed – in circumstances where the proposal will be in a remote location far from all essential services, an appropriate standard of health, safety and amenities are provided commensurate with the requirements of SU14. The level of detail and justification provided in this LDP goes well beyond that of any comparable LDP proposal. This is not a development application but a plan that provides appropriate and guidance and parameters for such intended development. 8i) - Noted 8j) – Not agreed - The design guidelines have been professionally	an acceptable term to use in the LDP. 8h) There is a level of uncertainty over the cumulative impact of future development under the LDP and whether this represents ecological sustainable tourism. Refer to comment in Table 3: Scheme Assessment Table and in the Officer Report. 8i) Comment is provided in regard to each point below. 8j) Refer to comment in Table 3: Scheme Assessment Table and	

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8. Planning Solutions (continued)	Planning Policy 7.0 Design of the Built Environment (SPP7.0). They should set out objectives (main goal or intent), standards (quantitative measures), and guidance (qualitative). The LDP should be updated to provide this information in an appropriate format that is consistent with SPP7.0.	prepared by designer Robin Adair taking account of State Planning Policy 7.0. SU14 does not provide for the design guidelines to be in any specific format The <i>Qualitative Objectives</i> of the LDP are very clearly described in Section 1.0 - Introduction (Sub Heading) 'Objectives' on page 4 of the Local Development Plan Design Guidelines Report B – February 2025. Specifically, Section 3.0 - Theme on page 5, and Section 5.0 – Design Considerations on page 8, Dot point 3 and Dot point 7 (a) & (d). All of Section 6.0 Built Form. Section 7.0 Planning: Sub-section 7.1 'Building Envelopes', Section 8.0 – Accommodation Design Details: Sub-section 8.1 'External Appearance', Dot points 1,2 & 3, Section 10.0 - General Design Guideline Details, all of Clause ii, 'Accommodation Details', Clause viv, 'Colours'. Clause x 'Common Elements', Clause xiv 'Design',	in the Officer Report. The Design Guidelines are not supported in the current form.

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8. Planning Solutions (continued)	8k) The LDP does not provide clear and measurable standards, such as building heights, setbacks, or allowable materials, which are essential to inform future development proposals. The current Design Guidelines are overly generic and could easily apply to any site. Any design guidelines must be tailored to the specific site context.	Clause xxxviii, 'Scale', Clause xlix 'Theme', Clause Liv, 'Visual' Those <i>Standards</i> which are relevant to the LDP have been noted in Section 7.0 – Planning, Clause 7.6 'Height Controls' on page 11, also Section 10.0 – General Design Guideline Details, Clause xxiii 'FFL' and Clause xxvi 'Height Controls', xxxvii 'Roofs'. Refer also to Clause 8k of Table 1: Schedule of Submissions -Applicant's Comments. 8k) - Not agreed - Building heights addressed in 7.6 and 10.0 (xxvi), Section 10.0 – General Design Guideline Details, Clause xxiii 'FFL'. Setbacks are as per the LDP Conditions Plan and 7.2, 7.3 and 7.4. Materials are provided for in 10.0 (xxx). Section 10.0 – General Design Guideline Details, Clause xvii 'Energy Efficiency', Clause xxx, 'Materials', Clause xxxvi, 'Quality'.	8k) Refer to comment in Table 3: Scheme Assessment Table and in the Officer Report. The Design Guidelines are not supported in the current form.

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8. Planning Solutions (continued)	8l) Terms such as 'low scale' or 'sympathetic' used in the Design Guidelines are subjective and not clearly defined and the proposal does not clearly set out how future development can achieve this with regard to the natural character of Dirk Hartog Island.	8l) – Not agreed - The "Design Guidelines" details allow for creative development proposals to be provided for within specific parameters. As described by the Shire Town Planning consultant in an earlier submission: <i>"As we discussed there should be scope for different designs but with some key elements to make sure a cohesive development is achieved in the longer term"</i> Refer LDP submission re Condition 3(vi) As noted under the LDP conditions at 5.0, A visual impact assessment may be required as a condition of development when development applications are submitted to Council to demonstrate that any development will not negatively impact on World Heritage values or detract from the scenic quality of the land.	8l) The term low scale and sympathetic are terms used in SU14 of LPS4 and therefore it is considered appropriate that the Design Guidelines also use these terms. The term 'low impact' is defined in the restrictive covenant as <i>"Means low impact on the environment having regard to the number of tourists visiting the Land and the facilities and other services provided for their use"</i> .
	8m) Statements such as 'orientation, windows and construction materials can reduce energy costs' are advisory rather than guiding in nature. Instead, the Design	8m) - Noted The Design Guidelines are to guide creative development with key	8m) Refer to comment in Table 3: Scheme Assessment Table and in the Officer Report. The Design Guidelines are not supported in the current form.

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8. Planning Solutions (continued)	Guidelines should specify measurable standards, without this, it is unclear how compliance with the guidelines would be assessed. 8n) Statements such as 'setbacks have been considered when designing building envelope' should be more specific and have connection to the applicable coastal setbacks. The guidelines should also refer to SU14 conditions 3(iii) and 3(iv) which relate to coastal setbacks and bushfire management. The management reports should be used to inform the Design Guidelines so to establish standards for the siting and design of any built form on site. The Design Guidelines should serve the purpose to inform any future development and potential redevelopment, rather than claiming that an issue was addressed at the LDP stage without further detail.	elements and not to limit or specify exacting specifications. Only 'Standards' of the Design Guidelines can be measured, and as such, they are specified and exact, each and every one of them, as noted and described in the submission. It should be obvious how that can be easily assessed. 8n) – Not agreed - Refer LDP Conditions Condition 3 (iii) and the Design Guidelines. The siting of the accommodation units will be a complex procedure and will be conducted by the architect once the LDP has been approved. The first matter to address will be the identification, location and barricading of any significant landscaping clusters on each building envelope. This will be captured by drone photography and uploaded into a CAD drawing file and merged with the Survey Plan to	8n) The setbacks are detailed in Section 6 of the LDP stating that the building envelopes are based on an 11m setback line running parallel from the southern boundary in accordance with the BMP and that coastal setbacks are to comply with SPP and the Damara Report. Refer to comment in Table 3: Scheme Assessment Table and in the Officer Report. The Design Guidelines are not supported in the current form.

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8. Planning Solutions (continued)		establish the correct contour differential to suit the topography and create the 'light touch' on the ground the submission refers to in its Design Guidelines. This drawing will then be used in conjunction with the Bushfire Management Topographical Drawing to identify suitable land allocation pockets for the accommodation units to be placed. Other issues will be to establish privacy between the units and between the building envelopes, which will then allow the initial space planning design to proceed. Orientation will also be considered with regard to solar azimuth and seasonal altitude, and View lines will also be an important factor.	
	8o) In summary, the LDP Design Guidelines are broad and immeasurable and in their current state, cannot appropriately guide and inform future built form on the site. The Design Guidelines should be updated to ensure they are clear, and site specific and informed by other technical reporting.	8o) - Noted The Design Guidelines have been specifically prepared for this site. Refer LDP submission 1.4.4 and 3(vi) and the response provided to Clause 8(m).	8o) Refer to comment in Table 3: Scheme Assessment Table and in the Officer Report. The Design Guidelines are not supported in the current form.

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8. Planning Solutions (continued)		In summary, throughout the Planning Solutions submission, there is a misunderstanding of the intent of the Design Guidelines for an LDP. An agenda of Design Guidelines is established and agreed to be suitable for the site by interested parties and approved in the LDP to provide information to the architect to design the built form. These are the architect's rule book. The Design Guidelines provide information within two main categories. <u>Standards</u> which are relevant to the site. Such as the <i>Type and Class</i> of the development, <i>Min FFL</i> determined above AHD, <i>Building size</i> as a M2, the <i>Height</i> of the Building, <i>Setbacks</i> from particular relevant points, and how the built form will be <i>sited</i> with regard to the natural topography, and <i>Landscaping</i> requirements. Also, <i>Technical matters</i> which have been decided, such as <i>visitor</i> numbers,	

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8. Planning Solutions (continued)		<i>Bushfire</i> requirements and procedures, <i>Services</i>, etc. <u>Qualitative Objectives</u> are the 'wishes' that interested parties have agreed upon, which would be suitable for the site, such as <i>colours, specific materials, conceptual themes, scale, and accommodation requirements</i>, among others, within this scope. Both of these issues have been professionally and adequately resolved in sufficient detail for the LDP to be assessed. Any comments which insinuate they have not been in error and unprofessional in their manner and language used. Any further disagreement on this matter will require face-to-face discussion under supervision.	
	<u>Visual Impact</u> 8p) Condition 11 of the SU14 requires a Visual Impact Assessment be submitted as part of a development proposal. Condition 11 is provided below: 'A Visual Impact Assessment may be required to demonstrate that any	8p) – Not agreed - Contrary to this submission from Planning Solutions, Condition 11 specifically states that a visual impact assessment <i>may</i> be required, Refer LDP Condition 5.0.	8p) The Applicant has provided photo montages and visual impact aspects in supporting Report C.

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8. Planning Solutions (continued)	development will not negatively impact on World heritage values or detract from the scenic quality of the land.' Whilst a 'preliminary visual assessment' has been prepared by the proponent, it is not consistent with the requirements or methodology detailed in the WAPC's 'Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design' (WAPC 2007). A full and proper assessment, undertaken by a qualified consultant in accordance with the WAPC guidelines, should be prepared and submitted. The preliminary visual impact assessment (LDP, Appendix 21) includes images that are not reproduced at a suitable size and quality to allow proper consideration of the visual impacts, and it is unclear how viewpoints were selected without objective measures, consideration of topography and built form outline. The WAPC guidelines set out specific requirements for photography, which ensure that the visual impact assessment is properly informed and verifiable.	There is no requirement/stipulation within SU14 for a visual impact assessment to be prepared in accordance with the WAPC's Visual Landscape Planning in Western Australia. The preliminary visual assessment has been provided as an indication only until the LDP has been approved confirming the location of building envelopes. Currently the location of the building envelopes has not been approved and therefore, design planning has not commenced. When the LDP is approved more detailed visual images can be prepared that properly reflect any development proposal similar to the attached image prepared for a previous proposal demonstrating visual appearance. Any request to undertake a visual impact assessment demonstrates a complete misunderstanding of the	Clause 11 of SU14 details that a Visual Impact Assessment <u>may</u> be required. If and when the LDP is approved, a more detailed Visual Impact Assessment is considered more appropriately required at the Development Application stage, when the form of the development is known.

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8. Planning Solutions (continued)		LDP process, as it is impossible to conduct a visual impact assessment of a site when no building has been designed. The LDP concerns the approval of the building envelopes, which are imaginary lines on the earth's surface and have no visual impact themselves. This is not a development application. There is no built form to assess; it has not been designed, and therefore, no hypothetical or rudimentary form can be created to represent a massing on the site, as the shape of the form will always influence the visual impact in some way. That is within the jurisdiction of the architect to create, and no one else to influence beyond the requirements of the Design Guidelines on the matter of height, scale, size and impact (which have all been clearly defined).	
	8q) We also refer to Council's resolution to refuse the previous LDP at its meeting on 26 August 2020. We note that a Visual Impact Assessment was requested by the Shark Bay World Heritage Advisory Committee and DBCA at that time. We understand this	8q) - Not agreed - see also the response at 8p). Until the LDP is approved it is not possible to provide a specific visual plan as the approved locations of	8q) The DBCA submission received in regard to this LDP recommends a Visual Impact Assessment be undertaken prior to the approval of a Development Application. This approach is supported.

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8. Planning Solutions (continued)	formed one of the reasons for refusal of the application as without a proper visual impact assessment, the proposal failed to demonstrate that future development would not have a negative impact on the World Heritage values. We see no reason why the current application should be any different. 8r) In summary, it is paramount that a full and proper Visual Impact Assessment is provided as part of the LDP to ensure the impact of the proposed building envelopes can be assessed. The Visual Impact Assessment must be undertaken in accordance with the WAPC guidelines. A Visual Impact Assessment will assist with the Shire's assessment of the proposed building envelopes and whether these impact the "scenic quality of the land" in accordance with the SU14 conditions. In the absence of a proper Visual Impact Assessment, we submit the LDP cannot reasonably be approved. Staged Development 8s) The LDP report outlines that development will be staged; however, detailed information is not included or the information that is provided is ambiguous.	building envelopes has not been assessed. The LDP is not a development application. 8r) - Not agreed - as provided for in the LDP condition 5.0 and noted in section 1.4 Challenges within the Management Plan. Refer to Design Guidelines section 7.3 Planning and 10.0 (Liv.) General Design Guideline Details. 8s) – Not agreed - refer LDP Condition 5.0, LDP submission Condition 11 and 8p) above.	8r) The images provided are considered to be satisfactory for the purposes of the LDP. If and when the LDP is approved, a Visual Impact Assessment will also be undertaken at the Development Application stage, when the form of the development is known. 8s) The development may be staged based upon demand, for example each building envelope developed separately or staged. This is considered acceptable as

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8. Planning Solutions (continued)	For example, the response to SU14 Condition 4 (refer to page 26 of the LDP report) does not outline how the development will be staged or when this information will be provided. Further, a number of statements in the LDP which attempt to describe the proposed staging are confusing and misleading and it appears the proponent themselves are not certain what staging is being proposed. This also reduces the integrity of the LDP report and overall proposal.	The LDP is specific that a Visual Impact Assessment can form part of a Development Application when the LDP is approved and the envelopes are known.	stage development. If and when the LDP is approved, the Shire will assess and determine each Development Application based upon merit and assessment under the Scheme and LDP.	
	8t) We also raise concern with the amount of ambiguous information in the proposed Management Plan regarding staging. There are equally concerning statements made in this report which raise issues of integrity. For example, the following statement (from Supporting Report A, page 12) does not outline how staged development will allow tracks and paths to be reviewed, and how this relates to the objective of eco-tourism. Instead, it is a broad sweeping statement that does not provide any clear information on staging or how the proposal achieves the objective of eco-tourism.	8t) Not agreed - refer LDP condition 12 and submission Condition 4. The LDP is not and should not be, a definitive development application. Staging is generic and details will be provided within any development application. 3.1.ii and 3.1.iii.b of the Management Plan includes that staged development will allow continual review whether it be after one or more development applications.	8t) It is envisaged that the staging of tracks and paths would be dependent upon providing suitable access and egress to the proposed development and in accordance with the Bushfire Management Plan. Furthermore, tracks and paths would be staged such that only tracks/paths required for the stage subject of an Application would be constructed. The paragraph referred to in this submission has been deleted in the 2026 LDP.	

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8. Planning Solutions (continued)	<i>'Staged development will allow tracks and paths to be reviewed and ongoing management and control procedures to be considered prior to commencing any stage of any proposed development. In line with this management, it is maintained that development would achieve its ecological aim of being a sustainable ecotourism destination.'</i> 8u) In summary, we believe there is insufficient information on staging to allow the Shire to adequately assess the proposal. In our view, the staging should be clarified as part of the LDP process rather than be conditioned and provided at a later stage. This way future development applications and management plans can be prepared in accordance with an approved staging plan, reducing ad hoc or unorganised development of the site.	Whatever the staging that is established for future development applications staging will allow for continual review Refer also to Management Plan: 1.0 Introduction 2.0 General Information 2.1 Land and 2.2 Ecotourism 3.0 Management Objectives 3.1.ii Tracks 3.1.iii Other Associated Matters 3.1.iii.b Staged Development 4.0 Management 4.2 Strategy 5.0 Other Related Matters 5.4 Staging Management 8u) - Not agreed.	8u) It is considered that the LDP content in regard to staging is acceptable.

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8. Planning Solutions (continued)	<u>Management Plan</u> 8v) Condition 3(i) of SU14 requires a Management Plan be submitted as part of the LDP and that this plan should address visitor access, servicing, maintenance, waste disposal, effluent disposal, service areas, rubbish management and the transport of construction material. The proposed LDP does not provide sufficient information on waste generation, volumes and streams which we believe is crucial considering the environmental values of the site and its isolated nature. Whilst the LDP report states that the proposal will <i>"aim to be low-waste"</i> and <i>"visitors will be required to remove their waste and rubbish when they depart"</i> more detail is needed on how this will occur and be managed. More detail is also needed on how waste will be managed on site during a stay, noting the "short term accommodation" land use permits visitors to stay up to 3 months. In our view, this information should not be conditioned as the details needed, such as visitor numbers, are already known now (as outlined in the LDP), and therefore the waste	8v) – Not agreed - as required by DBCA at their 8 camping locations, all rubbish must be removed by campers when departing the island. Refer Appendix 5 re waste calculations. The LDP is not a specific proposal for development however it is a requirement within the Management Plan that visitors remove any waste produced by them when they depart the island irrespective of the period that they spend at SIB. Refer to Management Plan 3.4 Waste Disposal/Rubbish Management.	8v) The LDP provides a Management Plan which is assessed in Table 3: Scheme Assessment Table. The management plan is not supported. The LDP provides detail in regard to waste generation and the requirement for visitors to take their rubbish with them when returning to the mainland. However, it is noted that the accommodation could be utilised for up to 3 months. Concern in regard to removal of waste off site is noted and has not been satisfactorily addressed in the LDP.	

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8. Planning Solutions (continued)	generated by these users can be modelled and assessed. Accordingly, an updated Management Plan with this information should be submitted so the Shire can determine whether the proposed visitor numbers can be accommodated and managed on site and if the impact of this is appropriate. 8w) It is also noted that the Management Plan assumes an average drinking water usage of 2.5 litres per person. We understand that these numbers were drawn from the Department of Health, Disability and Ageing, and Health Direct guidelines. However, these guidelines set this as the minimum recommended water intake. While we appreciate that the LDP notes that 'sufficient potable water will be transported to site to meet any requirements', it would appear that the impacts of these calculations to the overall development were not adequately considered. Further to this, we question whether the needs for non-potable water, wastewater and sewerage have also been underestimated.	8w) – Not agreed - adequate potable and non-potable water will be provided from one of the sources included in Management Plan. It need not be anymore specific than that for the purposes of an LDP – there are numerous options and sufficient water will be available. Refer to 3.0 Management Objectives 3.2.i Water.	8w) The 2026 LDP and Management Plan has been updated in regard to water supply. Section 8.2i of the Management Plan now details 8.25l per person, per day for kitchen, tap and drinking water. Section 3.2.i.b of the Management Plan states: <i>Each unit will have a minimum of at least two x 50,000L or larger capacity tanks would be proposed to be provided in each building envelope for potable water.</i>

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8. Planning Solutions (continued)	We also refer to the Shark Bay Terrestrial Reserves and Proposed Reserve Additions Management Plan No. 75 of 2012, Section 44.1, which states the following: <i>'Vehicle access to Dirk Hartog Island National Park is by a single vehicle barge operated by the current pastoral lease holders, which effectively limits the number of vehicles that visit the island. In the past, the number of private vehicles on the island has been limited to 10 at any one time. The number of private vehicles, including any tour operator and service vehicles, on the island at any one time will continue to be limited to a maximum of 10.</i> <i>Any development of the freehold lots on Dirk Hartog Island as eco-tourism accommodation will lead to increased numbers of visitors staying overnight on the island. This could result in pressure for increasing vehicle numbers on the island. However, more vehicles are likely to have a negative impact on the track conditions and potentially affect the ecological restoration project.'</i>	No increase in vehicles has been deemed necessary in line with staging possibilities subject to future planning when an LDP has been approved.	The LDP be amended at Clause 9.2 to require 2 x 50,000L tanks per building envelope and therefore read as follows: <i>Development Application(s) shall demonstrate servicing of building envelopes and development thereon with water supply (potable 2 x 50,000L, and fire fighting 50,000L tank) per building envelope and electricity, to the satisfaction of the local government</i> However, the applicant has not demonstrated that the water supply will be secure and sustainable for the life of the development and contingencies in the event that water was not able to be supplied prior to tanks running out. In regard to the restriction of vehicle access, DBCA have confirmed that currently,

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8. Planning Solutions (continued)	8x) The Management Plan for Lot 304 does not provide any detail on how the number of vehicles would be restricted and potential impacts to the track conditions and ecological values be monitored. As noted in the Management Plan No. 75, any development, including eco-tourism accommodation, will inherently result in an increased number of visitors and potential increase in the number of visitors on the island. While Section 3.1.i of the Management Plan for Lot 304 proposed that 'two vehicles would be permitted at each accommodation unit', the fact that 32 accommodation units are proposed would significantly exceed the maximum of 10 private vehicles on the island. While we acknowledge that not all accommodation units may be occupied at	8x) - Not agreed - there is no requirement within SU14 to address this within the LDP. Vehicle access is totally controlled by DBCA and the Malgana as joint managers of the National Park and is not within the control of DHID. DHID will comply with DBCA as required and it may well be that no cars are permitted. For the time being, no increase in vehicles has been deemed necessary in line with staging possibilities subject to future planning when an LDP has been approved.	Management Plan No. 72 restricts vehicles to a maximum of 20 vehicles per day. The number of vehicles on Dirk Hartog Island is controlled via the barge booking system. 8x) The number of vehicles on the Island is controlled via the barge booking system. In regard to track conditions, the tracks outside of Lot 304 form part of the National Park. The LDP does not demonstrate that satisfactory arrangements are in place for the ongoing maintenance of any upgrading of vehicular access tracks through the Dirk Hartog Island National Park as a result in the potential significant increase is usage as a result of this development.	

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8. Planning Solutions (continued)	any one time, we view that the Management Plan for Lot 304 should undertake a conservative approach and account for a worst-case scenario demand for vehicle access to the island. 8y) It is reasonable to request that the Management Plan be updated with input from specialist consultants to dictate measures to comply with vehicle restrictions, how private vehicle access would be managed at peak demand, monitoring to track and ecological conditions, and potential mitigation measures. 8z) We appreciate the opportunity to review and provide comment on the advertised Lot 304 Sunday Island Bay, Dirk Hartog Island Proposed Local Development Plan. We	8y) - Not agreed - Control of the number of private vehicles permitted on Dirk Hartog Island rests entirely with DBCA and the Malgana who jointly manage the National Park. 8z) - Not agreed – the significant level of information provided is consistent with requirements under SU14 of LPS4.	8y) It is understood that the vehicle access restrictions are controlled by the barge operator in consultation with DBCA. A number of the tracks within the National Park that provide access to Lot 304 are also used by other visitors to Dirk Hartog Island, residents of Dirk Hartog and staff. The LDP does not demonstrate that satisfactorily arrangements are in place for the ongoing maintenance of any upgrading of vehicular access tracks through the Dirk Hartog Island National Park as a result of this proposal. 8z) These comments are responded to above.

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8. Planning Solutions (continued)	express concern around the insufficient information and ambiguity of the reporting submitted by the proponent, specifically with regards to the following items. - The proposed LDP does not adequately distinguish between a standard tourism facility and eco-tourism, with little detail provided that demonstrates how future development will provide ecologically sustainable eco-tourism - The Design Guidelines are broad and immeasurable. These should be drafted with regards to the principles of the SPP7.0, be informed by specialist technical reporting, and be clear, measurable and site-specific. In their current form, the Design Guidelines are not able to appropriately guide and inform future built form on the site. - The 'preliminary visual impact assessment' provided does not follow the WAPC 'Visual Landscape Planning in Western Australia: A manual for evaluation, assessment, siting and design' guidelines and fails to offer a comprehensive evaluation of the proposed development's visual	- The LDP is not an application for development but in essence a highly detailed application for approval of building envelopes meeting SU14 Condition 3 addressing each of the sub conditions(i) to(vi) and conditions 4) to 12) - The Design Guidelines have been professionally prepared by Designer Robin Adair and comply with SPP7.0 requirements. - Until the LDP is approved, there is no appropriate guidance to identify and finalise building envelopes. Accordingly, it is not possible to properly		

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8. Planning Solutions (continued)	impacts. We support the Shark Bay World Heritage Advisory Committee and DBCA's views that a comprehensive Visual Impact Assessment is essential to assess whether the building envelopes will negatively affect the scenic quality of the land and the World Heritage values. Without this thorough assessment, the LDP cannot be reasonably approved. - The waste management component of the Management Plan is insufficient, as lacks specific details on waste generation and management practices. A Waste Management Plan beyond aspirational objectives should be submitted, which provides modelled data based on the anticipated visitation patterns, along with appropriate mitigation measures tailored to the site context. - Additional information regarding the staging of the development is needed to ensure subsequent development applications and management plans are proposed appropriately.	prepare any visual impact assessment as the location and form of any development is not definitively known. Any attempt at concepts may not be realistic and could be prejudicial to the DA stage. - Waste management has been comprehensively dealt with within the Management Plan and mirrors the requirements of DBCA at their camping sites. - Staging is comprehensively dealt with throughout the management plan. Until the LDP is approved and planning proceeds,		

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8. Planning Solutions (continued)	- In its current state, the LDP includes insufficient information and does not reasonably satisfy the requirements of SU14. It should not progress until these aspects are clarified and additional reporting provided.	details of staging cannot be finalised. - Wholly disagreed; the LDP is comprehensive and appropriately justified. Any alternative approach would make the separate LDP and Development application indistinguishable in terms of the level of detail appropriate for each.	
9. Department of Biodiversity, Conservation and Attractions (DBCA) 9. DBCA	The Department of Biodiversity, Conservation and Attractions (DBCA) provides the following advice relating to the department's responsibilities under the <i>Conservation and Land Management Act 1984</i> (CALM Act) and the <i>Biodiversity Conservation Act 2016</i> (BC Act). <u>Joint management and management planning</u> DHINP is jointly vested and managed by DBCA and the Malgana Aboriginal Corporation (MAC) through the CALM Act under a joint management agreement that provides for a joint management body to inform and guide the management of DHINP. The change to joint management has implications for how future activities are considered and assessed by the new	Noted.	

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(continued)	management structure and future joint management plan. a) A statutory joint management planning process is currently being undertaken by DBCA and MAC to determine the future uses, protection and management of DHINP. The overall objectives of the joint management planning process are to conserve biodiversity, protect cultural heritage values and accommodate sustainable visitation and recreation consistent with the values of the DHINP. The joint management planning process includes a public consultation period and DBCA encourages the proponent to fully engage in this process regarding future land use proposals that affect DHINP. b) Given Lot 304 is a land locked property within DHINP, potential impacts outside Lot 304 should be considered, including the potential threats to the ecological, cultural, and landscape values of DHINP.	a) Noted - More formally, the applicant is uncertain as to what is meant by the public consultation referred to by the DBCA. If it is something beyond this referral, we would appreciate further feedback ahead of any future development application (which, importantly, will also be publicly advertised and referred to relevant agencies). b) Noted - The LDP has considered impacts and potential threats outside of the Lot 304 property boundaries including all aspects of ecological, cultural and landscape values, and to the extent necessary for a LDP. However, as the DHINP has been operating for more than 20 years with minimal impacts and no change to vehicle numbers is proposed,	9a) It is noted that DBCA intended to undertake public consultation in regard to the joint management of DHINP. 9b) The need to consider potential impacts upon the wider DHINP are noted and have been considered in the context of this being a LDP. Furthermore, if and when the LDP is approved, detailed assessment of any future development would be undertaken at the Development Application stage, noting that any Development Application would be referred to DBCA for comment.	

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9. DBCA (continued)		then there should be no change to potential threats posed. Potential impacts outside Lot 304 are: • Vehicle traffic on external tracks • Pedestrian traffic on paths & coast • Introduction/spread of pests, weeds & diseases. The LDP implies a theoretical maximum of 64 vehicles associated with developments on Lot 304. At expected occupancy of 60% this is likely to be less than 38 vehicles at any one time. When factoring in the likely number of people per vehicle and the proportion of guests who arrive by boat, the true number of vehicles is likely to be less still. Pedestrians will be given clear instruction on the need to keep to formed paths both within and outside Lot 304.	

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9. DBCA (continued)	<u>Town Planning Scheme Special Use Zone 14:</u> c) The environmental report contained in the LDP does not appear to adequately address Condition 3(v) of the Special Use Zone 14 (SU14) in LPS4, in relation to not compromising the high conservation values and protecting the ecological values and special attributes of the island.	The DHIBIP, the LDP and the Environmental Review all contain detailed procedures to minimise the risk of introduction or spread of pests, diseases and weeds. This includes physical inspections of all vehicles and boats arriving at the accommodation units. This exceeds the level of scrutiny given to visitors arriving at the island under DBCA permits, who are effectively unmonitored and unsupervised. These management measures will be further developed and refined before any development is undertaken, providing multiple opportunities for DBCA and other agencies to review and optimise them. c) Disagreed - This appears to be a general complaint about the ER, not a useful critique. Condition 3) (v) includes specific instructions as to the areas must be included within the Environmental Report. All of these and more have been	9c) The Environmental Report and the LDP have been updated after advertising. One of the major changes to the LDP is to source all water from the mainland and not rely on

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9. DBCA (continued)		addressed in the ER. If DBCA considers the report lacking, it would be helpful to state where it is lacking in order for any deficiencies to be rectified. With that said and more specifically: • The LDP is not and should not, be an application for the completed development of the site. • The LDP is a completely new submission for approval of eight (8) building envelopes located within Lot 304 with supporting documentation as required under conditions outlined in SU14 and as requested by the Shire of Shark Bay. • Condition 3) (v) specifically addresses the areas that must be included within the environmental reporting to demonstrate that the LDP and proposed use and or development will have a low impact on the natural	water from Two Wells for this development. The updated Environmental Report, prepared by Bailey Environmental Services and dated 23 January 2026 now concludes that "the development of visitor accommodation on Lot 304 as proposed in the LDP can be undertaken in accordance with the Shire of Shark Bay LPS No. 4 with little or no adverse impacts on the ecological values and special attributes of Dirk Hartog Island or its surrounding waters." It is considered that the LDP does not provide sufficient information that a sustainable supply of water can be provided from a barge to Lot 304, through the National Park, which could affect the conservation values of the National Park. Further it has not been demonstrated that effluent disposal areas are more than 100m from the high water mark, thus potentially impacting upon the high conservation values and ecological values and special attributes of the island,

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9. DBCA (continued)		environment, not compromise the high conservation values and have regard to the need to protect the ecological values and special attributes of the island. - No development is proposed by the LDP, rather, it provides a framework, and an indication of the parameters that future development may have, and will be subject to future applications that will contain additional details for assessment and determination. - In summary, the proposed use is consistent with SU14 and the accompanying reports have adequately and appropriately addressed SU14 Condition 3(V).	
	d) For example, the LDP <i>Management Plan Supporting Report A - Visitor Access</i> addresses	d) Noted -	

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9. DBCA (continued)	access to, and within Lot 304, but fails to acknowledge the potential impacts of approximately 64 additional vehicles accessing DHINP on a daily basis, including impacts such as the introduction of weeds, pests and disease, incidents of vehicles colliding with fauna, including threatened species, increased risk of vehicle collision accidents, given the nature of tracks, and increased degradation of vehicle tracks.	- The claim of 64 vehicles a day makes no sense given several considerations including a minimum of 3 night's stay. Therefore, it would be practically impossible to achieve such vehicle numbers on a daily basis. - The LDP is premised on the DBCA limiting the vehicle number to 20 per day or whatever they choose in the future. The application does not impede that authority by the DBCA. - Further details on visitor impacts are addressed in section 4.4.1 of the environmental report.	9d)	Supporting Report A of the LDP has been updated to outline that vehicle numbers are controlled by the barge operator and that "Advance bookings are always essential as the DBCA permits no more than 20 vehicles on the island at any one time. Nothing in this Application varies or overrides this current restriction." Therefore, the Application does not propose to exceed the current restriction in terms of vehicle numbers imposed by DBCA.	How the barge operator allocates the 20 vehicle allowance between residents, National Park staff, visitors and guests of the other accommodations on the island is not detailed in the LDP, but it is presumed that once the 20 vehicle limit is reached, no further bookings are permitted. In the event that DBCA increased permissible vehicle numbers on the island, this could

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9. DBCA (continued)	e) It should be noted that there is currently a limit of 20 vehicles in the national park. The LDP does not address how visitor access within DHINP will be limited and/or managed to support the intent for sustainable tourism and to be consistent with the objectives of the national park and World Heritage Area. It is recommended that the LDP clearly articulate the values associated with the national park and assess the proposal's likely impact on those values.	e) Noted - - The number of vehicles permitted on DHI is acknowledged as limited to 20, this application does not propose to change that or the authority of the DBCA in that regard. - It is interesting to note that in October 2016, for a five-day period with DBCA approval, more than one hundred vehicles were present on DHI for the 400-year celebration of Dirk Hartog's landing on the island in 1616. - Review of this period confirmed that the road structure was suitable and capable of handling the volume of traffic without detrimental effect to the island's infrastructure or	then potentially result in more vehicles associated with any development on Lot 304 being on the island. 9e) Refer comment 9d) above. In regard to visitor access within DHINP, the guests of Lot 304 would be bound by the same restrictions and/or management as any other person visiting the DHINP. As outlined in the Management Plan, visitors would be taken through a visitor induction upon arrival. As outlined in Clause 4.4 of the Management Plan, the visitor induction would include information regarding the national park. Appendix 7 in Supporting Report C further details that visitors would receive a pre visitation briefing via information brochures and an onsite induction. It further states that vehicular access would be limited and each accommodation	

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9. DBCA (continued)		ecological values and special attributes. - Whilst the period of occupancy was limited it provided valuable evidence supporting the ability of the land to absorb additional vehicle traffic on the land and landscape. - The LDP acknowledges the DHIBIP and confirms that the proponent will comply with it. - Chapter 2 of the ER details the environmental and heritage values of the national park. Chapter 4 examines in detail the potential impacts on those values and documents the proposed management measures. If the DBCA has specific concerns with this analysis it would be helpful to identify them so that they can be addressed but it would be appear they are merely broad, generic comments.	unit would have an information sheet regarding access beyond Lot 304. In regard to the use of existing tracks, the LDP does not detail satisfactory arrangements with DBCA in regard to any upgrading and/or maintenance of the tracks within the National Park that are utilised for vehicular access to Lot 304.

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9. DBCA (continued)	<u>Visitor Numbers</u> f) The LDP focusses on the total area of direct disturbance on Lot 304 proposed by the development of 32 accommodation units, however, the LDP does not address the broader impacts that will result from the increased numbers of visitors to DHINP and the impact of increased visitation on DHINP's values. g) The LDP proposes a maximum capacity of 100 people for the accommodation units on Lot 304. The expected occupancy rates noted in the LDP are 60 per cent for 0.6 of the year. This equates to 60 people per day staying at the accommodation for 219 days of the year, resulting in an additional 13,140 visitors to the island each year, more than four times the current average number of visitors per year.	f) Noted - - The LDP documentation and information provided within the LDP complies directly with the requirements of SU14. - The number of accommodation units allowed on the site is limited by covenants to 33. g) Noted - The number of persons including any staff permitted on the site is limited to 100 in compliance with a BMP. - The calculation of 13,140 visitors is somewhat absurd as it assumes that all visitors would be day-trippers (also rendering the need for accommodation as	9f) Refer to comment at 9c) - 9e) above. The Environmental Report concludes that "<i>the development of visitor accommodation on Lot 304 as proposed in the LDP can be undertaken in accordance with the Shire of Shark Bay LPS No. 4 with little or no adverse impacts on the ecological values and special attributes of Dirk Hartog Island or its surrounding waters.</i>" However, the LDP does not satisfactorily demonstrates that the proposal could be undertaken without an adverse impact on the natural environment. 9g) Refer to comments 9c) – 9f). The number of visitors to be accommodated annually on Lot 304 can not be accurately predicted. The visitor numbers would be partly constrained by the availability of the barge and/or means of transport to and from the Island. The	

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9. DBCA (continued)		meaningless), it ignores the minimum 3-night stay, it ignores the overall limit of vehicle numbers on the island and is assumes all accommodation units permitted under the covenants were completed and occupied. • The LDP documentation clearly states that any future proposed development will be staged (over a number of years) to allow ongoing review and limits to development if required to meet environmental objectives. • The role of accommodation at SIB is in accordance with one of DBCA's roles to allow access to national parks by visitors for the enjoyment of the location's attributes. • In particular, it is proposed that any future facilities proposed at SIB are expressly promoted for eco-tourism.	development may also be staged.

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9. DBCA (continued)	h) Given Lot 304 is land locked by DHINP, it is assumed that all visitors will visit DHINP. Annual visitation is currently estimated at 2690 visits per year.	h) Being accommodated on Lot 304 automatically includes visitation to the national park.	9h) Noted. Arrangements for DHINP visitor passes is not a matter relevant to this LDP, however, it is agreed that in order to access Lot 304, guests and staff would require a DHIMP pass.	
	i) The impact on DHINP's values, particularly those in proximity to Lot 304, has the potential to be significant.	i) The careful management of the site and its visitors, as proposed within the LDP documentation, will ensure that the particular DHINP values are identified, protected and promoted to ecotourism visitors	9i) Refer to comments 9c) – 9h) Council must consider the comments and concerns of DBCA in regard to potential impacts of the DHINP and the wider Shark Bay World Heritage Property Special Control Area and the LDP as presented, including the Environmental Report. Further comment is provided in the Officer Report.	
	<u>Consistency with previous Environmental Protection Authority advice (March 2015)</u>			
	j) Based on DBCA's review of the LDP and supporting documents, the Environmental Protection Authority (EPA) recommendations for addressing the broader impacts on DHINP have not been adequately considered.	j) Disagreed for the reasons below.	9j) Each of the matters is responded to individually below.	
	k) The LDP Environmental Report states that groundwater used for showers and toilets will be sampled at six monthly intervals. However, insufficient baseline data on groundwater quality	k) Noted - however the primary source for water in the first instance will be that transported to the site from	9k) The LDP now proposes a water supply from the mainland, however the LDP is not supported as the LDP does not satisfactorily demonstrate that	

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9. DBCA (continued)	and quantity is included in the LDP, and the current understanding appears to rely on anecdotal evidence. The EPA's March 2015 advice recommended conditions be applied to the proponent as part of any well access agreements. This included conditions requiring the proponent to provide quarterly water quality data to the then Department of Parks and Wildlife (now DBCA) to demonstrate the future sustainability of the water supply from existing wells within DHINP. The proposed six-monthly sampling regime is therefore inconsistent with the EPA's previous advice.	the mainland. If well water is to be used as a secondary option, the anecdotal evidence from 50 years of onsite experience and records maintained by one of the proponents of the LDP is that is safe and plentiful. Furthermore, there is no other restriction to access to water on DHI. To be unequivocally clear, groundwater will not be the primary source of water, it was merely presented as an option if appropriate at the time, but in no uncertain terms, it should be assumed that water should be brought it. Reference should be made to the following sections of the LDP: - ER 3.8 Water Supply - ER 4.7.1 Groundwater Levels	sourcing water from the mainland will provide a secure ongoing sustainable water supply for the life of the development. Given that the 2026 LDP has been amended to source all potable water from the mainland, the requirement to undertake quarterly water quality data at Two Wells is not supported.	

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9. DBCA (continued)		- MP 3.2.I.B Non-Potable Water Should there be any later attempt at using groundwater, then the sampling regime will be as per the EPA's previous or updated advice and requirements. As above, however, access to water has already been granted and a registered water easement for the transport of water from wells has already been signed with the State to allow access. There is no restriction to access to water on DHI. As above, in the event that it is decided to use water from existing wells then quarterly water data can be provided.		

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9. DBCA (continued)	l) DBCA notes that the visual impact document included in Appendix 21 is preliminary. In March 2015, the EPA recommended for a previous development proposal on Lot 304, that 'prior to approval of the development application a Visual Impact Assessment be undertaken consistent with the guidelines, Visual Landscape Planning in Western Australia, published by the Department of Planning (2007) and in consultation with Parks and Wildlife.' No consultation with DBCA has occurred in relation to a visual impact assessment.	l) Noted - - However, this is not an application for any development and this LDP is a completely new submission from the EPA submission of 2015 and 2019. - The LDP is an application for the approval of eight (8) building envelopes in compliance with the Shire of Shark Bay request following their rejection of a previous application in 2019 for a completely new submission with any future accommodation to be located in clusters and not a repeat of the original LDP submission. - Until the LDP is approved - Locating proposed envelopes for CLUSTERS as requested by the Shire of Shark Bay no detailed planning for development has been/can be undertaken.	9l) A more detailed Visual Impact Assessment is considered more appropriately required at the Development Application stage, when the form of the development is known.

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9. DBCA (continued)		- Until the LDP is approved it is not possible to prepare any visual impact assessment as the areas for any development are unknown however the matter has been addressed under Condition 11 of the LDP submission, Section 4.8 of the ER – Visual Impacts and LDP Conditions 5.0. - As suggested a visual impact assessment would/can be included with any development application once the location of building envelopes has been approved. Noted - As no development is proposed by this LDP, no visual impact assessment has been undertaken. - Condition 5 sub point 2 of the LDP acknowledges and confirms the EPA 2015 notes and states:	The 2025 LDP as advertised included in Supporting Report C "visual impact aspect" images which provided photomontages of the Lot 304 from various vantage points. A more detailed Visual Impact Assessment is considered more appropriately required at the Development

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9. DBCA (continued)	<u>Access through DHINP and increased vehicle numbers</u> m) The Shark Bay Terrestrial Reserves and Proposed Reserve Additions Management Plan No. 72 (2012) outlines strategies for managing visitor numbers to DHINP, with a focus on protecting the park's significant values by maintaining low visitation levels. The plan, which is currently under review, previously set a maximum of 10 private vehicles permitted on the island at any one time (subsequently revised by DBCA to 20 private vehicles). While vehicle numbers are being considered as part of the review process, the 20-vehicle limit provides a useful basis for determining appropriate limits to support the ongoing protection of DHINP's significant biodiversity and conservation values, including fauna reintroduced under the Dirk Hartog Island National Park Ecological Restoration Project.	"a visual impact assessment may be required as a condition of development when development applications are submitted to Council to demonstrate that any development will not negatively impact on World Heritage values or detract from the scenic quality of the land". m) Noted. Noted - The current limit to vehicle numbers has been taken account of and no request for increased numbers of vehicles has been contemplated in line with proposed staging referred to in the LDP submission.	Application stage, when the form of the development is known. 9m) The assessment of the 2026 LDP gives due consideration to Management Plan No. 72 The 2026 LDP has been modified to take into account the 20 vehicle restriction to the DHINP. The Supporting Report A of the LDP details that vehicle numbers will be controlled via the barge booking process.	

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9. DBCA (continued)	n) A range of strategies, including the continuation of limiting vehicle numbers in the park, is being considered in the joint management planning process, to manage visitor and vehicle impacts. In addition, the development of a monitoring program is being considered, to determine the impacts of current and future vehicle numbers and consider future management actions to mitigate potential impacts. o) Previous advice from DBCA has recognised that the LDP will include pedestrian and vehicle construction access through the national park. Since that advice was issued, the management of DHINP has transitioned to joint management under an Indigenous Land Use Agreement (ILUA) with the Malgana Aboriginal Corporation. Under the joint management agreement, the Joint Management Body (JMB) has a formal management role, including providing advice on leases and licences for access or activities in DHINP. As such, previous advice from DBCA on earlier versions of the LDP will likely be revisited to ensure the advice remains appropriate and reflects the aspirations of Traditional Owners. <u>Foreshore access</u> p) Should the proponent wish to include vehicle access to the beach/foreshore as part of the project, it is recommended that consultation is undertaken with DBCA. Any proposal that	n) Noted. o) Noted – However, the current LDP proposal is new and revised, and should be considered on its merits. To avoid any confusion the DBCA could expressly states where their position has changed for the benefit of the proponent, otherwise such statements are of little value. p) Noted – Nothing in the application suggests or promotes vehicle access to the beach or foreshore	9n) Noted. The 2026 LDP has been assessed based upon the 20 vehicle limit. 9o) The change in management of DHINP is noted and accepted. Comments received from DBCA were provided on behalf of the Joint Management Body. Any Development Application will be referred to DBCA, noting that comments on any future development application will be from the Joint Management Body. 9p) If and when the Council approve the LDP, it is recommended that the Applicant further consult with DBCA in relation to any draft	

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9. DBCA (continued)	impacts DHINP or the Shark Bay Marine Park is subject to consideration and approval by DBCA. <u>Conservation significant fauna</u> q) The Dirk Hartog Island National Park Ecological Restoration Project (DHINPERP), commenced in 2011. The project has resulted in the complete removal of stock, feral herbivores and predators enabling recovery of vegetation and the reintroduction of native mammals, many species of which no longer occur on the mainland.	noting that existing visitors to the beach do exactly that. Reference should be made to: - ER 3.12 – Access - MP 4.9 – Foreshore Access q) Noted. There's no identifiable impact of threatened fauna based on the studies included in this LDP proposal, noting: • Any increase in vehicle numbers is controlled entirely by DBCA. • The proponent has accepted the limitation on vehicle numbers and has included no application for any increase in line with its proposal for staging. • The proponents have agreed to comply with the DHIBIP. • Refer: - MP 4.7 Biosecurity	Foreshore Management Plan and Access Management Plan 9q) Noted.

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9. DBCA (continued)	r) DBCA has identified that an anticipated increase in visitor and vehicle numbers and access to DHINP, poses a risk to the ongoing success of the DHINPERP, including maintaining the existing biosecurity standards. The LDP and supporting documents do not provide an assessment of the potential impacts associated with increased visitation and vehicle numbers within DHINP or the management of potential impacts on fauna. s) Threatened fauna are protected under the BC Act. Any activity that may directly or indirectly result in the taking of a threatened species, defined under Section 5 of the BC Act, requires Ministerial authorisation under Section 40 of the BC Act. Ministerial authorisation may be required for the take of threatened fauna. It is recommended the proponent(s) contact DBCA's Species and Communities Program (speciesandcommunities@ dbca.wa.gov.au) to	- ER 4.12 Biosecurity Management - ER 4.5.2 Weeds and Disease r) The LDP has not proposed any increase in vehicle numbers in line with its proposed staging and review proposed within the LDP. The documentation prepared for the LDP is based upon the current number of vehicles permitted and no indication/correspondence has been provided by DBCA that this may change. s) Noted.	9r) Given that vehicle access to Lot 304 is limited to vehicles entering by the barge, and if DBCA continue to enforce the 20 vehicles then the LDP would not result in an increase in vehicle numbers beyond that currently permitted. The LDP supporting documents refer to the Dirk Hartog Island Biosecurity Implementation Plan. Supporting Report A of the 2026 LDP has been modified to state that it is intended that the development will comply with the 20 vehicle limit. See previous comments. 9s) Noted.	

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9. DBCA (continued)	discuss if a Ministerial authorisation is required for the potential inadvertent take of threatened fauna through the development and operation of the accommodation units and associated increases in visitation to DHINP. <u>Bushfire management</u> t) A Bushfire Management Plan (BMP) and Bushfire Emergency Plan (BEP) have been prepared for the site. The proponent should be aware that the responsibility for managing any bushfire emergency on private property rests solely with the landowners. Future development should not place any reliance upon or impose additional expectations on the management of adjacent land administered by DBCA. <u>Wind turbines</u> u) Given the occurrence of migratory birds, some of which are listed as threatened under the BC Act, DBCA suggests that the LDP addresses the potential impacts from wind turbines on migratory birds.	t) Noted. Refer to: - ER 4.9 Bushfire Management - MP 5.2 Fire Risk Management u) Noted – Refer to MP 3.2.11 - Power • This is not an application for development and although wind turbines have been included for future possible inclusion in any development application,	9t) Noted. 9u) The Design guidelines of the LDP refers to wind turbines not exceeding the height of the accommodation units and being discretionary. Notwithstanding, the design guidelines in their present form are not supported

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9. DBCA (continued)		their inclusion has not been confirmed. - The applicant has already confirmed with the Shire that any proposal for wind turbine would be for low profile next generation turbines that would be incorporated into future building designs and not stand-alone wind towers. - Wind turbines will never exceed the height of the roof line, and they will be incorporated within the profile of the verandas. - The turbines currently envisioned are efficient but are of a compact scale, and not particularly high, and will not exceed any roof line of the developments. If there is concern at the time there might be an impact, then that can be dealt with at the time. Otherwise, there is no suggestion at all that they	

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9. DBCA (continued)		would be of a number and scale that would have an effect on migrating birds. • In summary, wind turbines would only be an option at this stage, and not critical to the development.	

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ATTACHMENT 5: ASSET PROTECTIONS ZONES MAP

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REQUIREMENTS

1. The Asset Protection Zone has been determined to provide reduced radiant heat flux outputs on accommodation units to BAL-29 or lower and importantly to reduce radiant heat flux to below 10kW/m² for the on-site shelter
2. The staff accommodation buildings also doubles as the fire engineer designed on-site shelter, it is exposed to less than 10kW/m² radiant heat flux and will comply with the Building Code of Australia and ABCB Design and Construction of Community Bushfire Refuges Handbook (2014).
3. The dedicated fire fighting 50,000 litre water tank will be sited near the carpark and turn around areas and will be sited within BAL-29 or lower exposure levels.
4. The loop driveway is consistent with track conditions on the island and passing bays are located every 200 metres.
5. Turn-around areas are sited near each driveway entrance and carpark.
6. The accommodation units are all sited in BAL-29 and lower and are constructed to BAL-29 construction standards.
7. Low shrubland surrounds each cluster, average height of the dominant vegetation is 100-200mm, some isolated shrubs achieve a maximum height of 1.5 metres. All of the vegetation is wind pruned from the predominant southerly coastal winds.
8. Short signposted paths lead all visitors from their accommodation units to the on-site shelter.

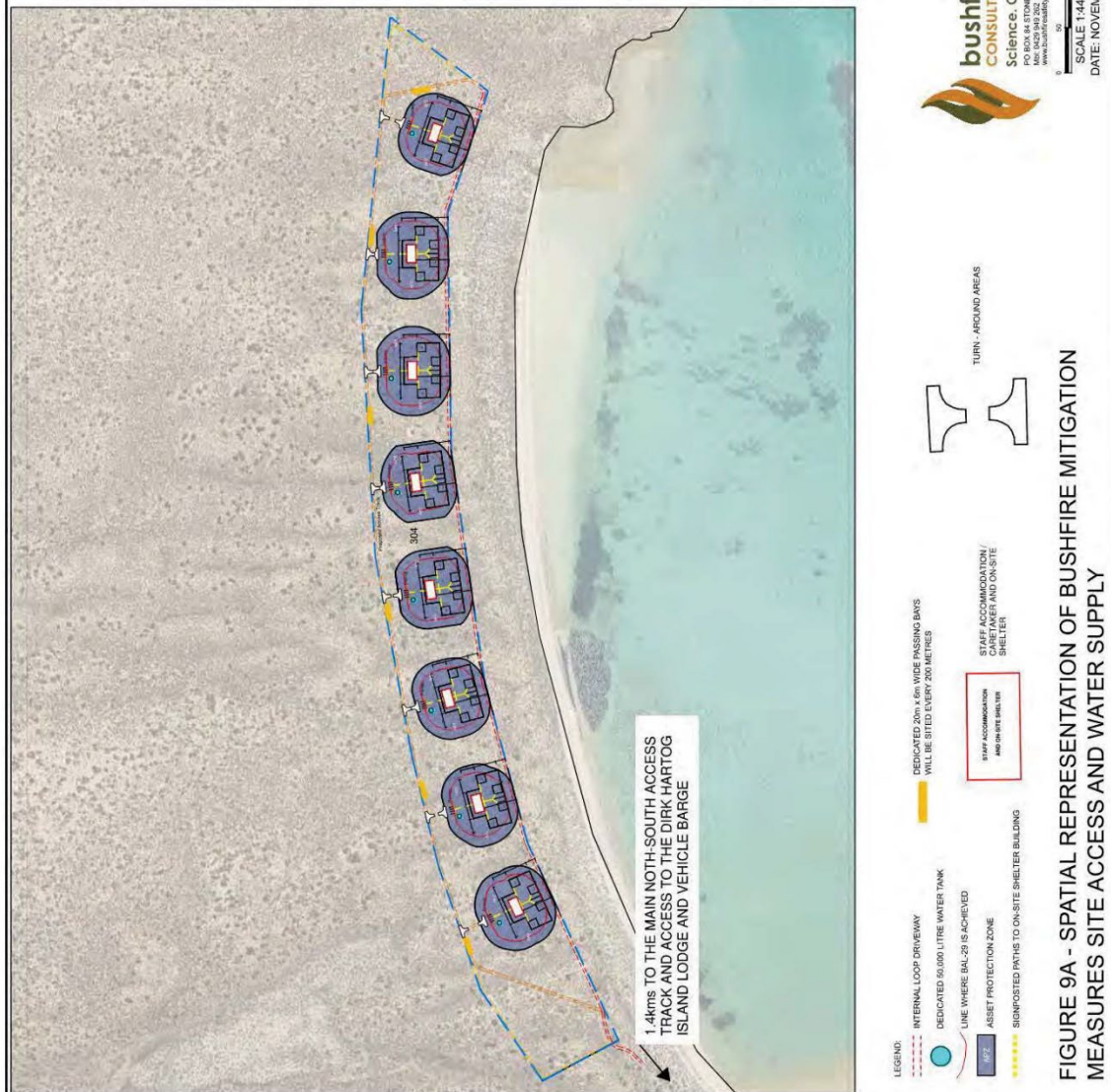


FIGURE 9A - SPATIAL REPRESENTATION OF BUSHFIRE MITIGATION MEASURES SITE ACCESS AND WATER SUPPLY

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**ATTACHMENT 6:
TABLE OF SUBMISSIONS
(BUSHFIRE)**

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Submission	Applicant Comment Altus Planning	Consultant Planner Comment (Alderding and Associates) for the Shire
10. Department of Fire and Emergency Services (DFES)		
10a) The new <i>State Planning Policy 3.7 Bushfire</i> (SPP 3.7) and associated <i>Planning for Bushfire Guidelines</i> (Guidelines) were published on 24 September 2024 and became operational for applications lodged with decision makers from 18 November 2024. On this basis, DFES has assessed the above application under the new planning framework, as well as DFES' role and responsibilities as Hazard Management Agency for Fire in Western Australia.	10a) – acknowledged.	10a) Noted.
10b) It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.	10b) – acknowledged.	10b) Noted.
10c) Tourism land uses such as short stay accommodation, are considered a vulnerable land uses and are assessed under Bushfire Protection Criteria 8. Vulnerable land uses located in designated bushfire prone areas require special consideration, especially as visitors may be unfamiliar with their surroundings and	10c) acknowledged and comprehensively assessed in the BMP and BEP. The BMP does not downplay risk, it assesses the risk thoroughly using the correct methodology and responds to all issues. There is no extreme hazard around the site, it is surrounded by 50% moderate hazard and 50% low hazard (see Figure 5).	10c) Agreed that the land use is a vulnerable land use as defined under SPP3.7. The 2026 Bushfire Management Plan (BMP) provides an assessment under the Bushfire Protection Criteria 8 (refer Table 6 of the BMP).

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bushfire impacts.	In terms of compliance with SPP 3.7 Policy Objective 5.1, the BMP and BEP sets out the thorough methodology taken to make a determination. For example, additional assessments were undertaken that were not required under SPP 3.7 including: • Undertaking a Bushfire Hazard Level (BHL) assessment using the methodology outlined in the <i>Planning for Bushfire Guidelines (Sept. 2024)</i> in Appendix A, Section A.2. The purpose of the Bushfire Hazard Level (BHL) assessment was to provide a broad brush understanding of the potential intensity of a bushfire in the landscape near the site. The pre-development site and all vegetation classes within 2 kilometres were assessed including slopes where contour data was available and measured on-site where accessible. • The vegetation classification map within 2 kilometres of the site is mapped in Figure 4 and the subsequent Bushfire Hazard Assessment Level map is found in Figure 5 on the BMP. • The DFES opinion that the hazard is 'extreme' has been assessed in this proposal and the hazard is actually "moderate". • The site is exposed to a	

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	landscape scale fire only on west interface, with the coast in close proximity to the south, east and north which restricts a large landscape scale fire developing. Figures 4 and 5 in the BMP clearly show this outcome. • The pre-dominant wind direction at the site is from the SW, so this is across the ocean. • The vegetation and fine fuels surrounding the site are largely disconnected, mineral earth and sand can be seen in all 84 vegetation classification photos contained within the report. • The DRAFT DBCA Emergency Response Plan (ERP) for Dirk Hartog Island recognises the unique situation on Dirk Hartog Island and identifies themselves as the likely Hazard Management Agency and First Responders for any issue within the National Park. This plan also rates the likelihood of bushfire on Dirk Hartog Island as "highly unlikely". • The only permanent residents on the island are Kieran and Tory Wardle at Dirk Hartog Island Lodge. After a meeting with the DBCA Fire Officer in the Denham DBCA office, it was discussed that a large fire on Dirk Hartog Island is unlikely		

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	due to the low numbers of potential ignition sources, the narrow arrangement of flammable vegetation broken up by sand dunes and the surrounding beaches and oceans where fires will extinguish. It is also likely any emergency response will use resources already on the island owned by the landowners such as the vehicle barge and other marine assets. These are the only people on the island and consulting, training and working together with the local HMA achieves the best outcomes. Given the DFES' position is not consistent with the Policies and Guidelines and their conclusions are not consistent with the finding of 'moderate' hazard, this warrants further discussion with the Shire's consultant, if required.	
10d) DFES has previously reviewed a proposed Local Development Plan for the site on 17 March 2020 and 3 July 2020 (reference D05848), as well as March 2024 (reference D33365). DFES has advised that the proposal does not comply with the intent of Element 3 – Vehicular Access (referencing Version 1.3 of	10d) acknowledged The current application for a LDP is an extensively updated and improved version, taking on board feedback from DFES (and others) at that time. There are no publicly gazetted roads on	10d) The November 2024 SPP3.7 Guidelines allow " as a contingency measure for vulnerable land uses, an on site shelter where demonstrated appropriate, as a last resort option (Bushfire Protection Criteria 8: Element 3: Vehicular access) and under acceptable solution A3.5 an on site shelter can be used where the proposed

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the Guidelines, later assessed as part of Element 5 referencing V1.4 of the Guidelines), as the proposal could not address the performance principle due to the inability for safe and efficient evacuation from the island. Further, DFES is not supportive of the proposal for an on-site shelter in lieu of providing suitable access to and from the island. The assessment against the current Guidelines (2024) maintains this position as the BMP does not provide an Outcomes-based solution to the non-compliance.	the island. The CALM Act part 1, section 3 states that a "Public Road" means a road as defined in the Road Traffic (Administration) Act 2008 which states: 'a public road means any highway, road or street open to, or used by, the public is a public road'. Accordingly, there is no reference as to whether it is or is not gazetted. The island is foremost a National Park, the public drive on the National Park tracks in suitable vehicles and enjoy the island as a remote, eco-destination. The 2023 report commissioned by the Department of Biodiversity Conservation and Attractions (DBCA) titled "Dirk Hartog Island - Recreation and Tourism Opportunities Analysis" identified an increase in interest of the island and strong visitation numbers to coastal tourism destinations and the island's ecological restoration project. Drivers of future growth in visitation to the island include development of ecotourism accommodation on freehold land and additional recreation and tourism infrastructure within the National Park, it is home to a unique growing sanctuary (i.e. the return to 1616 Ecological Project). An outcomes-based approach can be included in an updated BMP, conditioned as part of any approval of the LDP and state as requirement for the submission of any subsequent DA.	development has a capacity of up to a maximum of 100 guests and employees at any one time. However, it is noted that there are no public roads providing access to Lot 304 and no right of carriageway registered on title for access from the barge to the Subject Site. The LDP does not detail any arrangements in place for the ongoing maintenance and upgrading to the access tracks through the National Park if required. The Shire can not take responsibility for ongoing inspections and oversight of the on site shelters for the life of the development, and therefore the use of on site shelters is deemed not suitable. Refer to further comment in the Officer Report and Table 3 Scheme Assessment Table.

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	The tracks and passing areas are suitable to the small number of visitors on the island. Furthermore, the 4WD vehicles that access the island and the low shrub vegetation permits multiple passing bays across the entire island track network. Most traffic will be travelling in the same direction during a bushfire event, minimising passing issues and there will likely not be heavy duty fire appliances ever on the island during a "no notice fire event". The current vehicle barges cannot transport large fire appliances and they would be restricted for access on the island track network itself. Any fire fighting is likely to be undertaken with Light 4WD fire units only. To conclude that nowhere without a gazetted public road cannot accommodate a tourism experience and accommodation is locking out any tourism development on Aboriginal land, cattle stations and other land tenures that do not have gazetted roads of which there are many in Western Australia. It should be noted that in 2020 the Shire notified DHID as follows: "the Shire supports the use of existing tracks on the island for emergency access. Most of the existing tourist routes in the Shire are remote, some are serviced by one		

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	road in and out, and the Shire already supported use of the existing tracks on Dirk Hartog Island for development on nearby Lot 62 and 303. The issue of vehicular access is not an impediment to bushfire management of future development of Lot 304 from a Shire perspective". The BMP outlines the DBCA managed tracks are suitable for all visitors to the island and allow all weather access in suitable 4VVD vehicles. The type of vehicle that comes to the island is suitable to the vehicle access on the island. This information can be added via a condition of approval, if necessary, to an updated BMP to demonstrate that vehicle access to this unique destination is suitable for this scale of development in this unique location. Ultimately, guests at the facility will be directed by the Site Manager (who will also be a trained fire warden) who must exercise some discretion depending on the circumstances at the time. In some instances, it may be to temporarily move to a safer destination on the island (i.e. north or south) or to the vehicle barge departure points provided, if it is safe to do so. Regarding the on-site shelter, the Guidelines clearly state this is an acceptable solution for this scale of development at this location and this is reaffirmed by the comments made by		

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	the DPLH Bushfire Team. The benefit of shelters is that they are engineered and purpose built to provide protection against life threatening radiant heat during the passage of a bushfire. The shelters are an additional resource for government and visitors and will benefit anyone on the island during a bushfire emergency. They will provide a suitable Incident control area for fire fighting operations as the supply of water in the large water tanks will be a huge positive fire suppression asset. A small fire may be a quick event as the fire runs into a low fuel area such as the ocean or a sand dune, and evacuation of the island is not required. Compliance for A3.2, A3.3a and A3.4 cannot achieve acceptable solutions, this is recognised in Acceptable Solution A3.5 which states "where the proposed development has a capacity of up to a maximum of 100 guests and employees at any one time, an on-site shelter is to be provided in accordance with A2.5. As per clause B5.3.1 in the Guidelines which states: where a vulnerable land use (other than a school) cannot achieve compliance with the acceptable solutions for a vehicle access to two different suitable destinations, a shelter on-site for up to 100 visitors and	

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	employees can be proposed as an acceptable solution. Full compliance is therefore achieved and the Guidelines state an outcomes-based approach is not required. Like any visitors to any tourism facility, this is no different, the facility manager has a duty of care to all visitors at the site and as a training fire warden they would expect visitors to comply with all directions from the site manager who will be liaising with the Hazard Management Agency. All guests who use the facility will have a 4WD vehicle suitable to the conditions on the island. They will need a suitable vehicle to enjoy the island and its attractions. This will be obvious in pre-booking information for all visitors. It is difficult to imagine someone being obstructive in a remote location, however if something becomes a police matter, this is outside the capacity of this BMP to fully resolve. Good relationships with local police and emergency services will be the best buffer to issues such as this for the site manager. Otherwise, the BEP can be updated, if required, to indicate: • Guests/visitors must have 4-wheel drives only (recommended no older than 10 years) • Caretaker to have a 7 or 9 person	

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	vehicle to accommodate those with any medical conditions at the time or are intoxicated, etc. In all other instances, guests will be driving in their own vehicles. Such changes can be conditioned.	
10e) Consequently, and in accordance with our advisory role, DFES has highlighted in the assessment below the residual bushfire risks associated with the tourism development and compliance with the bushfire protection criteria to assist decision making. DFES notes that the proposed on-site shelters should not be supported as a solution to two different evacuation routes. This is further discussed below.	10e) – acknowledged but not agreed. As stated by the DPLH Bushfire Team: "There is a significant amount of information regarding shelters within the Bushfire Guidelines to provide guidance for LGs, importantly the Shire should be aware that management of the shelters will be enforceable through a condition of the Development Approval, and construction will need to be signed off by a certified fire engineer." Compliance for A3.2, A3.3a and A3.4 cannot achieve acceptable solutions, this is recognised in Acceptable Solution A3.5 which states "where the proposed development has a capacity of up to a maximum of 100 guests and employees at any one time, an on-site shelter is to be provided in accordance with A2.5. As per clause B5.3.1 in the Guidelines which states: where a vulnerable land use (other than a school) cannot achieve compliance with the acceptable solutions for a vehicle access to two different suitable destinations, a shelter on-site for up to 100 visitors and employees can be	10e) The November 2024 SPP3.7 Guidelines allow "as a contingency measure for vulnerable land uses, an on site shelter where demonstrated appropriate, as a last resort option." The Shire cannot take responsibility for ongoing inspections and oversight of the on site shelters for the life of the development, and therefore the use of on site shelters is deemed not suitable. Refer to the Officer Report and Table 3: Scheme Assessment Table for further assessment of the on site shelter/s.

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	any medical conditions at the time or are intoxicated, etc. In other instances, guests will be driving in their own vehicles.	
10f) The intent of SPP 3.7 is to reduce and mitigate the risk of bushfire to people and property which is prescribed through demonstrating compliance to the policy objectives of SPP 3.7.	10f) acknowledged and comprehensively assessed in the BMP and BEP.	10f) It is agreed that the intent of SPP3.7 is to reduce and mitigate the risk of bushfire to people. It is noted that the November 2024 SPP3.7 Guidelines allow as a contingency measure for vulnerable land uses, an on site shelter where demonstrated appropriate, as a last resort option." The Shire cannot take responsibility for ongoing inspections and oversight of the on site shelters for the life of the development, and therefore the use of on site shelters is deemed not suitable. Further assessment under SPP3.7 is provided in the report and Table 3: Scheme Assessment Table.
Policy Measure 7.1 ii. c. Preparation of a BAL Contour Map Issue: Method 2		
10g) The proposed APZs have the potential to introduce significant soil erosion in this location due to the removal of vegetation, and therefore, the soil should be protected from erosion using a non-combustible ground covering.	10g) Not agreed. The issue of soil erosion at the site is important to understand and has been considered in the BMP. Technical accepted Australian Standard methodology was used to assess the BAL ratings and predicted radiant heat flux outcomes on each building including the on-site shelter, this was specifically done to ensure the appropriate size Asset Protection Zone was designated and that minimises the area of impact.	10g) It is noted that the BMP proposes retaining roots of the vegetation to assist with soil stabilisation, however, the potential for soil erosion is a concern, particularly if areas are cleared within the APZ.

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	The numbers used in the model are conservative, for example, the default vegetation height of 1.5 metres was used in the model instead of the 30cm high vegetation that is dominant on and around the site. Expected fire behaviour will be significantly less because of the significantly lower ground cover vegetation and expected lower fuel loads when compared with the default 15 t/ha incorporated into the model. 1. Technical modelling has been undertaken to minimise the size of the APZ and minimise disturbance. 2. The APZ will not be entirely cleared of vegetation, as per the 'Guidelines' the APZ will have minimal fine fuels. 3. Pruning and fuel maintenance of living plants will result in the root structure of plants staying intact and low fuel and existing non-combustible materials on-site will break up fuel continuity and reduce the likelihood of the APZ vegetation supporting a bushfire. Therefore, it is submitted that additional non-combustible ground covering is not required.	

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Proposed Method 2 does not appear to use the slope bands but rather individual measurements of slope. In addition, no measured site slope is provided for the calculations; these omissions are considered outside of the AS3959:2018 methodology and would need to be amended or demonstrated as justified through a proposed performance solution. Method 2 is not valid, for Class C Shrubland @ 1200K flame temp to achieve 10 kW m2, the following needs to be achieved: <table border="1"> <thead> <tr> <th>Effective Slope</th><th>Site Slope</th><th>Separation distance</th></tr> </thead> <tbody> <tr> <td>Upslope / flat</td><td>0-5 degrees upslope</td><td>33.0m</td></tr> <tr> <td>0-5 degrees downslope</td><td>1-5 degrees downslope</td><td>36.5m</td></tr> <tr> <td>5-10 degrees down slope</td><td>2-5 degrees downslope</td><td>41.0m</td></tr> </tbody> </table>	Effective Slope	Site Slope	Separation distance	Upslope / flat	0-5 degrees upslope	33.0m	0-5 degrees downslope	1-5 degrees downslope	36.5m	5-10 degrees down slope	2-5 degrees downslope	41.0m	Based on the training and considerable experience of our bushfire consultant, the suggested approach is not warranted. In his own words he states as follows: Clause B4, Step 3 – EFFECTIVE SLOPE UNDER CLASSIFIED VEGETATION found in Appendix B of the Australian Standard AS3959 states to “Determine the effective slope (in degrees) under the classified vegetation in accordance with Clause 2.2.5. Clause 2.2.5 states “...for each vegetation type classified in Clause 2.2.3, the effective slope of the land under the classified vegetation shall be determined in degrees...” It does not state that it shall be determined in increments of 5 degrees, that methodology is used in method 1 simplified BAL Assessments by practitioners that are not qualified or accredited to use more complicated method 2 methodology found in Appendix B in AS3959. If the DFES comments regarding this methodology are related to a recent DFES internal decision, this requires further discussion because it is not consistent with my understanding. The methodology I have used in this assessment, I have used for over ten years on local and state government projects, public and private school assessments, aged care homes and multiple vulnerable land use	10g) The use of Method 2 is supported by DPLH Bushfire team (see submission 11 below). The Shire's building surveyor would accept Method 2 if supported by the BMP. The Shire has not undertaken a peer review of the Method 2 assessment. Given that the justification provided by the Level 3 bushfire consultant in regard to the use of Method 2 and given that a Method 2 assessment is accepted by DPLH and the Shire's building surveyor, this is considered to be an acceptable methodology. Notwithstanding, a peer review of the Method 2 assessment has not been undertaken. It should be noted that moving the building envelopes in order to provide: a minimum ground level of 4.7m AHD (in response to coastal setbacks); and/or a minimum setback of 100m from the effluent disposal areas to the high water mark would result in a reassessment under Method 2.
Effective Slope	Site Slope	Separation distance												
Upslope / flat	0-5 degrees upslope	33.0m												
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	proposals without issue. The method 2 calculator licensed from the Fire Protection Association of Australia (FPAA) used in this analysis provides individual slope numbers to be inputted into the model. The precautionary principle has been adopted in this assessment regarding the inputs for effective slope. The maximum slope was measured over the 150-metre perimeter zone in the direction of fire runs and was inputted in the model rather than simply the maximum slope nearest to the buildings. The 'Active' DPLH document titled "Bushfire Management {Plan Guidance for the Dampier Peninsula (February 2022) contains the same AS3959 methodology to determine Safer Sheltering Places for locals and tourists at multiple sites north of Broome. (see: https://www.wa.gov.au/system/files/2022-02/Bushfire-Management-Plan-Guidance-for-the-Dampier-Peninsula.pdf) I was engaged by DPLH to undertake this specific work. If the difference of opinion remains, this warrants further discussion in person at a meeting.	

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DFES notes that the grouping of all proposed buildings together would result in a larger single APZ which would require less vegetation modification and provide greater protection for a centrally located shelter. DFES recommends the BMP be modified.	Regarding the comments of grouping of all proposed buildings and having one shelter, although the area of impact would be reduced this would have negative repercussions for the LDP which would be inconsistent with the Shire's expectations and advice as to how they preferred the LDP to be submitted with development in clusters and not adjacent to each other as previously submitted. Some downsides include: - people would have to relocate a significantly greater distance to access the shelter, - people would be accommodated further from on-site staff and - staging the development would be more complex. - Shelter size required would be out of context Having clusters means each development node is located around a water supply, a shelter and staff assistance. Refer to Table 8 of the Guidelines relative to Built Form Design and Layout 2 - buildings are sufficiently separated from each other to limit the potential for building to building ignition.	10g) It is agreed that one shelter would likely reduce the amount of area that would require less vegetation modification. However, the LDP as submitted is to be assessed. There is a distance of approximately 1 kilometre between the western and eastern most building envelopes so guests would be required to travel up to 500 metres to a central shelter. Figure 6A of the BMP shows the Asset Protection Zones (APZ) around each building envelope. Noting that there are areas between each APZ where vegetation would be retained. The proposal could require clearing or disturbance to up to 3.51 hectares of land to accommodate the building envelopes and APZ, this represents over 30% of the lot that could be disturbed to accommodate this development.	

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	Site layout should consider the potential for building to building ignition and separate buildings, or groups of buildings to limit risk. The site layout should be rationalised to limit building to building ignition, employing built form separation.	
Policy Measure 7.1 ii. e. Compliance with Bushfire Protection Criteria 8: Development – Vulnerable Tourism Land Uses and Day Uses		
10h) Element: Location Policy Objective 5.1 – hazard management agency objection Although SPP 3.7 states that Element 1: Location is not applicable for development applications in Area 2, DFES, as the Hazard Management Agency for WA, objects to a planning proposal that is inconsistent with policy objective 5.1 which seeks to avoid bushfire risk (in the first instance). DFES is of the opinion that policy objective 5.1 cannot be achieved at this location. The proposed development is on a lot that has, and is surrounded by, an extreme hazard that, in the opinion of DFES, cannot be adequately managed/mitigated to an acceptable level and is inappropriate for the vulnerable tourism land use at this location. DFES notes that this position has been maintained since the initial referral due to the	10h) Not Agreed. SPP 3.7 states that Element 1: Location is not applicable for development applications in Area 2. This is deliberate and as the Explanatory note for the State Planning Policy 3.7 Bushfire and the Planning for Bushfire Guidelines states in Section 3 for Tourism Land Uses states: “The broader landscape assessment is not required for tourism land uses, recognising that many are remote and nature-based”. This is the deliberate policy to accommodate remote tourism based developments that can mitigate risk to acceptable levels. Policy Objective 5.1 seeks to avoid bushfire risk in the first instance, but where unavoidable, manage and/or mitigate the risk to people, property and infrastructure, to ensure the risks are acceptable and appropriate to the land use and location.	10h) It is acknowledged that the LDP is located in an area that presents a landscape that represents a bushfire risk, however as outlined by DPLH (submission 11), Element 1: Location is not applicable. The November 2024 SPP3.7 Guidelines allow “as a contingency measure for vulnerable land uses, an on site shelter where demonstrated appropriate, as a last resort option.” However, the Shire can not take responsibility for ongoing inspections and oversight of the on site shelters for the life of the development, and therefore the use of on site shelters is deemed not suitable.

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lack of vehicular access, and the remote nature of the site. The BMP does not comply.	Dirk Hartog Island is obviously unique and poses significant challenges creating tourism opportunities in a world heritage area and managing bushfire risk. This is why the BMP does not downplay risk, it assesses the risk thoroughly using the correct methodology and responds to all issues. There is no extreme hazard around the site, it is surrounded by 50% moderate hazard and 50% low hazard (see figure 5). In terms of compliance with SPP 3.7 Policy Objective 5.1, the BMP and BEP sets out the thorough methodology taken to make a determination. For example, additional assessments were undertaken that were not required under SPP 3.7 including: • Undertaking a Bushfire Hazard Level (BHL) assessment using the methodology outlined in the Planning for Bushfire Guidelines (Sept. 2024) in Appendix A, Section A.2. The purpose of the Bushfire Hazard Level (BHL) assessment was to provide a broad brush understanding of the potential intensity of a bushfire in the landscape near the site. The pre-development site and all vegetation classes within 2 kilometres was assessed including slopes where contour data was available and measured on-site where accessible.			

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	- The vegetation classification map within 2 kilometres of the site is mapped in Figure 4 and the subsequent Bushfire Hazard Assessment Level map is found in Figure 5 on the BMP. - The DFES opinion that the hazard is 'extreme' has been assessed in this proposal and the hazard is actually "moderate". - The site is exposed to a landscape scale fire only on west interface, with the coast in close proximity to the south, east and north which restricts a large landscape scale fire developing. Figures 4 and 5 in the BMP clearly show this outcome. - The pre-dominant wind direction at the site is from the SW, so this is across the ocean. - The vegetation and fine fuels surrounding the site are largely disconnected, mineral earth and sand can be seen in all 84 vegetation classification photos contained within the report. - The DRAFT DBCA Emergency Response Plan (ERP) for Dirk Hartog Island recognises the unique situation on Dirk Hartog Island and identifies	

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	themselves as the likely Hazard Management Agency and First Responders for any issue within the National Park. This plan also rates the likelihood of bushfire on Dirk Hartog Island as "highly unlikely". The only permanent residents on the island are Kieran and Tory Wardle at Dirk Hartog Island Lodge. After a meeting with the DBCA Fire Officer in the Denham DBCA office, it was discussed that a large fire on Dirk Hartog Island is unlikely due to the low numbers of potential ignition sources, the narrow arrangement of flammable vegetation broken up by sand dunes and the surrounding beaches and oceans where fires will extinguish. It is also likely any emergency response will use resources already on the island owned by the landowners such as the vehicle barge and other marine assets. These are the only people on the island and consulting, training and working together with the local HMA achieves the best outcomes. Given the DFES' position is not consistent with the Policies and Guidelines and their conclusions are not consistent with the finding of 'moderate' hazard, this warrants further discussion at a meeting, if required.	
10i)	10i) Not agreed. As stated by the DPLH Bushfire Team,	10i) As outlined by the DPLH Bushfire Team, and as detailed in 8.2 of the Bushfire Guidelines, the

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Element: Siting and Design A2.1b – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in the above table. It has not been demonstrated that the shelter buildings can achieve 10kW/m². Modification to the BMP is required.	the management of the shelters will be enforceable through a condition of the Development Approval, and construction will need to be signed off by a certified fire engineer. Accordingly, this level detail can be provided and/or resolved at that time. In his own words, our bushfire consultant states as follows: Based on my training, qualifications, accreditation and considerable experience, the correct Australian Standard methodology has been used to determine the BAL ratings and predicted levels of radiant heat flux on the proposed shelters. Therefore, from my perspective, the BAL ratings are validated, and the shelter buildings do achieve 10kW/m². As stated above, the methodology I have used in this assessment, I have used for over ten years on local and state government projects, public and private school assessments, aged care homes and multiple vulnerable land use proposals without issue. These matters can be ultimately resolved at DA stage.	construction of the shelter would need to be signed off by a certified fire engineer, accredited with Engineers Australia. This would be undertaken at the development application stage. Notwithstanding, subsequent advice has been received from DPLH that the Shire would be required to oversee the ongoing inspections and oversight of the on site shelter/s for the life of the development. The Shire does not have the resources to oversee the ongoing inspections of the shelters. Therefore the use of on site shelters is not supported.
10j) Element: Siting and Design A2.3 and A2.4 – not demonstrated	10j) Not agreed. Any final foreshore management should ultimately not be matter of concern to DFES	10j) The LDP does not relate to land outside of Lot 304. The BMP proposes that all APZs are contained within Lot 304.

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DFES notes that it is unclear if the foreshore management proposed will comply with other relevant policies. The decision maker should be satisfied that these works will comply with all relevant frameworks. The BMP states that full compliance is achieved with A2.4, however then states that a Landscape Management Plan (LMP) has not been prepared for the site. The decision maker should be satisfied that a LMP is not required, should the proposal be approved without one. Modification to the BMP is required.	subject to there being no conflict with the BMP. A foreshore management will be informed by a number of existing documents including: - Local Development Environment Report (Bayley Environment Services) - Site and Soil Evaluation (Land Assessment Pty Ltd) - Coastal Risk Management Reports (Damara Pty Ltd, 2014, 2019 C 2021) Moreover, the final Landscape Management Plan should be more appropriately prepared following approval of the LDP when building envelopes are confirmed. It goes without saying that the Landscape Management Plan should not be inconsistent, or in conflict, with any bushfire planning controls. Having this amount of detail for an LDP would be completely inappropriate. DFES are, in effect, wishing to assess the complete development application, not an LDP to guide it.	Clause 10.2 of the 2026 LDP requires a Foreshore Management Plan be prepared and approved by DBCA prior to the commencement of development. The APZ does not extend into the National Park. The 2026 LDP also proposes that a Landscape Vegetation Management Plan be prepared for each building envelope and/or asset protection zone. However this has not been provided for the LDP. If the LDP was approved, the Foreshore Management Plan for the foreshore area would have to ensure that any revegetation proposed does not result in the BAL exceeding what is detailed in the BMP.
10k) A2.5 – not demonstrated The BMP includes some spelling inaccuracies when referencing the Building Code of Australia and the ABCB Design and	10k) – Not agreed. The final BMP can be updated to ensure all references to the Building Code of Australia and the ABCB Design and Construction of Community Bushfire Refuges Handbook are accurate. These matters can be conditioned.	10k) If approved, the BMP can be updated to correct any references that are inaccurate. The use of on site shelters is a solution that is provided for in SPP3.7. However, subsequent advice has been received from DPLH that the Shire would be required to oversee the ongoing

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Construction of Community Bushfire Refuges Handbook. The BMP should be updated to ensure all references to this document are accurate. DFES notes that the use of an on-site shelter is not considered a suitable response to the lack of two compliant accesses to two destinations. DFES understands the isolated nature of the site, and the proposed responses including evacuation prior to high Fire Danger Index (FDI) days, however it is unclear how this will work in practice. DFES notes that any evacuation occurring via private vehicle requires tourists to cooperate with the request, be in a suitable condition to drive, have vehicles in working order, and will require tourists to find alternate accommodation when they reach the mainland. It is also unclear how compliance with any conditions regarding the scheduled evacuations will be enforced. The decision maker should be satisfied that the above concerns are adequately addressed. Modification to the BMP is required.	As for the on-site shelters, as stated by the DPLH Bushfire Team: "There is a significant amount of information regarding shelters within the Bushfire Guidelines to provide guidance for LGs, importantly the Shire should be aware that management of the shelters will be enforceable through a condition of the Development Approval, and construction will need to be signed off by a certified fire engineer." Compliance for A3.2, A3.3a and A3.4 cannot achieve acceptable solutions, this is recognised in Acceptable Solution A3.5 which states "where the proposed development has a capacity of up to a maximum of 100 guests and employees at any one time, an on-site shelter is to be provided in accordance with A2.5. As per clause B5.3.1 in the Guidelines which states: where a vulnerable land use (other than a school) cannot achieve compliance with the acceptable solutions for a vehicle access to two different suitable destinations, a shelter on-site for up to 100 visitors and employees can be proposed as an acceptable solution. Full compliance is therefore achieved and the Guidelines state an outcomes-based approach is not required.	inspections and oversight of the on site shelter/s for the life of the development. The Shire does not have the resources to oversee the ongoing inspections of the shelters. Therefore the use of shelters is not supported and accordingly, the BMP is not supported.

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	Like any visitors to any tourism facility, this is no different, the facility manager has a duty of care to all visitors at the site and as a training fire warden they would expect visitors to comply with all directions from the site manager who will be liaising with the Hazard Management Agency. All guests who use the facility will have a 4WD vehicle suitable to the conditions on the island. They will need a suitable vehicle to enjoy the island and its attractions. This will be obvious in pre- booking information for all visitors. It is difficult to imagine someone being obstructive in a remote location, however if something becomes a police matter, this is outside the capacity of this BMP to fully resolve. Good relationships with local police and emergency services will be the best buffer to issues such as this for the site manager. BCA will be updated and correctly referenced. Otherwise, the BEP can be updated: • Guests/visitors must have 4-wheel drives only (recommended no older than 10 years) • Caretaker to have 7 or 9 person vehicle to accommodate those with		

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	any medical conditions at the time or are intoxicated, etc. Otherwise, guests will be driving in their own vehicles.	
10i) Vehicular Access A3.1-A3.8 – does not comply The BMP confirms that the proposal is not capable of compliance with this clause as no public roads are present on the island. On this basis, it is unclear how compliance is possible with any of the acceptable solutions for Element 3 as none of the tracks/driveways comply with the requirements of Table 10.	10i) – Not agreed. There are no publicly gazetted roads on the island. The CALM Act part 1, section 3 states that a "Public Road" means a road as defined in the Road Traffic (Administration) Act 2008 which states: 'a public road means any highway, road or street open to, or used by, the public is a public road'. Accordingly, there is no reference as to whether it is or is not gazetted. The island is foremost a National Park, the public drive on the National Park tracks in suitable vehicles and enjoy the island as a remote, eco-destination. It should be noted that in 2020 the Shire notified DHID as follows: "the Shire supports the use of existing tracks on the island for emergency access. Most of the existing tourist routes in the Shire are remote, some are serviced by one road in and out, and the Shire already supported use of the existing tracks on Dirk Hartog Island for development on nearby Lot 62 and 303. The issue of vehicular access is not an impediment to bushfire management of future development of Lot 304 from a Shire perspective".	10i) It is agreed that there are no public roads on the Island. There is no right of carriageway registered over the National Park providing access to Lot 304. However, there are existing tracks through the National Park that provide 4WD access to Lot 304. The applicant has not provided any written agreement with DBCA in regard to maintenance responsibilities for the access tracks.

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Submission	Applicant Comment Altus Planning	Consultant Associates)	Planner Comment (Allerding and for the Shire
	The 2023 report commissioned by the Department of Biodiversity Conservation and Attractions (DBCA) titled "Dirk Hartog Island - Recreation and Tourism Opportunities Analysis" identified an increase in interest of the island and strong visitation numbers to coastal tourism destinations and the island's ecological restoration project. Drivers of future growth in visitation to the island include development of ecotourism accommodation on freehold land and additional recreation and tourism infrastructure within the National Park, it is home to a unique growing sanctuary (i.e. the return to 1616 Ecological Project).		
10m) Vehicular Access A3.1-A3.8 – does not comply The BMP does not address the requirements of an outcomes based approach as required by the Guidelines Clause 2.2.1b, which requires that the practitioner: • 'Address the acceptable solutions to the greatest extent possible • identify the non-compliance with the acceptable solutions and why these cannot be achieved • detail how the design considers bushfire risk and where additional	10m) – Noted An outcomes-based approach can be included in an updated BMP, if necessary. The tracks and passing areas are suitable to the small number of visitors on the island. Furthermore, the 4WD vehicles that access the island, and the low shrub vegetation permits multiple passing bays across the entire island track network. Most traffic will be travelling in the same direction during a bushfire event, minimising passing issues and there will likely not be heavy duty fire appliances ever on the island during a "no notice fire event". The current	10m)	Refer to comments at 10l)

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or alternative bushfire risk management measures have been included to reduce the risk - detail if there are any community net-benefits, such as improvements to the public road network - include written evidence such as publications or State Administrative Tribunal decisions to support the strategic planning proposal, subdivision or development applications (where available) - outline how the policy outcomes have been achieved - outline why approval is warranted by the decision maker in this instance.	vehicle barges cannot transport large fire appliances, and they would be restricted for access on the island track network itself. Any firefighting is likely to be undertaken with Light 4WD fire units only. To conclude that nowhere without a gazetted public road cannot accommodate a tourism experience and accommodation is locking out any tourism development on Aboriginal land, cattle stations and other land tenures that do not have gazetted roads of which there are many in Western Australia. The BMP outlines the DBCA managed tracks are suitable for all visitors to the island and allow all weather access in suitable 4WD vehicles. The type of vehicle that comes to the island is suitable to the vehicle access on the island. This information can be added, if necessary, to an updated BMP to demonstrate that vehicle access to this unique destination is suitable for this scale of development in this unique location.	
10n) Vehicular Access A3.1-A3.8 – does not comply Further, DFES does not accept an on-site shelter as a suitable alternative to two access routes. In particular, the proposed on-site shelters have not demonstrated how the	10n) – Not agreed As for the on-site shelters, as stated by the DPLH Bushfire Team: "There is a significant amount of information regarding shelters within the Bushfire Guidelines to provide guidance for LGs, importantly the Shire should be aware that management of the shelters	10n) On site shelters are permissible under SPP3.7, however as the Shire does not have the resources to take responsibility for overseeing ongoing inspections of the shelters, use of the shelters is not supported. As on site shelters are not accepted, it is agreed that the existing vehicular access arrangements

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outcomes-based approach for Element 3 has been achieved. Specifically, the proposed on-site shelters do not address how safe and efficient evacuation of patrons can occur, and the shelters are proposed as the primary response due to the location of the development instead of a last resort as required by Outcome 3.	will be enforceable through a condition of the Development Approval, and construction will need to be signed off by a certified fire engineer." The Guidelines clearly state on-site shelters can be an acceptable solution dependent on the scale of development and the location. The benefit of the shelters is that they are engineered, and purpose built to provide protection against life threatening radiant heat during the passage of a bushfire. The shelters are an additional resource for government and visitors and will benefit anyone on the island during a bushfire emergency. They will provide a suitable Incident control area for firefighting operations as the supply of water in the large water tanks will be a huge positive fire suppression asset. A small fire may be a quick event as the fire runs into a low fuel area such as the ocean or a sand dune, and evacuation of the island is not required.	are not an acceptable solution for evacuation in the event of a bushfire.
10o) Vehicular Access A3.1-A3.8 – does not comply DFES notes that it is unlikely that an Outcomes-based Approach would provide any benefit in this scenario as there is no	10o) – Not agreed as above.	10o) The BEP details primary and secondary off site locations for evacuation and transport arrangements, in addition to the option of an on site shelter. It is recommended that the BMP not be accepted as shelters are not supported. In the absence of on site shelters being supported,

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opportunity to provide safe and efficient access/egress for evacuation as well as emergency response given the nature of the site.		vehicular access is not satisfactory as the only means of evacuation in the event of a bushfire.
Policy Measure 7.4 Vulnerable land uses		
10p) On-site shelters are not a substitute for two access routes which provides safe and efficient access and egress for the community, while simultaneously providing a safe and effective operational environment for emergency services personnel. A building designated as a bushfire shelter must comply with ABCB Design and Construction of Community Bushfire Refuges (2014). DFES notes that some references to this document in the BMP include spelling inaccuracies which may create confusion. It is recommended that the BMP is modified to remove these inaccuracies. It should be noted that seeking refuge in an on-site building is only appropriate where there is an imminent threat of bushfire that could result in a loss of life and it is no longer safe to evacuate. It should be emphasised that a shelter is not a standalone solution to mitigating risk to people safety.	10p) – not agreed as per the comments by the DPLH Bushfire Team. As per clause B5.3.1 in the Guidelines which states: where a vulnerable land use (other than a school) cannot achieve compliance with the acceptable solutions for a vehicle access to two different suitable destinations, a shelter on-site for up to 100 visitors and employees can be proposed as an acceptable solution. All on site shelters will comply with ABCB Design and Construction of Community Bushfire Refuges (2014). Seeking shelter in an on-site building when directly threatened by a bushfire is recommended. If that building is engineered to resist ignition and be suitable for sheltering people then that is an additional positive risk mitigation strategy. The BMP does not attempt to state that the shelters are a stand-alone solution to mitigating risk to people's safety. There are many levels of risk mitigation proposed including:	10p) Any shelter would be required to meet the requirements of ABCB Design and Construction of Community Bushfire Refuges (2014) and be certified by a suitably qualified engineer. The use of on site shelters is not supported as the Shire does not have the resources to oversee the ongoing inspection for the on site shelters nor to confirm compliance with the requirements of ABCB Design and Construction of Community Bushfire Refuges (2014). It is recommended that the BMP not be accepted as shelters are not supported. In the absence of on site shelters being supported, vehicular access is not satisfactory as the only means of evacuation in the event of a bushfire.

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	- Suitable APZ around all buildings. - Fire warden training staff at each cluster – i.e. Controlled site, people are not left without communications or advice. - Significant water tanks dedicated for fire suppression. - Pre-arrival trip advice on bushfire risk and mitigation strategies. - Induction on arrival. - On site residential management. - Evacuation if safe to do so.	
10q) <u>Recommendation – HMA objection, not compliant with Policy Objective 5.1</u> The development application is not compliant as it does not satisfy Policy Objective 5.1. The proposal is intensifying land use in a bushfire prone area with only one point of access and egress, which requires the use of a barge. Notwithstanding the above, if the decision maker is inclined to approve the proposal, it is considered critical that the bushfire management measures within the BMP are modified, to ensure they are accurate and can be implemented to reduce the vulnerability of	10q) Acknowledged as per the points above.	10q) Refer to previous comments above.

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the development to bushfire in the context of its broader location. The above assessment of compliance with SPP 3.7 is provided to assist decision making.		
11. Department of Planning, Lands and Heritage DPLH Bushfire Team		
11a) DPLH provide the following comments on DFES advice.	11a) Acknowledged.	11a) Noted.
11b) DFES notes that the proposed on-site shelters should not be supported as a solution to two different evacuation routes." - This is a DFES position, however, is contrary to SPP 3.7 Bushfire. - There is a significant amount of information regarding shelters within the Bushfire Guidelines to provide guidance for LGs, importantly the Shire should be aware that management of the shelters will be enforceable through a condition of the Development Approval, and construction will need to be signed off by a certified fire engineer.	11b) Agree with DPLH comments and this critical in evaluating DFES comments on the same issue.	11b) It is noted that shelters are permitted under the Bushfire Guidelines and that they are enforceable as a condition of Development Approval. It is noted that on site shelters are an acceptable solution in regard to bush fire and therefore the concept of using on site shelters is capable of approval. However SPP 3.7 Guidelines require that the local government oversee the maintenance and annual testing of the on site shelters. Given that the Shire does not have the resources to oversee the maintenance and annual testing of the on site shelters, and given there is no agreement between the Applicant and the Shire in regard to maintenance and annual testing of the on site shelters, the use of on site shelter/s is not supported.
11c) Element Location	11c) - agreed in respect to the DFES response.	11c) It is noted that DPLH advise that the BMP is compliant with Element 1. The Guidelines require passing bays every 200 metres for private

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DFES comment – incorrectly quotes SPP objective 5.1, which states “5.1 Avoid the bushfire risk in the first instance, but where unavoidable, manage and/or mitigate the risk to people, property and infrastructure, to ensure the risks are acceptable and appropriate to the land use and the location”. DFES incorrectly state that the application does not comply with Element 1 Location. There is no requirement for assessment of Element 1 location within the Guidelines and therefore the BMP complies. Vehicular access – is obviously challenging and limited to 4wd private tracks. The BMP does state that these have been considered as private internal access routes which in accordance with the Guidelines include passing bays every 200m. This is arguably the minimum requirement to satisfy the Guidelines. There appears to be 2 points that provide barge crossing to the mainland.	Regarding passing bays, the island network of tracks does not have specific passing bays, however 4WD vehicles can pass each other along most of the access tracks as a vehicle simply pulls to the side (and off the track) and the other oncoming vehicle drives passed. This can be achieved because the vegetation is mostly low shrubland and vehicles can push off the track and make an unofficial passing bay. This is how currently 4WD vehicles pass each other on the track network all over the island.	internal access routes, and passing bays have been provided for on the access tracks within Lot 304. However, the Applicant has not provided approval from DBCA for ongoing access and maintenance and/or upgrading of access tracks between Lot 304 and the barge.
11d) General comment: The BMP correctly states that there needs to be an element of self resilience, due to the isolation and the lack of vehicular access. With this in mind, my view is that emergency procedures for the Island should be coordinated by the DBCA and the Wardles, who I understand are the only permanent residents, and are likely to be the	11d) - agreed. However, it has the challenge of working with DBCA to work together and ensure plans are consistent with each other. We are confident this can be done. It is logical and sensible.	11d) In addition to DBCA and the Wardles, the emergency procedures would also need to be coordinated and agreed to by the barge operator. It is agreed that the BMP and BEP should be consistent with DBCA's ERP such that the BMP, BEP and ERP can be implemented in the case of an emergency. However the BMP and BEP is not supported given that the Shire does not have the

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ones implementing any emergency procedures for the Island. The BMP states that there is a draft DBCA Emergency Response Plan (ERP) and I stress the importance of ensuring this ERP is finalised and covers evacuation of the Island in the event of a bushfire. This needs to be agreed and understood by the Wardles and should be consistent with the BEP prepared for this site.		resources to oversee the maintenance and annual testing of the on site shelters.
11e) General comment: We have been in discussions regarding method 2 assessments, such as the one undertaken for Lot 304 by Rohan the bushfire consultant. There is some ambiguity in the current AS3959 Construction standards in bushfire prone areas, and I understand that the intention will be to clarify this in the next version, due out soon.	11e) - acknowledged. We are not sure what is the implication of this is timing wise. A decision-maker should assess and determine the application on information applicable at the time.	11e) The revisions to AS3959 are open for consultation until 20 November 2025 and at the time of writing this report, have not been finalised. Noting that the BMP and BEP are not supported, this is not a matter that requires resolution.
11f) It is recommended that the Shire seek the advice of their building surveyor. If they are support of the method used, then I suggest this is sufficient. This is our interpretation below, which is consistent with the Building Commission (Dept. of Local Government, Industry Regulations and Safety). As currently written, Paragraph B4 – Step 3 of Appendix B in AS 3959-2018 (incorporating Amendments Nos 1 and 2) for calculating the effective slope under vegetation may appear to	11f) – acknowledged. The methodology used in this assessment has assessed all slopes in both the surrounding landscape and around each individual safer shelter building. Where there is more than one slope within the classified vegetation, each slope has been individually assessed and the worst case effective slope and worst case Bushfire Attack Level has been applied.	11f) It is noted that the assessment has been undertaken under Method 2. Clarification has been sought from the City of Greater Geraldton, and their advice is that they rely on the expertise of the bushfire assessor providing the report. A peer review of the Method 2 assessment has not been undertaken by a qualified bushfire consultant. It is noted that in the case of a BMP using method 2 assessment that was lodged with the City of Busselton, the City sought independent review of the Method 2 assessment by a suitably qualified

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be somewhat open to interpretation at the moment. Paragraph B4 states that you “determine the effective slope (in degrees) under the classified vegetation in accordance with Clause 2.2.5”. The substantive language within Clause 2.2.5 of AS 3959 states “For each vegetation type classified in Clause 2.2.3, the effective slope of the land under the classified vegetation shall be determined in degrees, along with whether it is upslope or downslope in relation to the site (see Figure 2.3). Where there is more than one slope within the classified vegetation, each slope shall be individually assessed and the worst case Bushfire Attack Level shall apply.” Clause 2.2.5 also includes, what is best described as, ‘further information’ being: “Effectively slope of the land under classified vegetation is presented in degrees within Tables 2.4 and 2.7. As fires travel slower down a hill, all classified vegetation that is upslope will assume a value of 0° (i.e. flat land). Table 2.2 provides comparisons between degrees, slope ratios and percentages”. It should be noted that nowhere in clause 2.2.5 does it say that you must determine slope using Tables 2.4 to 2.7 In a Method 1 assessment, it is Clause 2.2.6 that directs you to determine the BAL selecting the relevant FDI		bushfire consultant. There has been no peer review of the Method 2 assessment. Notwithstanding, the BMP and BEP are not supported given that the Shire does not have the resources to oversee the maintenance and annual testing of the on site shelters.

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table from Tables 2.4 to 2.7 as determined at Clause 2.2.2, and then using the relevant FDI table determine the BAL for each vegetation determined at Clause 2.2.3, the distance from the site determined at Clause 2.2.4 and the effective slope determined at Clause 2.2.5. As such, our general view of the 2018 edition of AS 3959 is that it is open for a building surveyor (or other decision maker) to accept a Method 2 assessment using the determined slope in degrees (for example 3°), so long as there is not more than one slope within the classified vegetation . Where there is more than one slope within the classified vegetation (for example 1° and 4°), then the assessment should use the worst case (in the example, this would be 4°).				
11g) Interpretation issues around determining the effective slope for Method 2 assessments is not new. The proposed consultation draft of AS 3959 – 2024 included draft text for determining effective slope in a Method 2 in an attempt to clarify the situation. Should this draft wording be accepted by Standards Australia in 2024 edition of AS 3959, and that edition becomes the Standard referenced in the next edition of the NCC, then the value ranges in Table B.1 would be a considering factor when determining the effective slope under the classified vegetation	11g) – acknowledged. As per the above, if this remains a sticking point, and the planning process is waiting for future documents to be endorsed, there is no issue having a condition imposed on the development to re-assess all slopes using the new methodology at DA stage. Our bushfire consultant is confident, the only implication of a change to the methodology to default 5 degree slopes would be a small increase of the APZ dimensions of 2-3 metres radiating out from the centrally located shelter building.	11g) As outlined above, the Shire has not undertaken a peer review of the Method 2 assessment. Given that the Shire does not have the resources to oversee the maintenance and annual testing of the on site shelters this is not a matter that requires resolution. If and when the LDP is approved by the Council, this is a matter that could be further addressed at the Development Application stage.		

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for a Method 2 assessment, unless there was a consistent slope. As yet the new AS3959 has not been endorsed.	This is not fatal to the consideration of the LDP and can be accommodated at DA stage to re-assess the proposal again. Of course, the current proposal is simply indicative so there will likely be some layout changes in any event.	

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12.0 COMMUNITY DEVELOPMENT

12.1 COMMUNITY ASSISTANCE GRANTS – SIGNIFICANT EVENT SPONSORSHIP FUNDING 2025/2026 – SHARK BAY SPEEDWAY CLUB
GS00001

AUTHOR

Community Development Officer

DISCLOSURE OF ANY INTEREST

Nil

Moved Cr Bellottie

Seconded Cr Johns

Council Resolution

That Council:

Approve funding of \$5,000 to the Shark Bay Speedway Club under the Community Assistance Grants – Significant Event Sponsorship Funding to support traffic management and live entertainment for the 2026 Far Western Championship.

7/0 CARRIED

FOR: Cr's Bellottie, Cowell, Fenny, Johns, Ridgley, Smith and Stubberfield

AGAINST: Nil

ABSENT: Nil

BACKGROUND

The Shire of Shark Bay commenced advertising the 2025/2026 Community Assistance Grants following Council's endorsement of the Annual Budget on 27 August 2025. The funding pool for the Significant Event Sponsorship Funding is available for the duration of the financial year and funding is to be allocated at Council's discretion. The Significant Event Sponsorship Funding supports current major events and future innovative events that attract additional funds into town and recognises the positive economic and social value that these events bring to the Shark Bay Community.

An application from Shark Bay Speedway Club was received on 18 March 2026, seeking event sponsorship funding to contribute towards the 39th Far Western Championship in July 2026.

The Shark Bay Speedway Club previously received \$3,200 funding from the Community Assistance Grants Significant Event Sponsorship Funding in May 2024 for trophies, prizes and staffing costs to run the bar.

COMMENT

Significant Event Sponsorship Funding supports current major events and future innovative events that attract additional funds into town and recognises the positive economic value that these events bring to the Shark Bay community. The Shark Bay

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Speedway Club successfully hosts multiple races in Shark Bay each year. These race meets are supported by the local community and visiting competitors, with high attendance and participation.

Council has previously provided in-kind support to the Speedway Club via the use of Shire Equipment, such as the Loader, Grader and Water Cart. The Club has become more self-sufficient and has purchased their own grader, loader and water truck. This has reduced reliance on Shire support and minimised wear and depreciation on Shire plant and equipment.

GRANT APPLICATION DETAILS

Group:	Shark Bay Speedway Club
Amount requested:	\$5,000* (pending TMP quote)
Project:	2026 Far Western
Funding category:	Funding for a specific event or program
Strategic Community Plan (category):	Economic and Social

The application states that the Shark Bay Speedway Club currently has 30 members. The Club is holding 6 race meets in 2026, including the 39th Annual Far Western Championship. The Club welcomed 72 nominations in 2025 and 89 nominations in 2024. The Shark Bay Speedway Club is driven by a volunteer committee of 8 local community members.

The application describes the Far Western as the club's annual blue-ribbon event which attracts a large number of drivers, friends, pit crew and racing fans to Shark Bay. Visitors contribute financially to businesses in Shark Bay throughout this event creating a strong economic impact. To further boost the Shark Bay local economy and ease the burden of a volunteer shortage, the event organisers will also be looking to employ local bar staff, to further boost the economic impact of this event.

The Club is seeking assistance to cover the cost of a Traffic Management Plan to enable the formal closure of Knight Terrace for the annual street parade held prior to the event. In previous years, traffic management has been implemented without a full road closure. The proposed closure would allow for enhanced participation and safety measures, including the ability for junior racers to remain seated in vehicles on transport trucks and for sprint cars to be operated under controlled conditions during the parade.

In addition, the Club has requested support for the provision of live entertainment following race events as part of the broader event program.

Fuel Management

To minimise potential impacts on local fuel supply, the Club has advised that they will require all out-of-town participants to bring their own fuel. The Club will also liaise with local fuel providers in advance to support adequate stock planning and avoid disruption to normal community and school holiday demand.

The grant application includes:

- Two project referees; Malcolm Chen (Owner of Shark Bay Pharmacy) and Bec Moroney (Shark Bay School and Shark Bay P & C)
- Quotes and Estimates (*Traffic Management Plan Quotation has not been provided to the Speedway club at the time of this document going to print*)

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- Current Bank Statement – refer to 'Confidential Attachment'

Officer Recommendation:

The Shark Bay Speedway Club have consistently demonstrated their ability to attract competitors and visitors to Shark Bay each year, providing a social and economic boost for our community. The Club is well supported by the Shark Bay community and provide opportunities for local businesses and community groups to be involved in the Club's success.

It is recommended that Council approve \$5,000 to the Shark Bay Speedway Club to support the 39th Far Western Championship in 2026.

Should Council approve the Shark Bay Speedway Club application, the Shire's Community Development Officer will ask Shark Bay Speedway Club to acknowledge the sponsorship that the Shire is providing by including the Shire's logo and the words "Proudly supported by the Shire of Shark Bay" in any promotional materials (e.g. printed materials, signage and social media).

LEGAL IMPLICATIONS

There are no legal implications associated with this report.

POLICY IMPLICATIONS

These recommendations comply with current Policies made by Council 2.2 Financial Assistance/Donations.

FINANCIAL IMPLICATIONS

An amount of \$50,000 is included in the 2025/2026 adopted budget for Community Assistance Grants which includes Round 1 (larger events), Round 2 (equipment/small project) grants and Significant Event Funding.

To date Council has approved \$20,995.45 in Round 1 funding, Round 2 funding has not yet been closed, and this application is the first to be received for Significant Event funding this financial year. This leaves \$29,004.55 for the remainder of the year.

If this application is successful there will be approximately \$24,000 left in the Community Assistance Grants fund.

It is anticipated that an application will be received from the Shark Bay Community Resource Centre to support live entertainment during the Shark Bay Fiesta. Round 2 funding is generally limited to \$10,000, with a limit of \$1,000 for any one application. With these considerations, it is not anticipated that the full budget allocation will be expended.

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STRATEGIC IMPLICATIONS

Social Objective: A safe, welcoming and inclusive community

Economic Objective: A progressive, resilient and diverse economy

RISK MANAGEMENT

As per the lease agreement, Administration has recently updated our records with a copy of the Speedway's public liability and property insurance policies to ensure these are current and adequate.

VOTING REQUIREMENTS

Simple Majority Required

SIGNATURES

Executive Manager Community Development

M Fanali

Chief Executive Officer

D Chapman

Date of Report

18 March 2026

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Shire of Shark Bay Community Assistance Grants APPLICATION FORM

Please complete and return the signed application form to the Shire of Shark Bay with the advertised timeframe. **Late submissions will not be considered**

Applications to be addressed to: Chief Executive Officer
Shire of Shark Bay
PO Box 126
Denham WA 6537

Applications can be delivered: Shire of Shark Bay
65 Knight Terrace
Denham WA 6537

Email: cdo@sharkbay.wa.gov.au

For further information, please contact the Community Development Officer on 9948 1218

Please ensure you have read the Shire of Shark Bay Community Assistance Grants – Guidelines before completing the application form to confirm your organisation's eligibility.

FUNDING ROUND

Please indicate which funding round you are applying for:

- ☐ Round 1 - Community Projects Year: _____
- ☐ Round 2 - Equipment and minor projects Year: _____
- ☒ Significant Event Sponsorship Funding Year: 2026

ORGANISATION DETAILS

Organisation Name Shark Bay Speedway Club

Postal Address PO Box 53 Denham WA 6537

Contact Person Tiaza Sellenger

Position/Title Secretary

Telephone 0407 129 487

E-mail sharkbayspeedwayclub@outlook.com

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What category best describes your organisation?

- ☒ Sporting Club
☐ Community Group
☐ Not-for-profit organisation
☐ Other: _____

Which of the following best describes your organisation's status?

- | | YES | NO |
|---|--------------------------|--------------------------|
| • Incorporated | ☐ | ☐ |
| • GST Registered | ☐ | ☐ |
| • Have a current Association Constitution | ☐ | ☐ |

Australian Business Number (ABN): 5800 4288 176

Please note the Shire of Shark Bay requires applicants to have an ABN. Applicants who do not have one may be subjected to withholding tax of 48.5%. If you are unsure, please contact the Shire to discuss how to best proceed.

Bank details

Account Name: Shark Bay Speedway Club Inc

BSB: 066 512 Account Number: 1070 7409

FUNDING DETAILS

Project title: 2026 Far Western Championship

Project description: The Shark Bay Speedway Club will deliver its annual Far Western event, enhancing the street parade through a formal road closure and providing post-race live entertainment. The event attracts significant visitation, supports local businesses and creates local employment opportunities, strengthening its long-standing role as a key community and tourist event. The Shark Bay Speedway Club currently has 30 member. The Club is holding 6 race meets in 2026, including the 39th Far Western Championship. The club welcomed 72 nominations in 2025 and 89 nominations in 2024. The Shark Bay Speedway Club is driven by volunteer committee of 8 local community members.

Date(s) the project will take place: Friday 10th July 2026 and Saturday 11th July 2026

Location(s) where the project will take place: Knight Terrace Denham & Shark Bay Speedway Club

Total project funds requested (including GST if applicable) \$ 5000

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Has your organisation previously received funding from the Shire of Shark Bay?

☒ Yes

☐ No

If Yes, Previous funding amount received: \$ 3200 ex GST

Round / Year funding was received: 2023/2024

Funded project: Significant Event 37th Far Western Championship

Has your organisation acquitted all previous Shire of Shark Bay funding?

☒ Yes

☐ No

If No, please outline why?

Please Note: Your organisation is not eligible to receive new funding from the Shire of Shark Bay, until previous Shire of Shark Bay funding has been acquitted.

PROJECT DETAILS

What is the funding to be used for?

☐ Leveraging a grant from a State or Federal agency

☐ Purchasing goods and services (i.e. equipment and/or engaging a professional for the purpose of instruction)

If your funding application involves purchasing equipment, can the equipment be used by other community groups in the future?

☐ Yes

☐ No

☐ Infrastructure (i.e. significant construction or improvement of facilities). Please include Planning Approvals from the Shire

☒ Funding for a specific event or program

☐ Prize money.

Does the project meet the objectives of the Shire of Shark Bay Strategic Community Plan 2020-2030? Copy of the Plan can be found on the Shire's website.

☒ Economic A progressive, resilient and diverse economy

☐ Environment Help protect our unique natural and built environment

☒ Social A safe, welcoming and inclusive community

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Outline the project goals and how they will benefit Shark Bay community (*minimum of one objective*):

Economic: _____

The project aims to enhance the Far Western Event to increase visitation, extend visitor stay and improve overall event experience. By attracting competitors support crews and spectators, the event drives spending across accommodation, hospitality and retail sectors. The initiative will also create local employment opportunities through the engagement of bar staff and event support role. Strengthening the event's appeal supports repeat visitation and contributes to the sustainability of local businesses, reinforcing the event's role as a key economic driver for the Shark Bay community. To minimise potential impacts on local

Environment: _____

fuel supply, the Club will require out-of-town participants to bring their own fuel. The Club will also liaise with local fuel providers in advance to support adequate stock planning and avoid disruption to normal community and school holiday demand.

Social: _____

The project aims to strengthen community connection and participation through an enhanced Far Western Event program. The street parade and live entertainment provide inclusive, family-friendly opportunities for residents and visitors to come together, fostering community pride and social cohesion. The event supports local volunteers, celebrates speedway culture and creates shared experiences that contribute to community well being and a strong sense of place within Shark Bay.

Please list other organisations involved in this project (*if applicable*)

Name of Organisation	Project Involvement
Shark Bay Hotel	provides in-kind accommodation for race officials and promoters
Shark Bay Hotel & Cellarbrations	provision of wholesale liquor

Project Referees:

Please provide two referees (*that is not associated with your organisation*) that are in support of your application, alternatively you can attach letters of support.

Name	Phone	Email	Organisation and position held
Malcolm Chen	0422 507 503		Shark Bay Pharmacy
Rebecca Moroney	0409 331 728		Shark Bay School

ORDINARY COUNCIL MEETING MINUTES

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SIGNIFICANT EVENT – ONLY

All Significant Event applications will be required to do a presentation to Council about their project, prior to consideration of the grant application. Please speak with the Shire of Shark Bay Community Development Officer for more details and to secure a time. Council meets on the last Wednesday of each month.

If your project is a **Significant Event** will it attract additional visitors to town? If so, how many additional visitors are you planning for?

- ☐ 50-100
☐ 100-200
☐ 200-300
☒ Over 500

Will you be charging an entry fee to attend the event?

- ☒ Yes
☐ No

\$30 adults, Concession \$25, Kids(10-15) \$15, under 10 free

If Yes, how much? _____

Please ensure this is shown as income in the budget below

PROJECT BUDGET

Please provide a total event/program budget outlining all funding sources (eg Shire of Shark Bay funds, your organisation contribution and other funding sources where applicable). Please attach quotes/evidence of cost for every expenditure item listed.

Expenditure Item Description (i.e. materials, equipment, advertising, catering, prizes)	Shire of Shark Bay Grant (\$)	*In-Kind (\$)	Other Funding/Income Amount (\$)	Other Funding Organisation Name (your organisation or external)
Traffic Force TMP	\$2000		Pending written quote	Shire of Shark Bay
Traffic Management	\$2450		Pending TMP	Shire of Shark Bay
DoubleGee Entertainment	\$550			Shire of Shark Bay
Total	\$5,000	\$	\$	

***In-Kind value:** Number of volunteers x hours worked directly on project x \$25 per hour

Shire of Shark Bay Community Assistance Grants – Application Form

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25 MARCH 2026

Will any of your expenditure items be spent locally with **Shark Bay businesses**?

☐ Yes

☒ No

Please describe which business(es) you will be spending money with and how much will be spent with each business.

Live Entertainment is from Geraldton. Unfortunately TMG plan can not be done by local business

PART 6 – ADDITIONAL INFORMATION

Please attach a copy of the following:

- Organisation's most recent (Audited) Financial Statement
- Quotations for expenditure items

PART 7 – DECLARATION

I hereby certify that I am the authorised person to sign on behalf of the organisation and that the information is correct. I have read, understand and agree to abide by the conditions set out in the Shire of Shark Bay Community Assistance Grants guidelines.

NAME	Tiaza Sellenger
SIGNATURE	
POSITION IN ORGANISATION	Secretary
DATE	18/03/2026

ORDINARY COUNCIL MEETING MINUTES

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DoubleGee Entertainment

Georgina Goss

Entertainment Consultant

2 Timor St, Duncraig, W.A. 6023

ABN: 55 786 011 971

Mob: 0402-450213

Email: doublegee99@icloud.com

Booking Confirmation

Booking ID GG24142

Shark Bay Speedway Club

Attention:- Tiaza Sellenger, Jamie Burton or Sue McGiveron
sharkbayspeedwayclub@outlook.com

Act Name Johnny David

Venue Shark Bay Speedway

Day of Performance Saturday **Date** 11/7/2026

Performance Times 8:30pm - 11:30pm

Instructions to Act Please mail Posters to venue A.S.A.P., Provide own production.

Posters Act to send

Employer to provide Accommodation (family room if possible) at Shark Bay Hotel, & an evening meal for (1) plus some liquid refreshments for act on Friday please.

Method of Payment Direct deposit to Doublegee, Bankwest, BSB=306074, A/C=0889982

Deposit \$ **Due by:-**

Balance 550

Total Fee Inc. GST 550 (Tax Invoice to follow)

(This contract constitutes an agreement between the payer and the artists. Doublegee Entertainment executes this as a duly authorised agent, but is not a party to this agreement and accordingly will not be liable for any default by either party. Deposits are not refundable. 14 Days Notice of Cancellation required in writing. If not queried in writing within 10 days from date of contract, all matters stated remain as written and are therefore agreed to. In the event of the payer failing to terminate this agreement as aforesaid, it shall remain in force and the performer shall be entitled to the fee as specified above, notwithstanding any purported termination other than in writing as aforesaid by the payer.)

Any subsequent bookings for the above Act by the above Employer/Venue are to be booked through Entertainment Consultant:- Georgina Goss (Mb:0402-450213)

Date 7/12/2025

Authorised by Tiaza Sellenger

25 MARCH 2026

13.0 GOVERNANCE

13.1 ELECTORAL REFORM CONSULTATION
GV00001

AUTHOR

Chief Executive Officer

DISCLOSURE OF ANY INTEREST

Nil

Moved Cr Fenny
Seconded Cr Ridgely

Council Resolution

That Council support the following Western Australian Local Government Association advocacy positions:

- a) Voluntary participation in Local Government Elections; and**
- b) Councillors serving four (4) year terms with elections every two (2) years and half of the Council positions spilled at each election.**

7/0 CARRIED

FOR: Cr's Bellottie, Cowell, Fenny, Johns, Ridgley, Smith and Stubberfield
AGAINST: Nil
ABSENT: Nil

Background

In June 2025, Hon Hannah Beazley MLA, Minister for Local Government, expressed support for a four-year election cycle, citing concerns about voter fatigue and the rising costs of conducting biennial elections. These messages were repeated in Minister Beazley's address at WALGA's 2025 Local Government Convention, which also raised the possibility of compulsory voting. These comments have prompted renewed interest and discussion across the sector.

WALGA has contacted both the Department of Local Government, Industry Regulations and Safety (LGIRS) and the Minister's office seeking details of any consultation on these matters, but no further information has been provided. WALGA is seeking to obtain sector feedback in advance of expected State Government reform proposals to ensure the sectors views are reflected in WALGA's engagement.

Comment

WALGA is requesting Council-endorsed Local Government feedback to inform their sector advocacy on Local Government electoral reforms expected to be proposed by the State Government, specifically:

25 MARCH 2026

- Full spill elections every 4 years; and
- Compulsory voting at Local Government elections.

These options/reforms have been raised in statements by the Minister for Local Government, Hon Hannah Beazley MLA, however no formal proposals have yet been provided for consultation. Whilst WALGA has relevant advocacy positions, they are seeking early sector engagement to ensure their positions reflect the sectors current views to enable timely, well-informed and effective engagement on the anticipated State Government reform proposals.

Statutory Environment

There are no known statutory environment implications relative to this report.

Policy Implications

There are no known policy implications relative to this report.

Financial Implications

There are no known financial implications relative to this report.

Strategic Implications

There are no known strategic implications relative to this report.

Risk Management

Whilst not compulsory, there is the potential for reputational risk by not contributing to sector wide issues.

Consultation

Councillors

Attachments

Attachment – WALGA INFOPAGE – Sector Consultation – Electoral Reform Discussion Paper

Attachment – WALGA Electoral Form Discussion Paper.

Voting Requirements

Simple Majority Required

Signatures

Chief Executive Officer

D Chapman

Date of Report

19 March 2026

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INFOPAGE

To: All Local Governments
From: Kirsty Martin,
Executive Manager Member Services
Date: 13 February 2026
Subject: Sector Consultation – Electoral Reform Discussion Paper

Operational Area:	Governance
Key Issues:	Local Governments are requested to provide Council-endorsed feedback to inform WALGA's advocacy on Local Government electoral reforms expected to be proposed by the State Government, specifically: • full spill elections every 4 years; and • compulsory voting at Local Government elections
Action Required:	Response to WALGA by 4:00pm Friday 27 March 2026

WALGA is undertaking sector engagement regarding Local Government electoral reforms expected to be proposed by the State Government.

In June 2025, Hon Hannah Beazley MLA, Minister for Local Government, expressed support for a four-year election cycle, citing concerns about voter fatigue and the rising costs of conducting biennial elections. These messages were repeated in Minister Beazley's address at WALGA's 2025 Local Government Convention, which also raised the possibility of compulsory voting. These comments have prompted renewed interest and discussion across the sector.

WALGA has contacted both the Department of Local Government, Industry Regulations and Safety (LGIRS) and the Minister's office seeking details of any consultation on these matters, but no further information has been provided.

By proactively progressing this consultation, WALGA is seeking to obtain sector feedback that will ensure WALGA's positions reflect the sector's current views and enable timely, well-informed and effective engagement with the anticipated State Government reform proposals.

Attached to this Infopage is a brief Discussion Paper. The Discussion Paper outlines some example considerations that Local Governments may choose to address when preparing their feedback. It is not intended to present an exhaustive or prescriptive list.

Local Governments are requested to provide Council endorsed responses to the Discussion Paper by 27 March 2026. This feedback will inform an item to be presented to State Council.

For more information, please contact Kirsty Martin on 9213 2051 or Felicity Morris on 9213 2093. Please send responses to governance@walga.asn.au



Electoral Reform Discussion Paper

1. Background

1.1. Purpose

The purpose of this discussion paper is to request Council-endorsed Local Government feedback to inform WALGA's advocacy on Local Government electoral reforms expected to be proposed by the State Government, specifically:

- full spill elections every 4 years; and
- compulsory voting at Local Government elections

These options have been raised in statements by the Minister for Local Government, Hon Hannah Beazley MLA, but no formal proposals have yet been provided for consultation. While WALGA has relevant advocacy positions (discussed further below), the purpose of this discussion paper is to undertake early sector engagement to ensure WALGA's positions reflect the sector's current views and enable timely, well-informed and effective engagement with the anticipated State Government reform proposals.

1.2. WALGA existing advocacy positions

1.2.1. Elections

WALGA has established advocacy positions reflecting the sector's support of voluntary voting and elections of half the offices on Council every two years. These advocacy positions are provided in Appendix 1.

In late 2024 WALGA conducted a review of its Elections Advocacy Positions to ensure they reflected the sector's contemporary view.

Local Government responses at that time indicated strong (98%) support for half spills every two years, which was reflected in the adopted Advocacy Position [2.5.16 Elections](#).

While voluntary voting was supported by an overall majority of responses (74%), compulsory voting was supported by a majority (64%) of metropolitan respondents and a majority (61%) of Class 1 and 2 respondents.

State Council requested that the WALGA secretariat undertake further investigation of the implications of compulsory and voluntary participation in Local Government elections before reporting back to State Council.

In the interim, Advocacy Position [2.5.15 Participation in Local Government Elections](#) was retained, expressing support for voluntary voting with a note that further work was being undertaken.

This investigation was ongoing when the Minister for Local Government raised the prospect of further Local Government election reform.

A State by State comparison of electoral statistics is provided in Appendix 2.

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2. Election Frequency

Current situation

Western Australia holds biennial elections, with half of the offices on Council elected every two years for four-year terms. All other Australian jurisdictions hold full spill elections every four years (four-year terms).

Considerations

Considerations include:

- Voter participation and fatigue
- Continuity, knowledge retention and mentorship for new Council Members
- Stable whole-of-Council mandate and collective accountability
- Capacity for candidate recruitment
- Administrative requirements
- Extraordinary vacancies and backfilling
- Timing and transitional arrangements

Re-election rates

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WALGA has analysed the composition of Councils following the last two Local Government elections in other Australian jurisdictions, all of which have full spill elections. A comparison of available data on re-election rates is included as Table 2 in Appendix 2.

This data suggests that on average, re-elected Council Members make up between 47% and 57% of Council following full spill elections.

By comparing over 700 consecutive ordinary election results, the review identified nine occasions when the membership of Council following an ordinary election was 100% different from the Council following the previous ordinary election. However, four of these local governments held mid-term extraordinary elections, meaning the changes in membership occurred over two or more elections within a four-year period.

Costs

In one respect, a change to a four-year cycle would reduce costs by reducing the number of elections. However, the cost of each election may increase. The WAEC uses the number of vacancies to inform quotations for the conduct of elections. Full spill elections would double the number of vacancies, with possible increased costs associated with printing and postage and increased staffing for the count.

WALGA cannot definitively determine an overall cost impact to Local Government without the requisite cost-modelling from the WAEC. WALGA has requested that the WAEC provide this modelling to LGIRS. The cost impact of a change in election frequency may also vary between Local Governments.

Questions

1. Does your Local Government support half spill elections every two years or full spill elections every four years?
2. What are the key considerations informing this view?
3. If full spill elections every four years were introduced, what transitional arrangements and consequential amendments may be required?
4. Any other comments?

3. Compulsory or Voluntary Voting

Current situation

Voting in Local Government elections is voluntary in Western Australia and South Australia. All other Australian jurisdictions have compulsory voting.

Considerations

Considerations include:

- Voter participation and democratic legitimacy
- Voter engagement, awareness and/or fatigue
- Administrative and enforcement requirements
- Application to owner and occupier rolls

Participation rates

A comparison of available participation data is included as Table 3 in Appendix 1.

Costs

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The WAEC uses expected participation rates to inform quotations for the conduct of elections. It is likely that an increased participation rate would increase election costs through higher reply-paid charges and increased staffing for the count. However, in-person elections become more cost effective than postal elections at higher participation rates.

WALGA cannot definitively determine an overall cost impact to Local Government without the requisite cost-modelling from the WAEC. WALGA has requested that the WAEC provide this modelling to LGIRS. The cost impact of compulsory voting may also be different for each Local Government depending on their current participation rates and methods for holding elections, and whether these would change significantly.

Tasmania implemented compulsory voting in Local Government elections in 2022. Local Government Association Tasmania (LGAT) advised that this resulted in reasonably significant cost increases. The Tasmanian Electoral Commission reported a \$9.32 per elector cost for the first compulsory Local Government elections in 2022, a 35% increase from \$6.92 in 2018. An analysis of the factors contributing to this increase is not available and it may be challenging to draw direct comparisons between Tasmania and WA.

It is likely that the cost impact of compulsory voting would be moderated if elections also transition to a 4 yearly cycle.

Questions

5. Does your Local Government support compulsory voting or voluntary voting in Local Government elections?
6. If the frequency of Local Government elections were changed to every 4 years, would your Local Government support compulsory or voluntary voting?
7. What are the key considerations informing this view?
8. Any other comments?

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14.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

There were no motion of which previous notice haven been given for the March 2026 Ordinary Council meeting.

15.0 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

There were no questions by members of which due notice have been given for the March 2026 Ordinary Council meeting.

16.0 URGENT BUSINESS APPROVED BY THE PERSON PRESIDING OR BY DECISION

There was no urgent business items presented to the March 2026 Ordinary Council meeting.

17.0 MATTERS BEHIND CLOSED DOORS

There were no confidential items presented to the March 2026 Ordinary Council meeting.

18.0 DATE AND TIME OF NEXT MEETING

The next Ordinary meeting of the Shark Bay Shire Council will be held in the Council Chamber at the Shark Bay Recreation Centre, Francis Street, Denham on 29 April 2026, commencing at 1.00 pm.

19.0 CLOSURE OF MEETING

As there was no further business, the President closed the Ordinary Council meeting at 1.48pm.