

Response to request for further information

To:	Shire of Collie	From:	Planning Solutions
Attention:	David Quelch	Job No:	8660
DA Ref:	P052/25	Date:	17 July 2026
Subject:	Lots 4 (148), 750 (140), 751 (138) and 3 (102-104) Atkinson Street North, Collie Proposed motel development (extension of existing hotel)		

1. Planning Solutions act on behalf of Cannaponics Pty Ltd in providing the following response to the Shire's Clause 65A request for further information, received 13 October 2025.

Table 1 – Applicant response to the Shire's Clause 65A request for further information

Summary of issue / requirement	Applicant response
Zoning and land use	
Land use classification – Clarification of the proposed land use. The property at 138-140 Forrest Street is a 'Hotel', while the title of the submitted Development Application Report refers to a 'Motel' extension. Further, page 6 ('Section 3 - Proposed Development') of the report states '...by providing 43 new beds for local workers or tourists' infers the use of 'Workforce accommodation' which in the 'Mixed Use' zone is a 'X' use and therefore is not permitted.	As per page 14-15 of our DA report, the hotel on Lot 4 is an existing, approved "hotel" land use. We have sought approval for an additional "motel" land use on Lot 3 for the additional accommodation. Workforce accommodation The development is not "workforce accommodation" simply because it accommodates "local workers", or because the development incorporates modular or relocatable buildings. Workforce accommodation is a highly specific land use. The defining characteristics are that it provides for the day-to-day needs of a temporary workforce and that access is restricted and not open to the public. This is made clear in the LPS6 definition— <i>"premise, which may include modular or relocatable buildings, used..."</i> This confirms that workforce accommodation is not defined by the presence of modular or relocatable buildings. <i>"(a) primarily for the accommodation of workers engaged in construction, resource, agricultural or other industries on a temporary basis;..."</i> This is the first part of a two-part criteria for the classification of workforce accommodation: that the development "primarily" accommodates temporary workers. As stated in our report, this motel will accommodate both workers and tourists. <i>"...and (b) for any associated catering, sporting and recreation facilities for the occupants and authorised visitors"</i> The "and" requires both part (a) and part (b) to be satisfied. The proposed motel extension contains no dedicated facilities. Occupants will have access to the hotel, which contains a public bar and function rooms. In our view, these do not fall within the range of facilities entertained by the phrase <i>"catering, sporting and recreation"</i>. Moreover, even if they were to do so—these facilities are open to the public and will remain so. The workforce accommodation definition explicitly encompasses only private facilities ("authorised visitors"). This clearly demonstrates that the development does not fall within the definition of workforce accommodation.

Summary of issue / requirement	Applicant response
Zone objectives – The first objective of the ‘Mixed Use’ zone seeks <i>“To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.”</i> The proposed development does not provide any activation (e.g. shop windows) at street level which is only further exacerbated by screen fencing along the front boundaries.	Strictly speaking, the objectives of the zone are for the evaluation of a use not listed in the zoning table (refer the DPLH’s ‘Discretion in Local Planning Schemes’ background report), not an ‘A’ use. Notwithstanding, the updated site plans achieve a higher level of street activation with two amendments— • The building fronting Atkinson Street North has been flipped so that it windows and entrances are oriented towards the street, with a verandah running along the street frontage. • The two ‘type 1’ units fronting Forrest Street have been replaced with three ‘type 3’ units with one unit directly oriented towards the street. • Street setbacks along both frontages have been reduced to create a more consistent and coherent streetscape. • Street fencing along both of these building frontages has been removed, with enhanced landscaping and paving improving the overall presentation.

Design outcomes

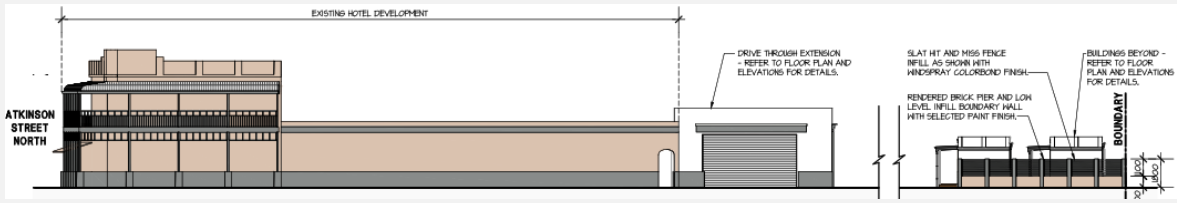
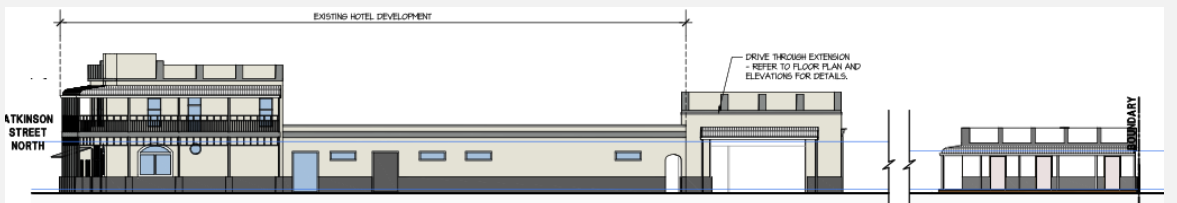
State planning policy 7.0 – Design of the Built Environment – design principles 1 (Context and character); 2 (Built form and scale); and 3 (Aesthetics). • The prefabricated transportable structures present as a rigid series of rectangular blocks which is not a pattern of development that is consistent with the character and amenity of the Collie town centre. • The structures rely on attached awnings and modest landscaping in an attempt to improve the visual appearance but neglects any good design elements such as graduation, articulation and varied roof profile to enhance the streetscape and built environment.	The site layout and elevations have been updated to present as permanent buildings consistent with the architectural style of the existing hotel. Refer updated perspectives enclosed, with a comparison to the lodged perspectives provided below.
Lodged perspective (30 June 2025)	Revised perspectives (17 July 2026)

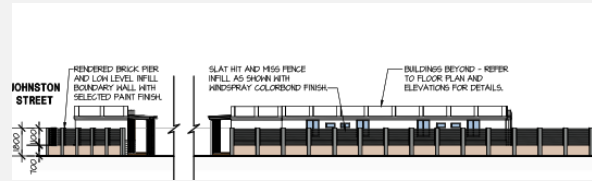
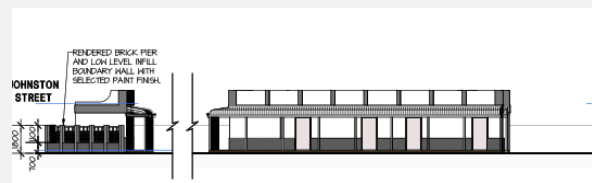
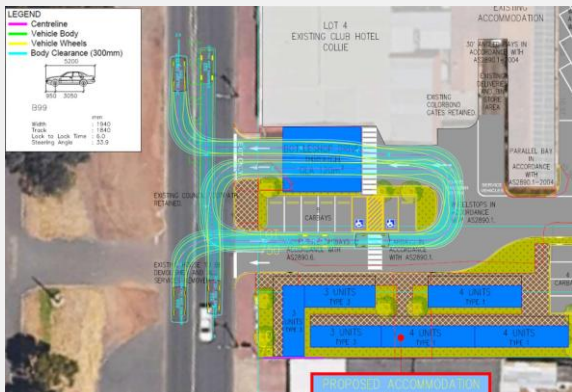
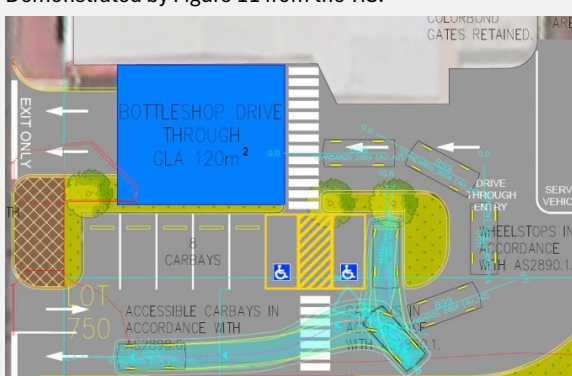
View from Forrest Street looking north towards Lot 750



Summary of issue / requirement	Applicant response
View from Forrest Street looking north towards Bottleshop on Lot 750	
View from Atkinson Street North looking east towards Lot 3	
View from Johnston Street looking south towards Lot 3	
	
	
Development requirements —Development does not comply with various aspects of ‘Clause 33.5 – Commercial and Mixed Use Zone Requirements’. Specifically—	
(ii) & (iii): The structures lack façade detail and articulation	Building facades have been upgraded with a wrap-around bullnose verandah structure; additional windows and openings and an articulated parapet that ties in with the hotel and bottle-shop.
(iv) There is minimal glazing (further reduced by street boundary fencing) to active street frontages.	Elevations have been updated to show additional openings visible from and oriented towards Atkinson Street North and Forrest Street frontages.
(v) The prefabricated transportable structures do not respect and compliment the architectural character and style of the Collie town centre.	All building facades visible from the public realm have been upgraded to present to the public realm as permanent buildings.

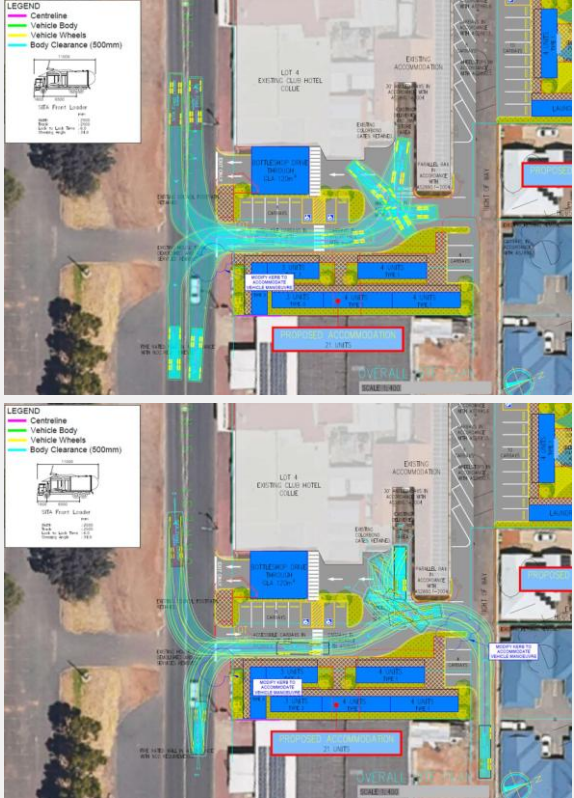
Summary of issue / requirement	Applicant response
(vii) No landmark design elements have been incorporated into the development on the corner of the site.	The corner already contains a landmark—the Collie hotel. No further changes to the hotel are proposed, although it will be repainted to tie in with the proposed accommodation buildings. 
(x) The structures do not contribute to the heritage value of the existing Club Hotel	The development has been redesigned to be more sympathetic to the Club Hotel by— • Using the same colour scheme across the whole site. • Installing bullnose verandahs on the accommodation buildings to tie in with the hotel verandah. • An articulated parapet treatment that reflects the parapet of the hotel; • Aligning the setback of the Lot 750 accommodation buildings with the setback of the drive-through bottle shop. • Removing the masonry walls along the Forrest Street and Atkinson Street North street boundaries. • Replacing the infill panels of the masonry wall along Johnston Street with a design that reflects the balustrade panels of the hotel. This results in the overall the overall site presenting as a cohesive and integrated development.

Lodged Johnston Street elevations (30 June 2025)	
	
Amended Johnston Street elevations (17 July 2026)	
	

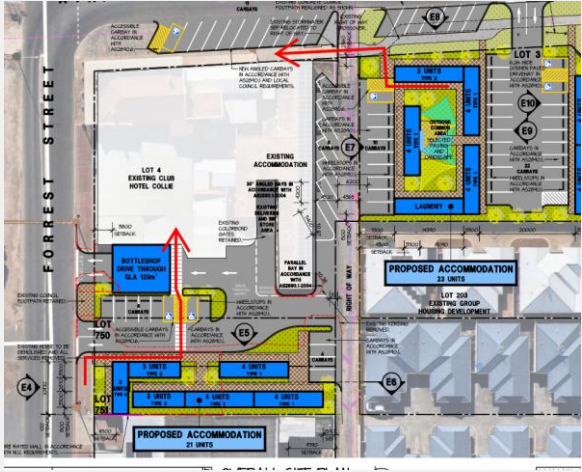
Summary of issue / requirement	Applicant response
Lodged Atkinson Street North elevations (30 June 2025) 	
Lodged Atkinson Street North elevations (17 July 2026) 	
Traffic matters	
Provide a Traffic Impact Assessment.	A Traffic Impact Statement prepared by PTG has been enclosed.
Vehicle manoeuvrability from the Forrest Street Entrance into the bottle shop drive through does not meet the B99 (90th percentile) turn radius prescribed under figures B3 and B4 of AS/NZS 2890.1-2004. Provide a swept path diagram in accordance with standard requirements demonstrating how vehicles can affectively turn into the drive through bottle shop.	Updated development plans enclosed with access, parking and vehicle circulation layout on Lots 4 & 750. Figure 10 of the TIS demonstrates that the B99 design vehicle can adequately turn into the drive-through bottle shop: 
The queuing area for the bottle shop is only 11.5m long. Confirm how vehicles reversing from the adjacent 90 degree parking bays for the residential SOU's will not be adversely obstructed by queueing of more than 2 vehicles.	Demonstrated by Figure 11 from the TIS. 

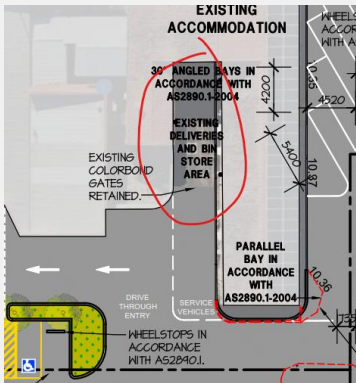
Response to request for further information

Proposed motel development (extension of Collie hotel)

Summary of issue / requirement	Applicant response
The total driveway entry width serving the parking area to the east of the existing hotel, and to the north (serving the existing motel units) only appears to be 3m. Table 1 of AS/NZS 2890.1 requires a total aggregate entry width of 6m where 25 bays or more are accessed. A total of 27 bays are currently proposed via this single point of entry (it is assumed the exiting 4.6m wide ROW crossover is facilitating existing vehicles only).	Addressed in section 3.1 of the TIS, which confirms that the width of Access 2 and 3 is compliant with AS 2890.1.
The aisle width / vehicle access along the 'Right of Way' and 'Easement to the Water Corporation' on Lot 4 exceeds minimum requirement of 3.0m for 30 degree parking bays (approx. 4.2m). However, the parking bays here do not meet the dimensional requirements of figure 2.2 of AS 2890.1 for a user class '2' facility. They have a width of 2m in lieu of 2.3m, and dimension 'B' is only 4.2m in lieu of 4.6m.	Accepted. Section 5.2 of TIS recommends the removal of one 30 degree bay (reducing the number of bays from 7 to 6 bays). This can be implemented with a suitably worded condition of approval.
Swept path diagram/s for on-street parking showing vehicle manoeuvring in accordance with AS 2890.5-2000.	
Intended path of access / egress for Boat & Trailer parking, including Swept path diagram to demonstrate there will be no conflict with adjacent 30 degree parking bay.	Figure 13 of the TIS contains a swept path for boat & trailer manoeuvring through the site, however boat and trailer parking has been removed from the updated site plans. Consequently the recommendation for the removal of an additional 30 degree parking bay is not proposed to be implemented.
Sight lines around the Atkinson Street driveway need to be better accommodated via truncated walls within 1.5m of the footpath.	Implemented by removing masonry walls along the Atkinson Street lot boundary.
Turning manoeuvres / swept paths for delivery and waste trucks to the existing hotel loading bay and bin store area.	Refer Figures 15 & 16 and Appendix C of the TIS. 

Summary of issue / requirement	Applicant response
Provision of swept path diagram demonstrating access for Cleanaway bin service if access within the site is required. Should the bins only be 240L then diagram to address Cleanaway IVECO ACCO Euro6 side lifting truck.	The WMP prepared reflects existing hotel operations in which a front lift waste collection vehicle will collection waste.
Calculation of the required number of car spaces required under 'Schedule 2 – Car Parking Table', including the public area (in square metres) of the hotel.	Existing parking requirements The existing development generates a requirement for 31 bays, as follows— - The existing hotel has 448m² of public floor area which requires 17.9 bays. - The existing liquor store has 85m² of public floor area and one employee which requires 3.4 bays. - The existing hotel accommodation includes 9 rooms, which requires 9 bays. Existing parking provision - The site has access to 19 bays in total (3 marked bays on-site next to the bottle-shop; 8 unmarked spaces next to the accommodation building and eight parking bays on Atkinson Street North). <u>This means there is an existing parking shortfall of 12 bays.</u> Change to parking requirements - The proposed 44 new accommodation units require 44 additional parking bays. - The proposed 120m²GLA liquor store expansion is predominantly vehicle movement space, with only 33.5m² of additional fridge area. This generates a requirement for 1 additional bay. - This increases the overall minimum parking requirement to 76 bays. Proposed parking provision - The development proposes a total of 78 parking bays (50 on-site; and 28 on-street bays). - The development achieves a surplus of 2 parking bays.
All pedestrian desire lines are aligned with the appropriate pedestrian facilities and destinations within the site and road reserve.	Plans modified to show an additional pedestrian connection from Atkinson Street North; and marked zebra crossings to the bottle shop entrance via the shared space next to relocated disabled parking.

Summary of issue / requirement	Applicant response
Amend the plans to show the safe pedestrian access pathways across the laneway.	It's not clear what the safety concerns are associated with crossing the laneway. It has the same function as the movement aisle of the carparking area on Lot 3. Notwithstanding, the disabled bay has been relocated to improve pedestrian movement towards the Atkinson Street North footpath. 
Stormwater management	
Provide a revised 'Stormwater Concept Plan'. The stormwater calculations appear to have been based on 'sandy' soil conditions (i.e. Class 'A' soil classified in accordance with AS 2870), and not clay (i.e. Class S through to H). Shire Policy LPP 1.1 requires an additional 1m ³ of capacity per 65m ² of catchment for areas subject to clay or silty soils.	This is capable of being addressed with a condition of approval.
Waste management	
A Waste Management Plan (WPM) is to be provided to demonstrate adequate arrangements for the management, storage, and collection of waste. The plan must contain sufficient detail for the Shire to assess:	A Waste Management Plan prepared by Talis has been enclosed.
Location of proposed bin area for residences.	Refer Waste Management Plan (WMP) enclosed. All bins will be stored within the existing waste storage area between the hotel and the existing accommodation units.
Proposed bin types (i.e. standard 240L bins or greater?)	2 x 1.5m³ refuse 2 x 1.5m³ recycling 1 x 660L containers for change
The functionality: Design details such as how waste is transported to the bin store, extract bin store location, size and layout and stormwater ingress prevention. The bin store must have the minimum sizing and facilities set-out in the Shire of Collie's Health Local Laws.	Details provided within WMP. Final design details to be addressed with a suitably worded condition of approval.

Summary of issue / requirement	Applicant response
Amenity: Waste facilities should minimise any negative impact on the streetscape, building entrances, and the overall environment for residents and visitors.	The waste storage area is located within an alcove behind colourbond gates. 
Safety: Waste collection processes must prioritise the safety of staff, residents, business operators, and the public, while minimizing obstructions in traffic and on footpath. The WPM should demonstrate waste collection vehicles can enter and leave the site and collection point in a forward gear.	Swept paths for waste collection vehicles are provided in the TIS.
Additional matters	
Will the entire development be subject to a liquor licence under the Liquor Control Act 1988, and if so please specify the type of licence(s).	The entire development will <u>not</u> be subject to liquor licence. The hotel's existing liquor licence will be modified to accommodate changes in relation to the proposed drive-through.
Provide a Environmental Noise Assessment to demonstrating the proposed development will comply with the Environmental Protection (Noise) Regulations 1997.	An Environmental Noise Assessment prepared by Lloyd George has been enclosed. It recommends that the design of the final air conditioning plant be certified by an acoustic consultant prior to lodgement of a building permit to ensure it can remain 5db below the assigned noise levels. This can be addressed with a condition of approval.
Confirm whether all lots are to be amalgamated.	A condition requiring the amalgamation of Lots 4, 750 & 751 is acceptable as these lots share vehicle access and including buildings constructed over lot boundaries. There is no compelling reason to require the amalgamation of Lot 3 as a condition of development approval.



PROPOSED ACCOMMODATION UNITS
LOT 751, No. 138 FORREST STREET
LOT 4, No. 148 FORREST STREET
LOT 3, No. 102-104 ATKINSON STREET NORTH
SITES SUBJECT TO THIS APPLICATION



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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DEVELOPMENT APPLICATION

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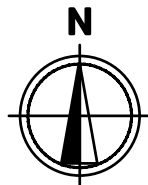
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NO.	DATE	REVISION	DRAWN	CHECK
A	24.05.24	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

A3 SHEET

SITE LOCATION PLAN

NOT TO SCALE



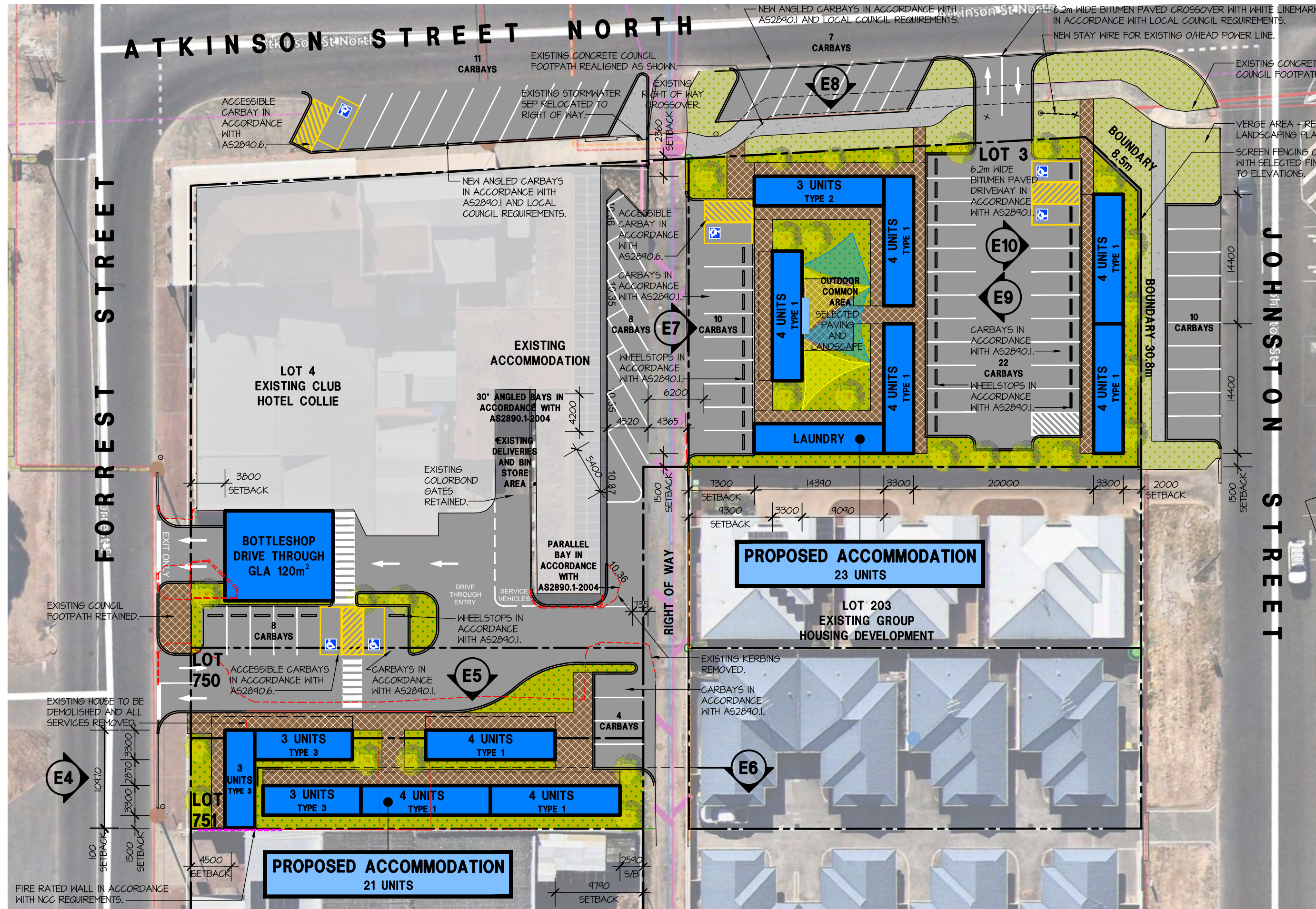
PROPOSED SHORT STAY ACCOMMODATION
LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138
ATKINSON & FORREST STREET, COLLIE
for CANNAPONICS Ltd

Date	-	24.05.24
Design	-	CPH
Drawn	-	CPH
Checked	-	CPH
Scale	-	N.T.S.
Job No.	-	0852
Dwg -	DA01	
Rev -	A	

ATKINSON STREET NORTH

FORREST STREET

JOHNSTON STREET



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

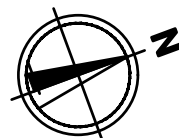
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DEVELOPMENT APPLICATION

OVERALL SITE PLAN

SCALE 1:400



PROPOSED SHORT STAY ACCOMMODATION
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NO.	DATE	REVISION
A	25.06.24	DEVELOPMENT APPLICATION ISSUE
B	04.03.25	DEVELOPMENT APPLICATION ISSUE
C	29.05.25	DEVELOPMENT APPLICATION ISSUE
D	18.06.25	DEVELOPMENT APPLICATION ISSUE
E	19.06.26	DEVELOPMENT APPLICATION ISSUE

DRAWN	CHECK
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CPH	CPH

A3 SHEET

Date	25.06.24
Design	CPH
Drawn	CPH
Checked	CPH
Scale	1:400
Job No.	0852
Dwg	DA02
Rev	E

EXTERNAL PANEL	SURFMIST
INTERNAL PANEL	SURFMIST
ROOF SHEETS	ZINCALUME
BARGE FLASHINGS	MONUMENT
CORNER TRIMS	SURFMIST
WINDOWS	WINDSPRAY
DOOR FRAME	WINDSPRAY
DOOR SKIN	SURFMIST
BEDROOM VINYL	COLLINGS GREY
ENSUITE VINYL	BLACK OPAL
100MM COVED CEILING	MIRRAGE
PEARL ALUMIN	SURFMIST
CABINETRY	CHARCOAL.

D1 2040 x 420 G/BOND STEEL EXTERNAL DOOR WITH LEVER ACTION ENTRANCE SET. DOOR SILL SEAL & ACCESSIBLE THRESHOLD. DOOR CLOSER.

D2 2040 x 820 G/BOND STEEL PLAIN INTERNAL DOOR WITH LEVER ACTION PASSAGE SET.

W1 1100h x 800w HORIZONTAL SLIDING WINDOW. KEY LOCK & FLYSCREEN.

W2 300h x 600w FIXED OBSCURED LAM. GLASS WINDOW.

A/C TECO SPLIT REVERSE CYCLE AIR-COND.

HWU THERMANN X HYBRID HEAT PUMP

FR TECO CORNER SHELF OVER BAR FRIDGE 650 "x 650.

TV 121mm WIDE SMART TV. ON WALL BRACKET "POSITIONED ABOVE FRIDGE.

BED DOUBLE ENSEMBLE (1370w x 1880d)

ROBE 1850h x 700w x 550d WITH SHELF & HANGING RAIL

DESK 750h x 900w x 650d & CHAIR



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B	10.07.26	DEVELOPMENT APPLICATION ISSUE

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CPH	CPH
CPH	CPH

A3 SHEET

EXTERNAL PANEL	SURFMIST
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SILL SEAL & ACCESSIBLE THRESHOLD. DOOR CLOSER.

D2 2040 x 820 C/BOND STEEL PLAIN INTERNAL DOOR WITH LEVER ACTION PASSAGE SET.

D3 2040 x 420 PLAIN METAL INTERNAL DOOR WITH LEVER ACTION PRIVACY LOCKSET.

W1 1100h x 800w HORIZONTAL SLIDING WINDOW. KEY LOCK & FLYSCREEN.

W2 300h x 600w FIXED OBSCURED LAM. GLASS WINDOW.

A/C TECO 5PLIT REVERSE CYCLE AIR-COND.

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FR TECO. CORNER SHELF OVER BAR FRIDGE 650 "x 650. BED 1 & 2 CORNER SHELF OVER BAR FRIDGE 650x650.

TV 721mm WIDE SMART TV. ON WALL BRACKET "POSITIONED ABOVE FRIDGE.

BED DOUBLE ENSEMBLE (1370w x 1880d)

ROBE 1850h x 700w x 550d WITH SHELF & HANGING RAIL

DESK 750h x 900w x 650d & CHAIR



ACCESSIBLE COMPLIANT UNIT

EXTERNAL PANEL	SURFMIST
INTERNAL PANEL	SURFMIST
ROOF SHEETS	ZINGALUME
BARGE FLASHINGS	MONUMENT
CORNER TRIMS	SURFMIST
WINDOWS	WINDSPRAY
DOOR FRAME	WINDSPRAY
DOOR SKIN	SURFMIST
BEDROOM VINYL	COLLINS GREY
ENSUITE VINYL	BLACK OPAL
100MM COVED CEILING	MIRRAGE
PEARL ALUMIN	SURFMIST
CABINETRY	CHARCOAL.

D1 2040 x 920 C/BOND STEEL EXTERNAL DOOR WITH LEVER ACTION ENTRANCE SET. DOOR SILL SEAL & ACCESSIBLE THRESHOLD. DOOR CLOSER.

D2 2040 x 820 C/BOND STEEL PLAIN INTERNAL DOOR WITH LEVER ACTION PASSAGE SET.

W1 1100h x 800w HORIZONTAL SLIDING WINDOW. KEY LOCK & FLYSCREEN.

W2 300h x 600w FIXED OBSCURED LAM. GLASS WINDOW.

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DESK 750h x 900w x 650d & CHAIR



PROPOSED SHORT STAY ACCOMMODATION LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138 ATKINSON & FORREST STREET, COLLIE for CANNAPONICS Ltd	Dr De Di Cl Se Jo Dv
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DEVELOPMENT APPLICATION

Date - 07.02.24
Design - CPH
Drawn - CPH
Checked - CPH
Scale - 1:100
Job No. - 0852

DA03
B

Dwg -
Rev -

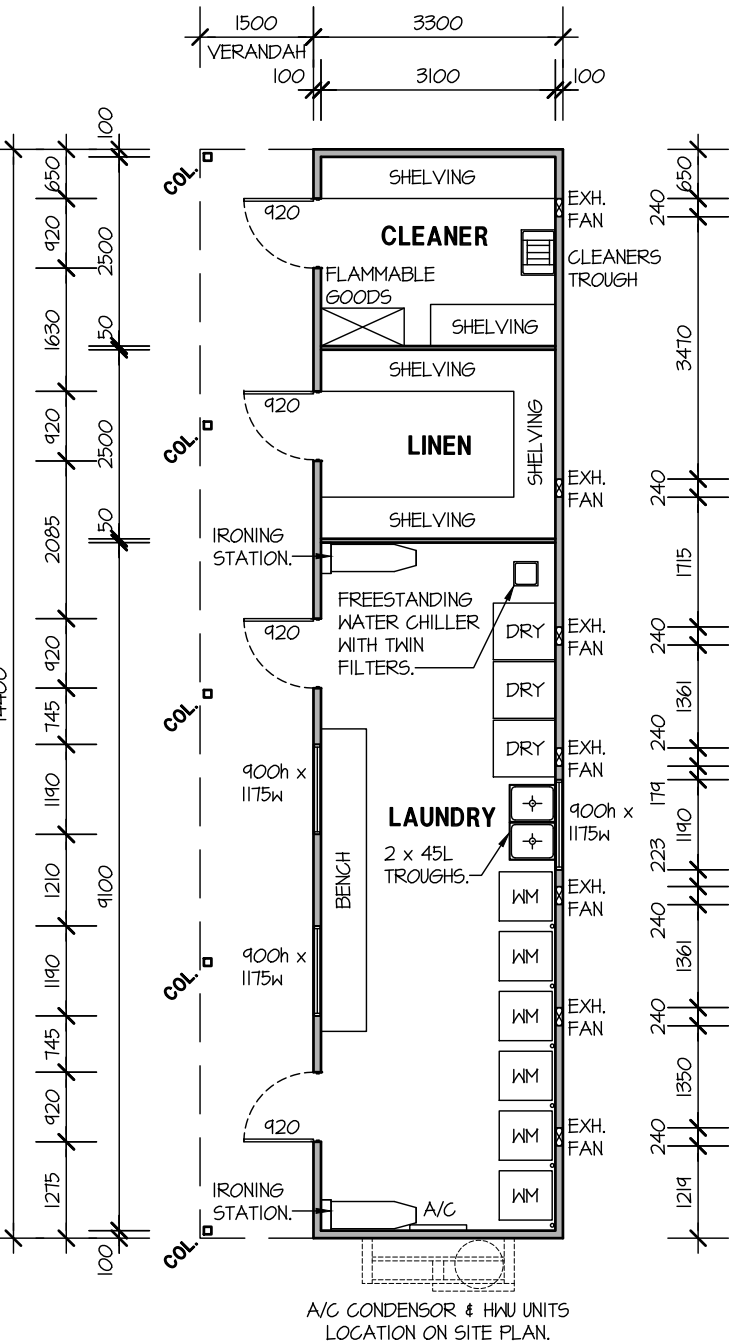
COLOUR SCHEDULE

EXTERNAL PANEL
INTERNAL PANEL
ROOF SHEETS
BARGE FLASHING
CORNER TRIMS
WINDOWS
EXT. DOOR FRAME
EXT. DOOR SKIN
VINYL

SURFMIST
SURFMIST
ZINCALUME
MONUMENT
SURFMIST
WINDSPRAY
WINDSPRAY
SURFMIST
COLLING GREY OR
BLACK OPAL 100MM
COVERED
MIRRAGE PEARL
POWDERCOATED SURFMIST
POWDERCOATED GULLY
WHITE

GENERAL NOTES

6 WASHERS AND 6 DRYERS (3x2
STACKED). DRYERS TO BE VENTED
EXTERNALLY. 1 FREESTANDING WATER
CHILLER WITH TWIN FILTERS. FOR
TECHNICAL INFORMATION REFER TO THE
RELEVANT EQUIPMENT INFORMATION.



LAUNDRY

SCALE 1:100

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A3 SHEET

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LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138
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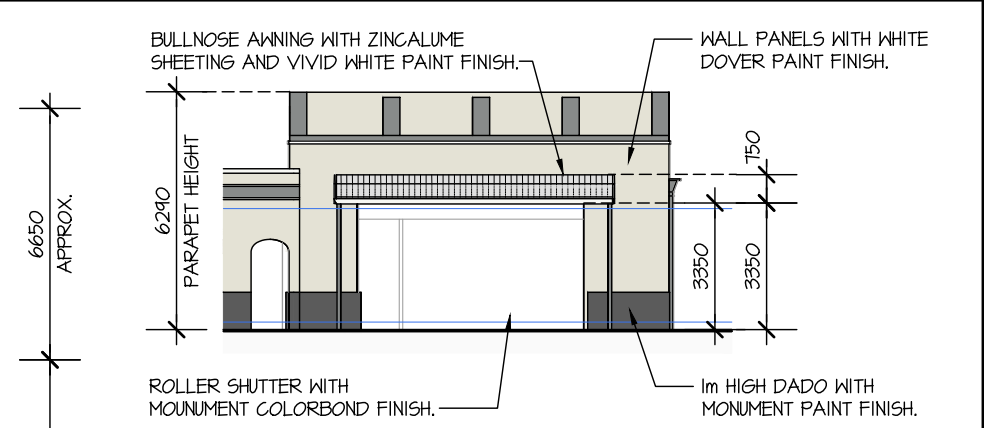
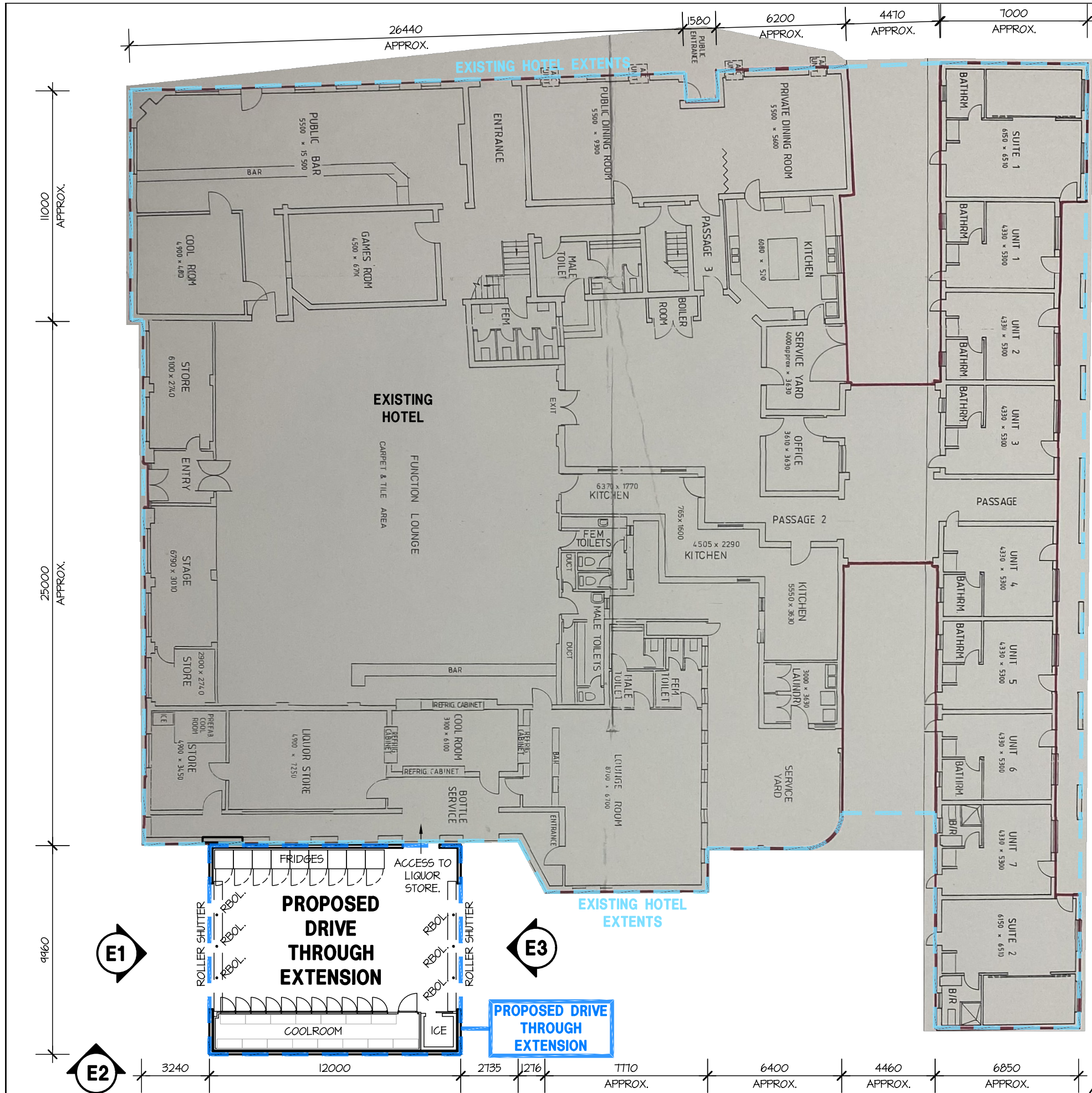
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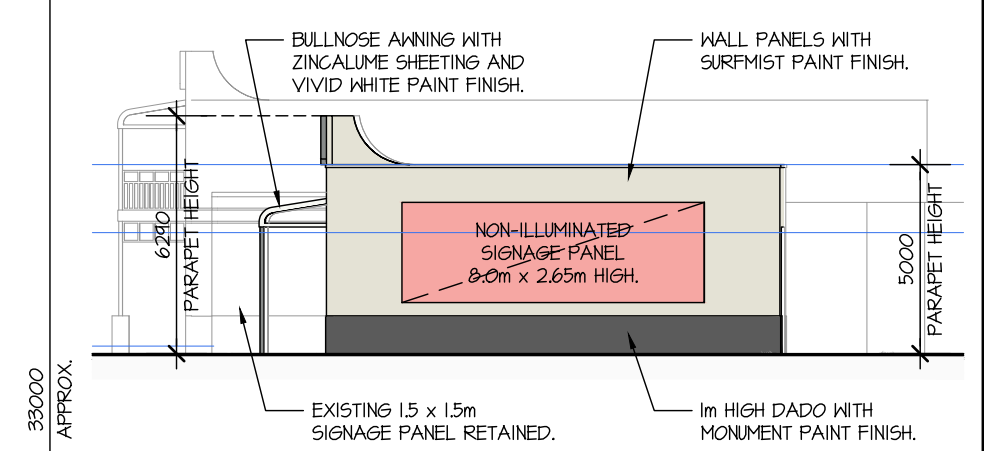
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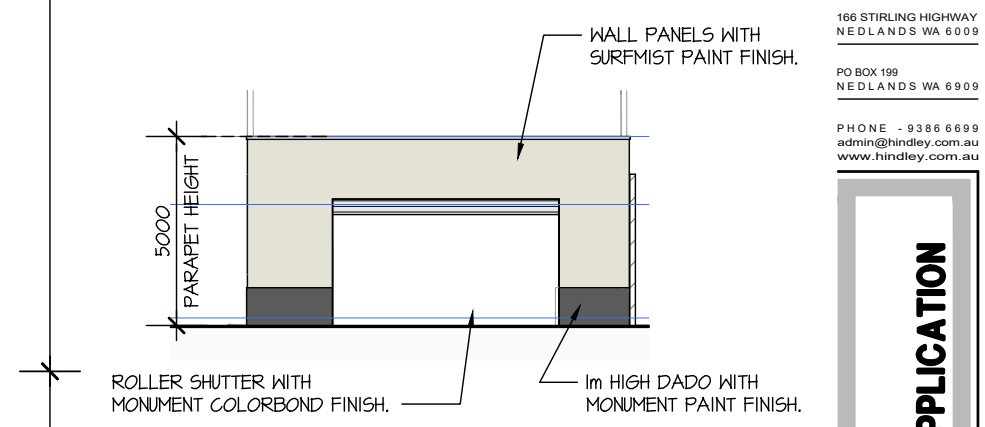
ELEVATION 1

SCALE 1:200



ELEVATION 2

SCALE 1:200



ELEVATION 3

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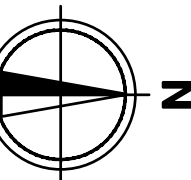
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EXISTING & PROPOSED FLOOR PLAN

SCALE 1:200

A3 SHEET

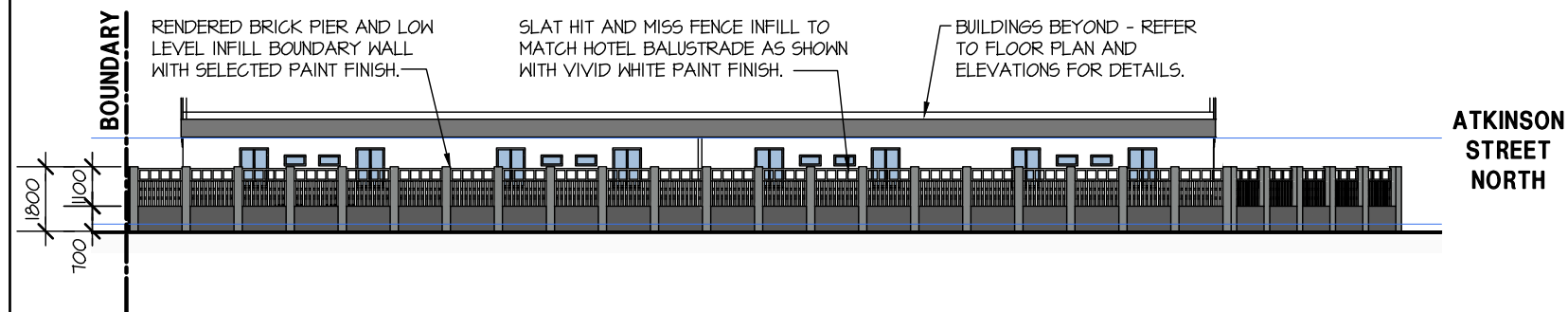


PROPOSED SHORT STAY ACCOMMODATION

LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138

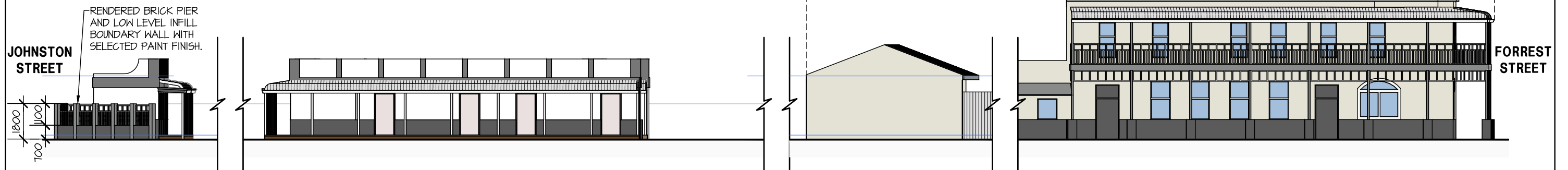
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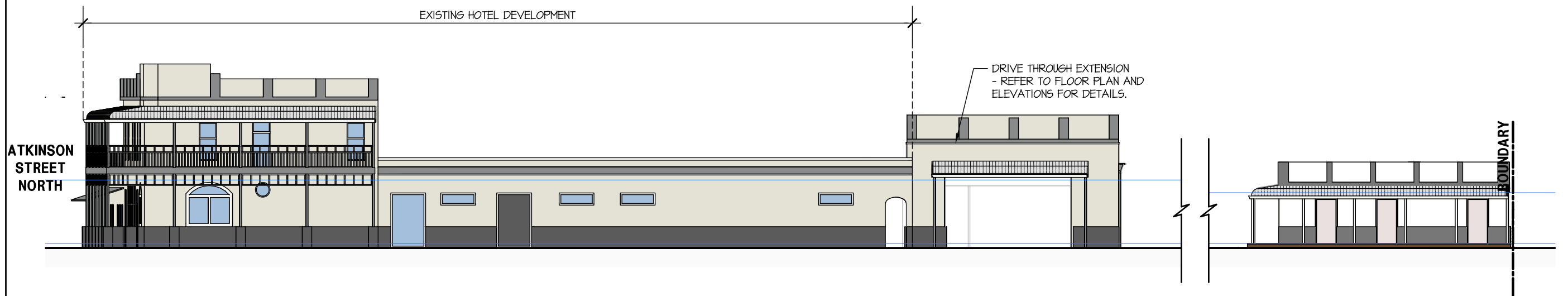
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SCALE 1:200



ATKINSON STREET NORTH BOUNDARY ELEVATION

SCALE 1:200



JOHNSTON STREET BOUNDARY ELEVATION

SCALE 1:200



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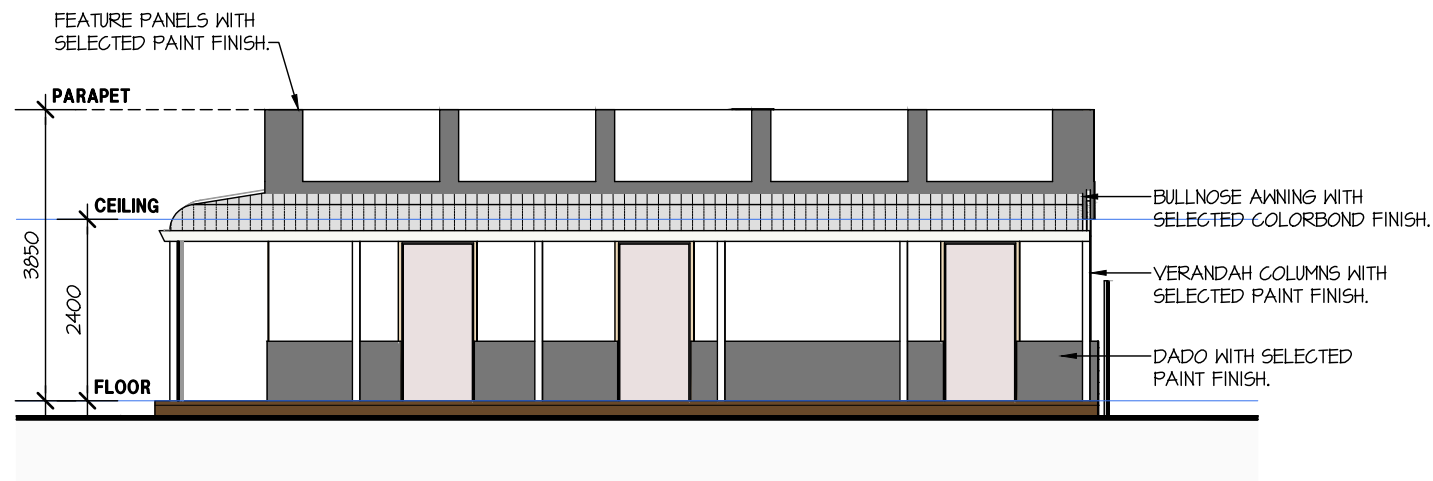
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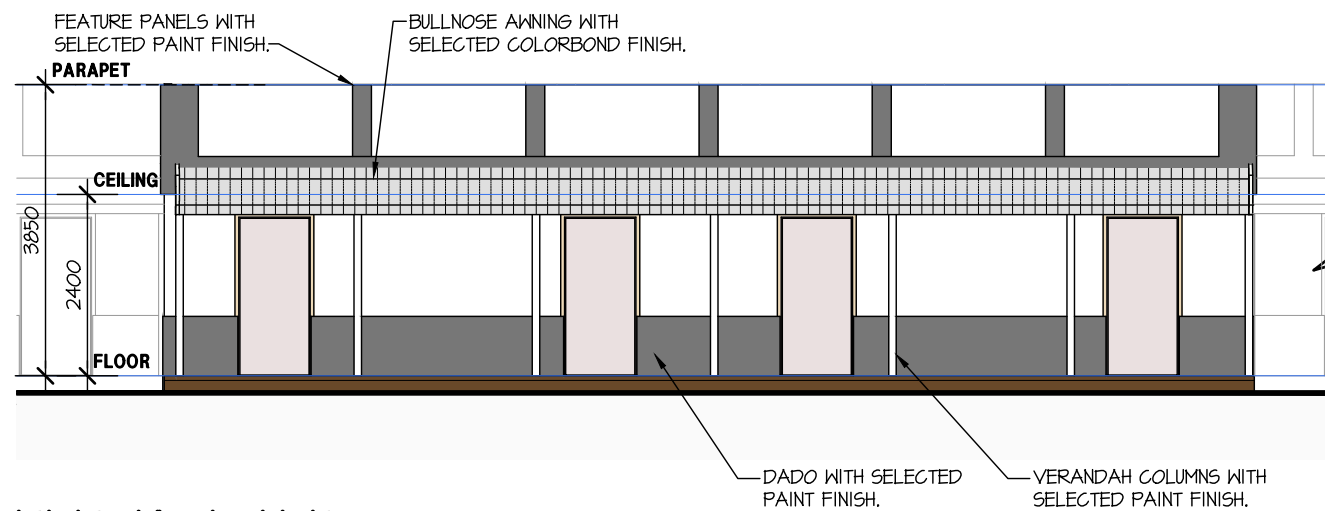
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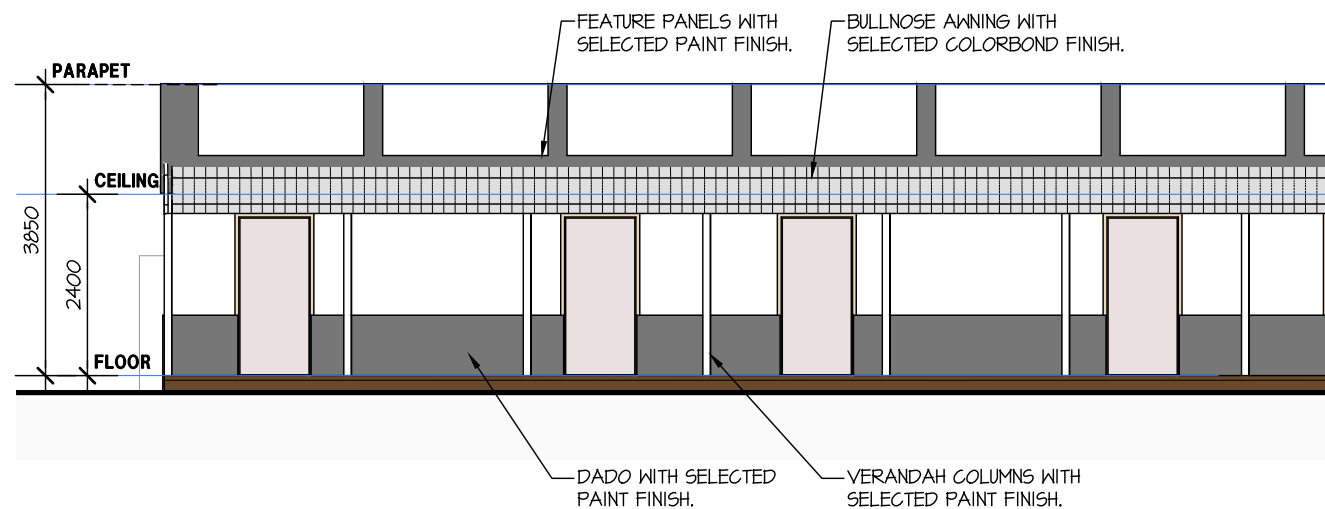
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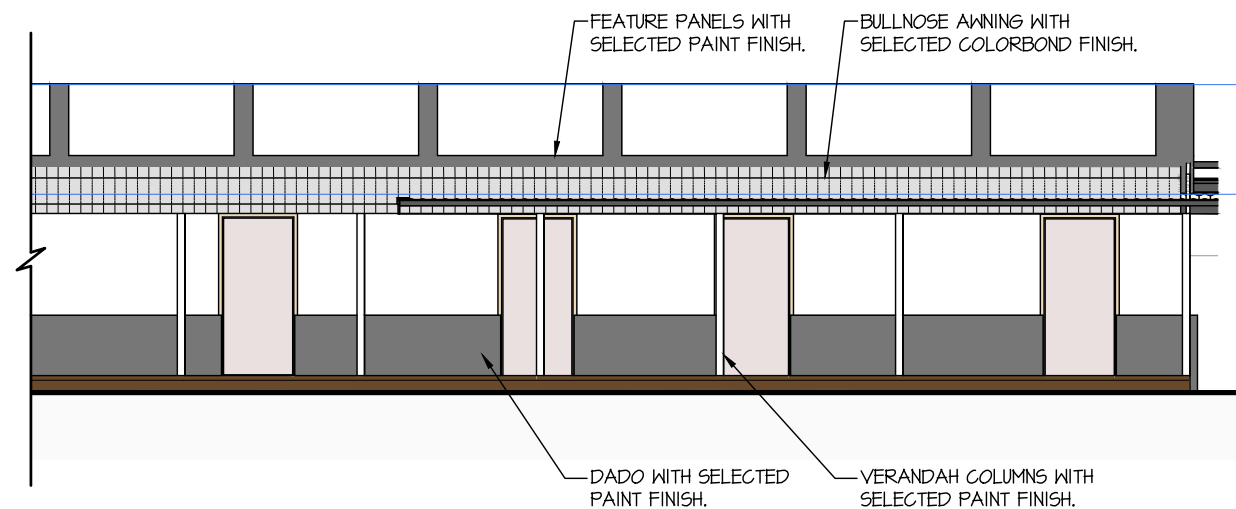
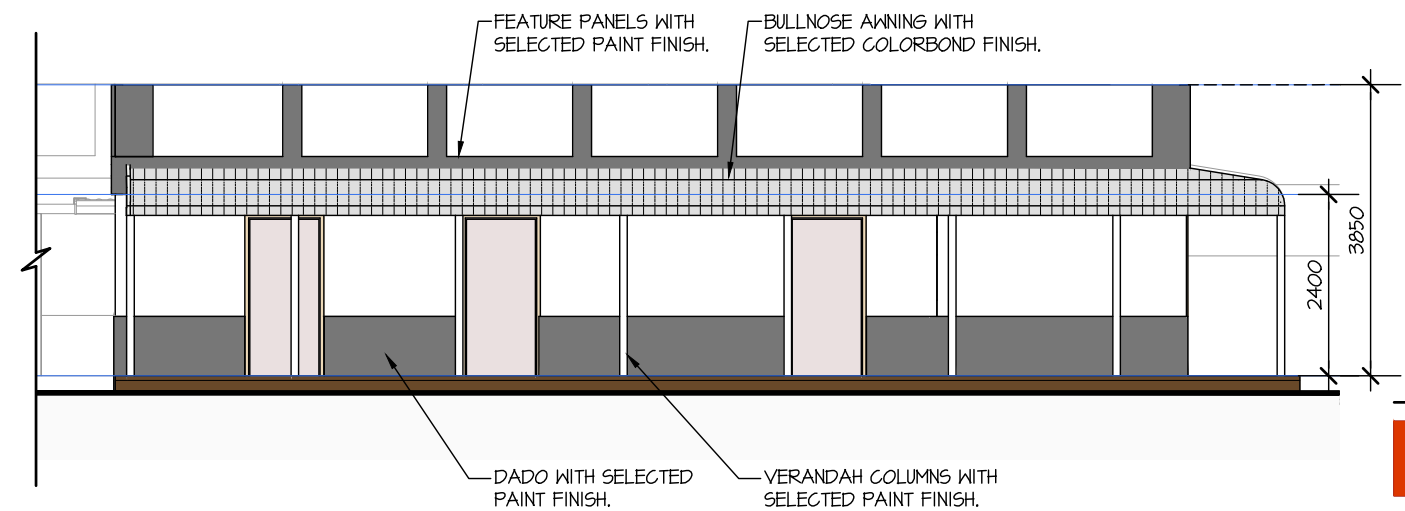
ELEVATION 5

SCALE 1:100



ELEVATION 6

SCALE 1:100



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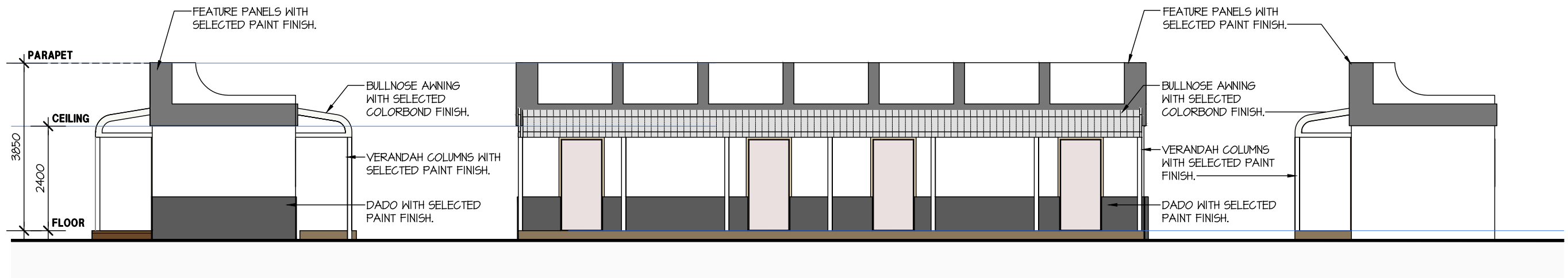
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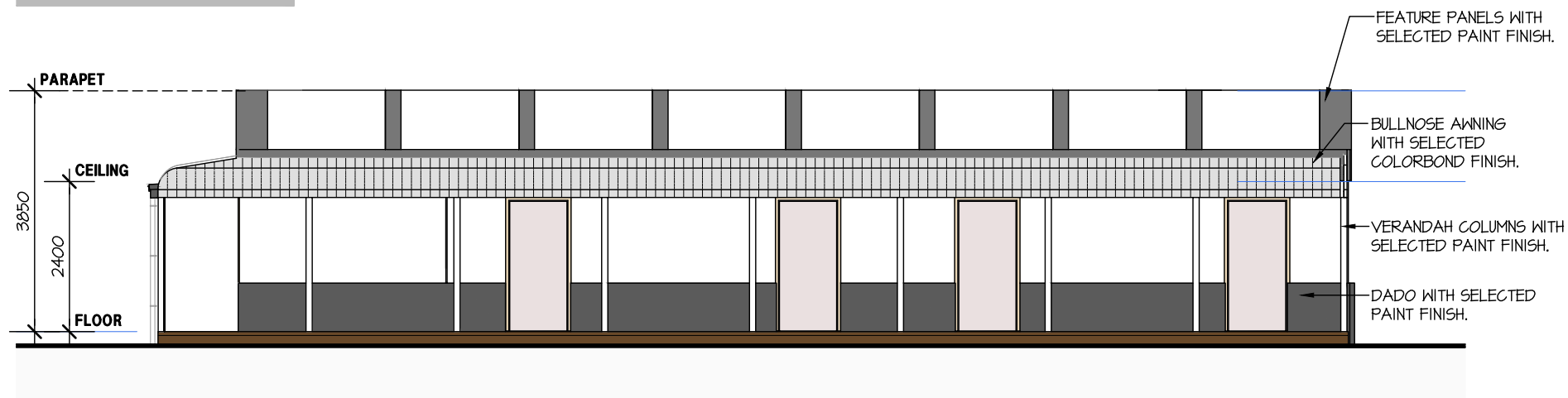
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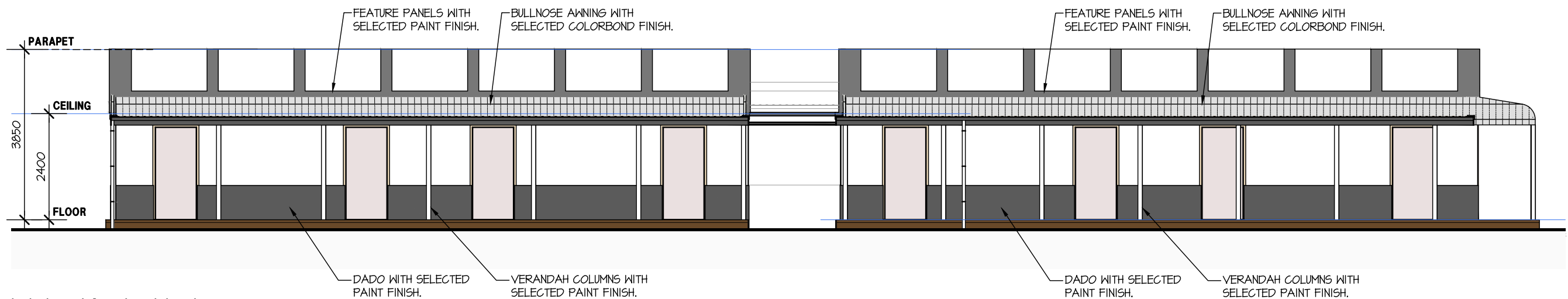
ELEVATION 7

SCALE 1:100



ELEVATION 8

SCALE 1:100



ELEVATION 9

SCALE 1:100



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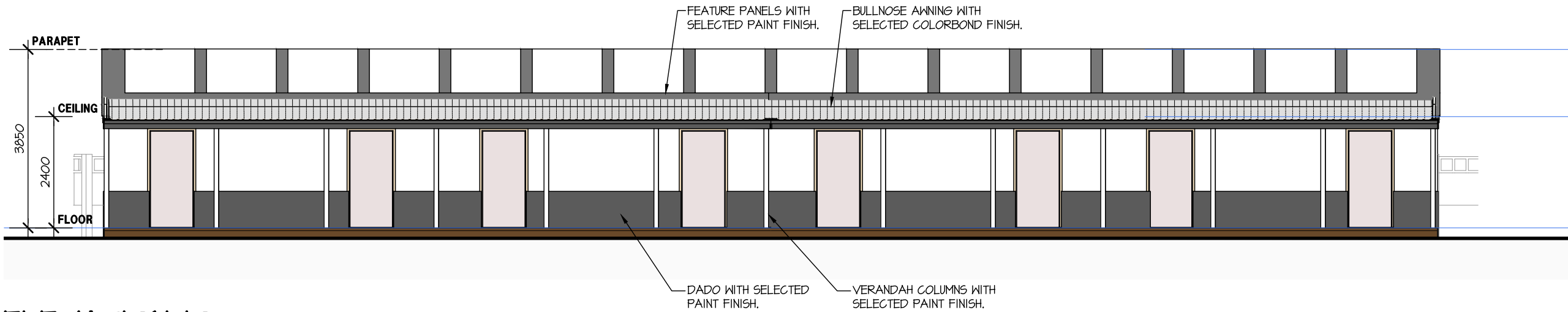
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LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138
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ELEVATION 10

SCALE 1:100



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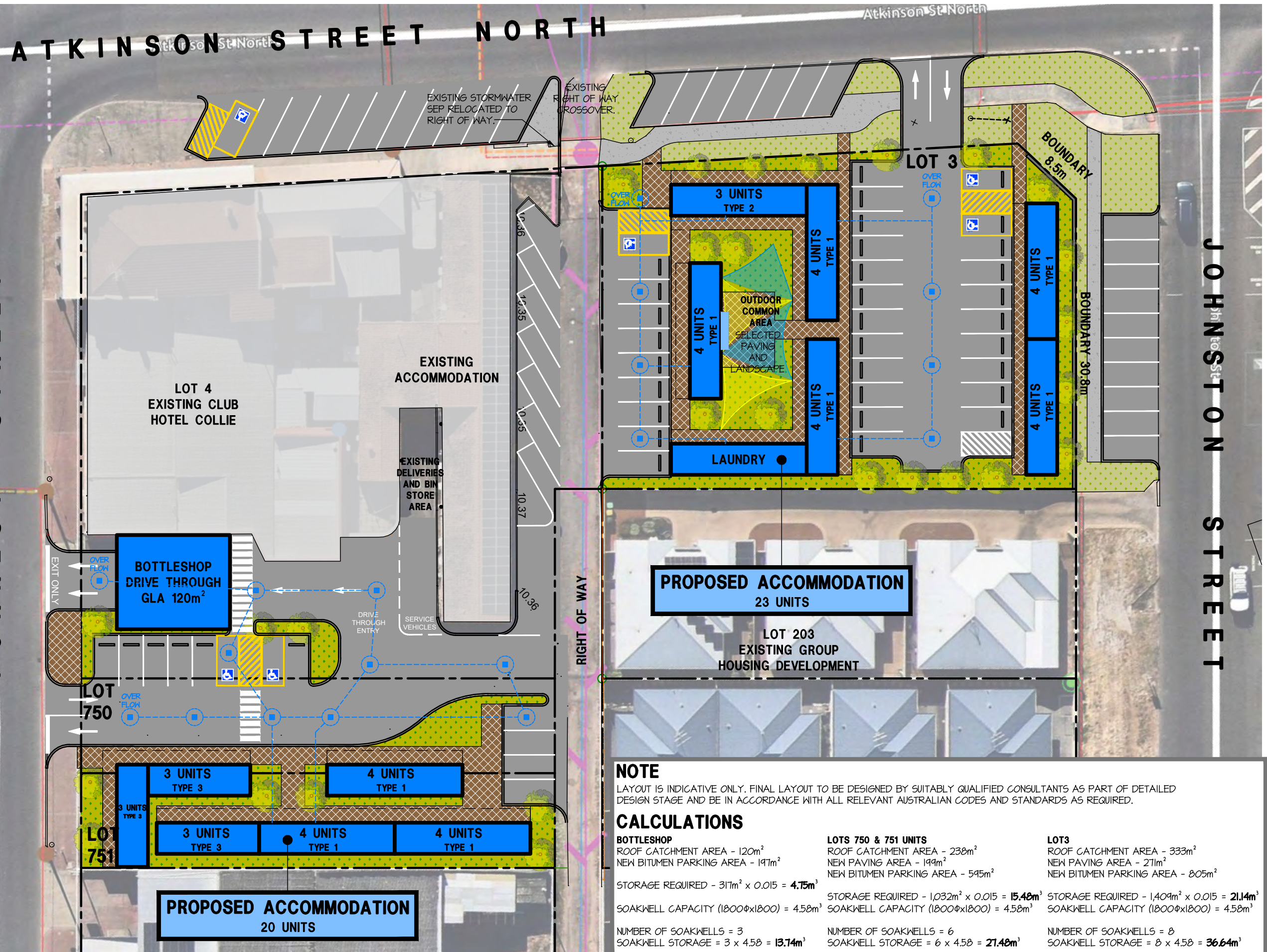
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ATKINSON STREET NORTH

FORREST STREET

JOHNSTON STREET



PROPOSED ACCOMMODATION
23 UNITS

LOT 203
EXISTING GROUP
HOUSING DEVELOPMENT

PROPOSED ACCOMMODATION
20 UNITS

NOTE

LAYOUT IS INDICATIVE ONLY. FINAL LAYOUT TO BE DESIGNED BY SUITABLY QUALIFIED CONSULTANTS AS PART OF DETAILED DESIGN STAGE AND BE IN ACCORDANCE WITH ALL RELEVANT AUSTRALIAN CODES AND STANDARDS AS REQUIRED.

CALCULATIONS

BOTTLESHOP

ROOF CATCHMENT AREA - 120m²
NEW BITUMEN PARKING AREA - 197m²

STORAGE REQUIRED - 317m² x 0.015 = **4.75m³**

SOAKWELL CAPACITY (1800Φx1800) = 4.58m³

NUMBER OF SOAKWELLS = 3
SOAKWELL STORAGE = 3 x 4.58 = **13.74m³**

LOTS 750 & 751 UNITS

ROOF CATCHMENT AREA - 238m²
NEW PAVING AREA - 199m²
NEW BITUMEN PARKING AREA - 595m²

STORAGE REQUIRED - 1,032m² x 0.015 = **15.48m³**

SOAKWELL CAPACITY (1800Φx1800) = 4.58m³

NUMBER OF SOAKWELLS = 6
SOAKWELL STORAGE = 6 x 4.58 = **27.48m³**

LOT3

ROOF CATCHMENT AREA - 333m²
NEW PAVING AREA - 271m²
NEW BITUMEN PARKING AREA - 805m²

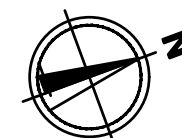
STORAGE REQUIRED - 1,409m² x 0.015 = **21.14m³**

SOAKWELL CAPACITY (1800Φx1800) = 4.58m³

NUMBER OF SOAKWELLS = 8
SOAKWELL STORAGE = 8 x 4.58 = **36.64m³**

STORMWATER MANAGEMENT PLAN

SCALE 1:400



PROPOSED SHORT STAY ACCOMMODATION
LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138
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DEVELOPMENT APPLICATION

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A3 SHEET



Bottlemart

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PTG/05008

**Transport Impact Statement
Proposed Motel Expansion and Drive-Thru
Liquor Store
No. 148, 140 and 138 Forrest Street and No.
102-104 Atkinson Street North, Collie**

15 July 2026 | Revision A

Prepared for The Club Hotel Collie Pty Ltd

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REPORT DETAILS

Unique Document Identification

Document Title	Transport Impact Statement – Proposed Motel Expansion and Drive Thru Liquor Store – No. 148, 140 and 138 Forrest Street and No. 102-104 Atkinson Street North, Collie
Project Number	PTG/05088
Document ID	TR-R001-A
Client	The Club Hotel Collie Pty Ltd

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Revision Details

Revision No.	Date	Comments	Prepared By	Approved By
A	15/07/2026	For Issue	NA/DR	SJL

1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by **The Club Hotel Collie Pty Ltd** ('the Client') to prepare a Traffic Impact Statement (TIS) for a proposed motel expansion and drive thru liquor store located at No. 148, 140 and 138 Forrest Street and No. 102-104 Atkinson Street North ('the Site') within the Shire of Collie.

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the Transport Impact Statement (TIS) Checklist is included at **Appendix A**.

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

2.1 Site Location

The Site is located at No. 148, 140 and 138 Forrest Street and No. 102-104 Atkinson Street North, Collie ('the Site') within the Shire of Collie, as shown in **Figure 1**. The Site currently consists of an existing motel / tavern and drive thru liquor store and is bounded by Johnson Street to the north, Atkinson Street North to the west and Forrest Street to the south.

Figure 1 Site Location



Source: Locate V5 Mapping (2026)

2.2 Existing Land Uses

The Site currently consists of an existing motel / tavern development and drive thru liquor store with 36 hard stand car parking bays as shown in Figure 2.

Figure 2 Existing Motel and Drive Thru Liquor Store



Source: Locate V5 Mapping (2026)

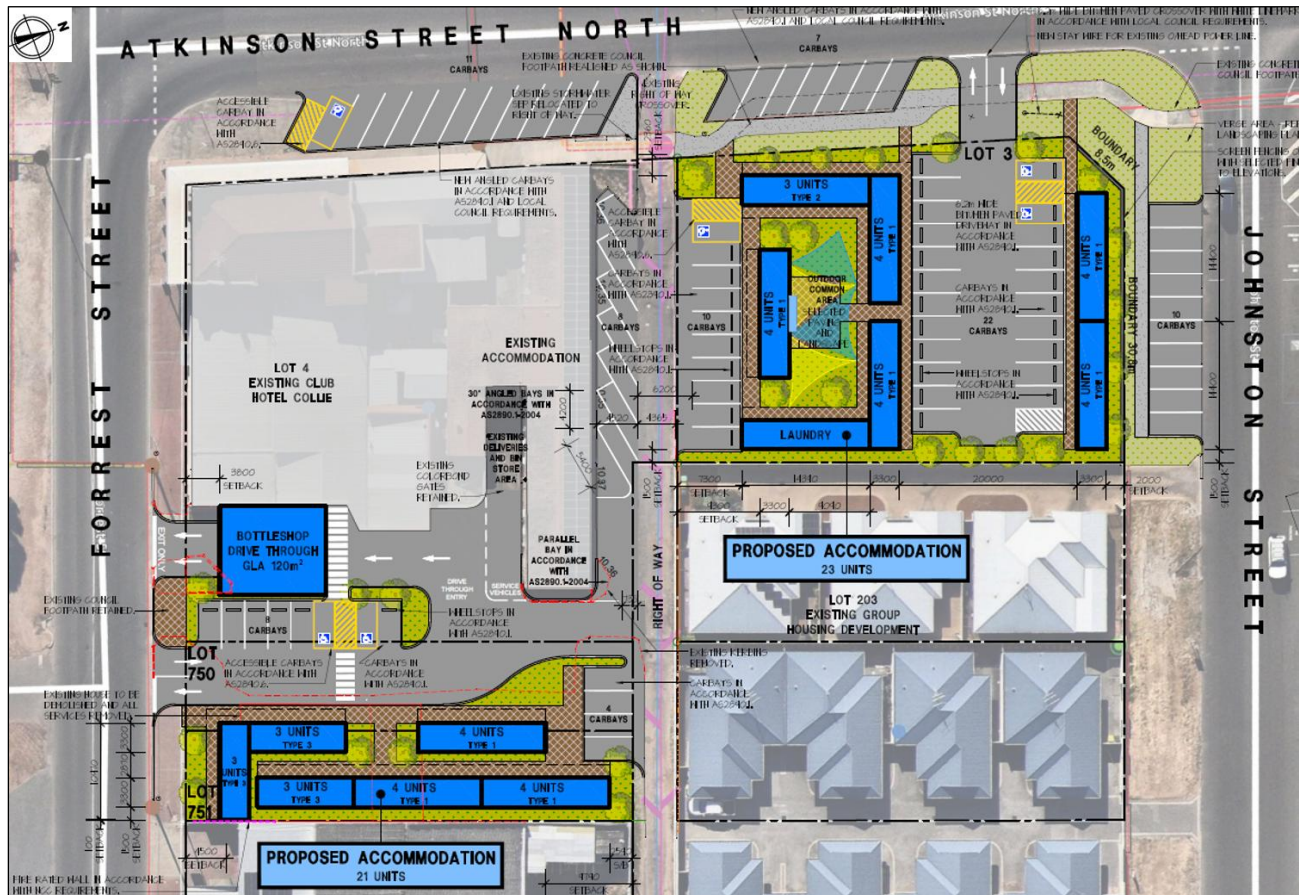
2.4 Proposed Land Uses

The redevelopment of the Site is proposed to comprise of the following additions to the existing uses:

- » 44 accommodation units
- » 120m² extension to the drive thru of the existing bottle shop
- » 44 additional car parking bays, both on site and on street.

The Site plan of the proposed redevelopment is shown in **Figure 4**. A larger version of the plans is included in **Appendix B**.

Figure 4 Site Plan



Source: Hindley & Associates (June 2026)

2.5 Hours of Operation

The hours of operation at the Site include the following:

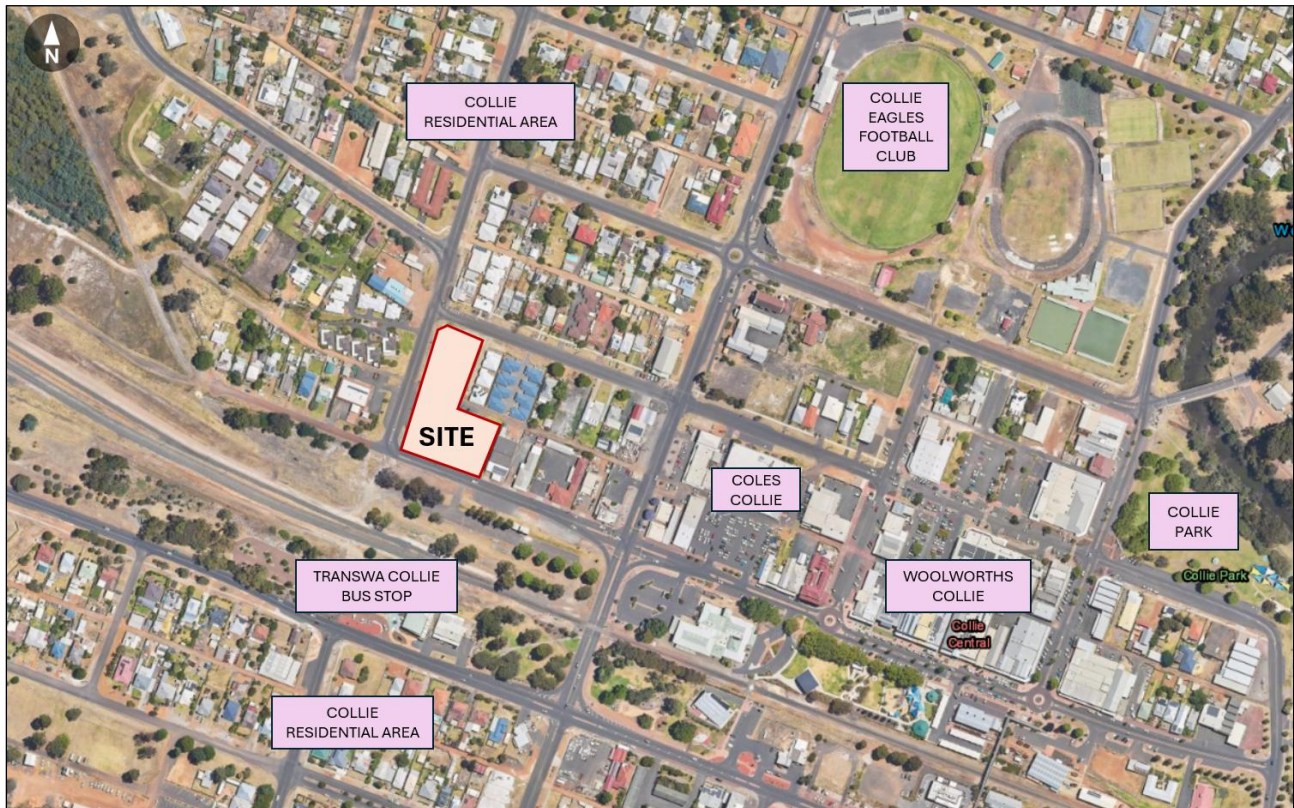
- » Motel: 10am to 9pm (7 days a week)
- » Drive-thru: 10am-9pm (7 days a week)

2.6 Major Attractors and Generators

Major attractors and generators within the vicinity of the Site are listed below and illustrated in Figure 5:

- » Collie residential area to the north and south;
- » Commercial establishments to the east (Coles Collie and Woolworths Collie);
- » Collie Park to the east;
- » TransWA's Collie bus stop to the south; and
- » Collie Eagles Football Club to the north.

Figure 5 Major Attractors/Generators



Source: Metromap (2026)

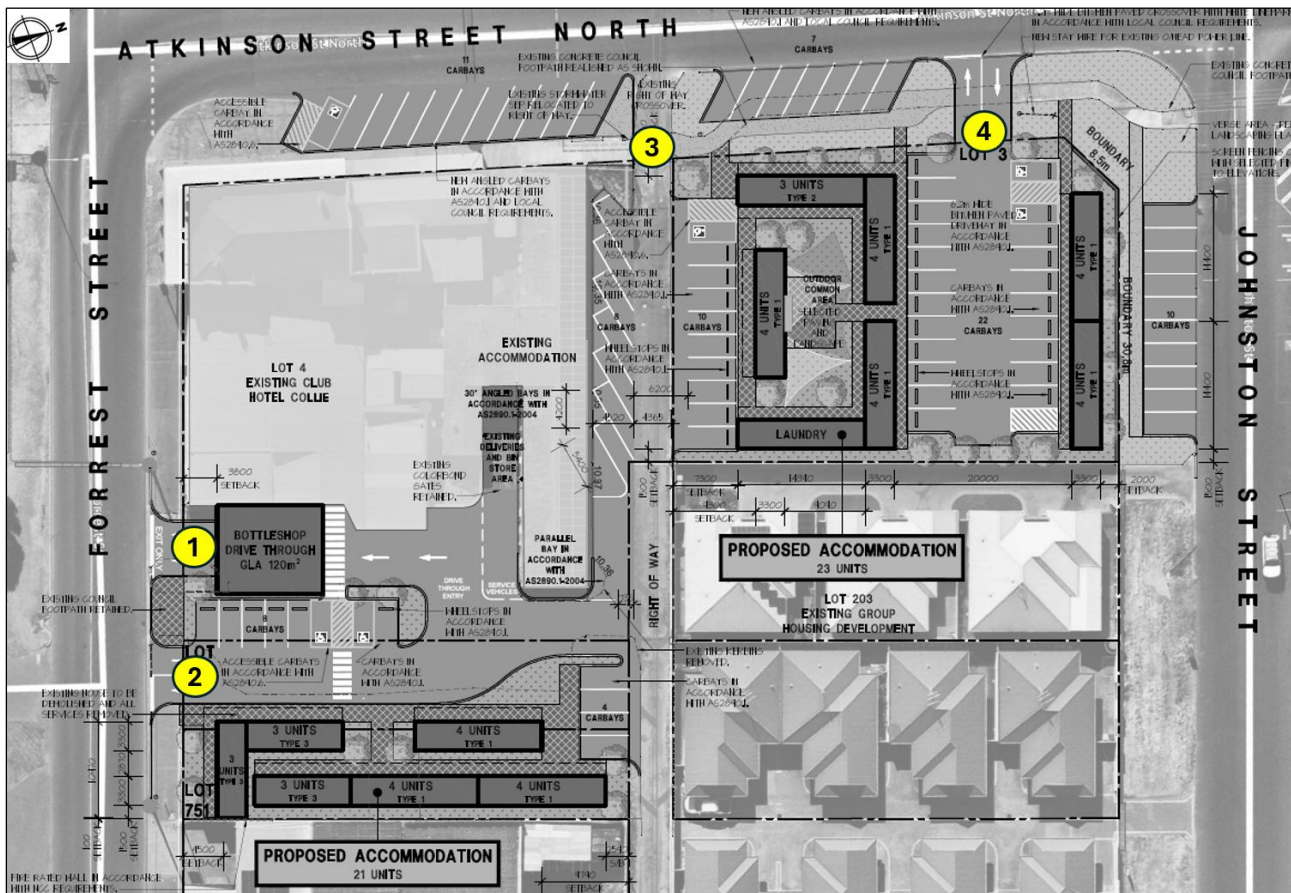
3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

The Site currently consists of three (3) existing crossovers, one along Atkinson Street North and the other two along Forrest Street. As part of the redevelopment, a new crossover is proposed at the north-west corner of the Site along Atkinson Street North as shown in Figure 6.

- » Access 1 – exit only to Forrest Street for vehicles leaving the drive through
- » Access 2 – entry/exit to Forrest Street for vehicles
- » Access 3 – exit only to Atkinson Street North for vehicles
- » Access 4 (new) – entry/exit to Atkinson Street North for vehicles

Figure 6 Access Arrangements



Source: Hindley & Associates (June 2026)

The access driveway widths have been checked in accordance with the Australian/New Zealand Standard 2890.1 Part 1: Off-street car parking. Access points 1, 2 and 3 serve 30 car parking bays and are categorised under Category 2 access facilities based on Figure 7 of AS 2890.1, since the development is classified as User Class 2 and the frontage road type is local. For this category, the standard specifies a minimum entry width of 6m, with combined entry and exit access requiring sufficient width for two-way vehicle movements as shown in Figure 8. But if the driveway is separated, both entry and exit widths should be 3.0 minimum. Access point 1 (exit only) has a width of 6m, access point 2 (entry/exit) has a width of 6.2m and access point 3 (exit only) has a width of 4m which are considered compliant with AS 2890.1. Meanwhile, access point 4 serves 22 car parking bays and is classified as Category 1 access facility based on Figure 7 of AS 2890.1. The width of this access point is 6.2m which satisfies the requirement of having a minimum entry width of 3m, with combined entry and exit access as shown in Figure 8.

Figure 7 Selection of Access Facility Category

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

Source: Australian/New Zealand Standard 2890.1 Part 1: Off-street car parking

Figure 8 Access Driveway Widths

ACCESS DRIVEWAY WIDTHS

metres			
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

Source: Australian/New Zealand Standard 2890.1 Part 1: Off-street car parking

3.2 Public, Private, Disabled Parking Set Down/Pick Up

The statutory car parking requirements are defined within the *Shire of Collie Local Planning Scheme No. 6*. A summary of the parking requirements and provisions of the proposed redevelopment have been detailed in **Table 1**.

Table 1 Car Parking Provision

Land Use	Reference	Yield	Car Parking Requirements	Car Parking Required	Car Parking Provision	Shortfall
Holiday Accommodation, Holiday House, Serviced Apartments, Tourist Accommodation, Tourist Development, Retirement Village	Shire of Collie LPS6	44 units	1 bay per accommodation unit plus 1 visitor space for every 4 accommodation units plus 1 space per employee	55 bays	44 bays (new)	-13 bays
Liquor Store	Shire of Collie LPS6	2 employees	1 bay per 35m ² of gross floor area plus 1 bay per employee	2 bays		
Total				57 bays	44 bays	-13 bays

Source: *Shire of Collie Local Planning Scheme No.6*

The Site currently consists of 36 car parking bays which form part of the existing motel and take-away liquor store development.

As part of the proposed expansion, an additional 44 car parking bays are proposed at the Site.

Whilst this assessment identifies a thirteen (13) car parking bay shortfall as per the requirements set out in LSP6, it should be noted that the land use classification for accommodation unit also include uses such as 'retirement village', a use which is likely to have a higher demand for separate visitor parking than a motel development.

However, the proposed 44-unit accommodation units within the Site will be unlikely to require separate or additional visitor car parking bays in addition to the existing bays already provided on site. Given the proposed 44 new car parking bays will be provided, each new unit will have one (1) bay dedicated to it for customer parking.

Additionally, as the proposed units form part of an expansion to the existing on-site motel, employee parking numbers have been removed as existing staff will look after the new proposed accommodation units.

With regards to the drive-thru expansion component of the existing liquor store, walk in purchases are unlikely to change, and given the two-lane proposed drive-thru, additional customers to the Site are more likely to be utilising the drive-thru facility as opposed to parking on-site.

Furthermore, the drive thru liquor store currently operates as an existing use on-site with staff utilising the designated bays within the development, an additional 2 staff members have been factored in, however it is likely that the car parking requirements of the existing liquor store are likely to remain unchanged.

Importantly, as discussed further in **Section 5.2**, two (2) of the 30-degree car parking bays proposed on-site are suggested to be removed and relocated, however, if relocation is not possible these bays would then be required to be removed entirely, which would result in a total shortfall of fifteen (15) car parking bays.

Given the nature of the existing and proposed expansion to the Site, the car parking provision for both existing and proposed uses are considered adequate for the intended use.

4 SERVICE VEHICLES (NON-RESIDENTIAL)

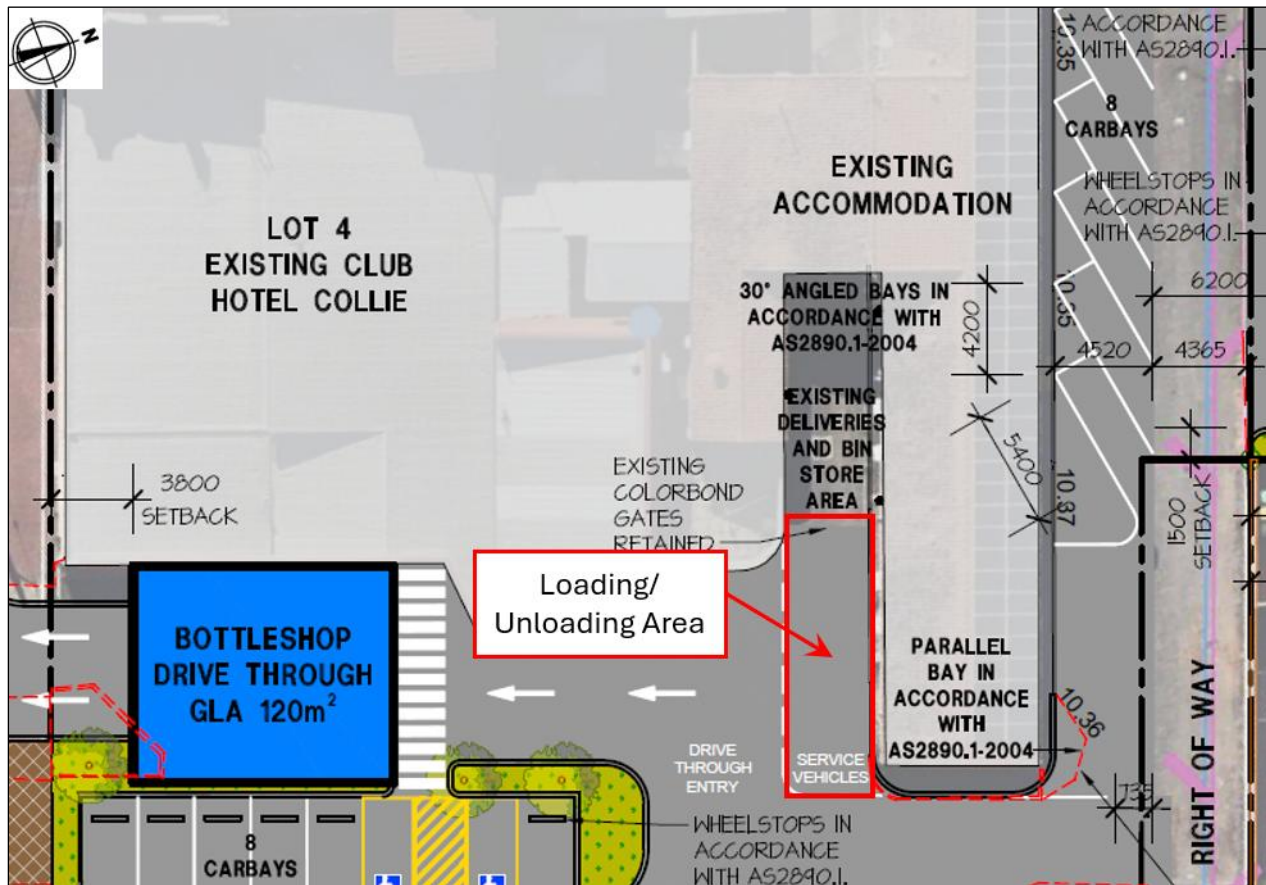
4.1 Waste Collection

Please refer to Waste Management Plan for on-site waste collection operations.

4.2 On/Off-Site Loading Facilities

The loading/unloading area within the Site will be located near the ROW and adjacent to the bin store area as illustrated in Figure 9.

Figure 9 Loading/Unloading Area



Source: Hindley & Associates (June 2026)

5 SWEPT PATHS

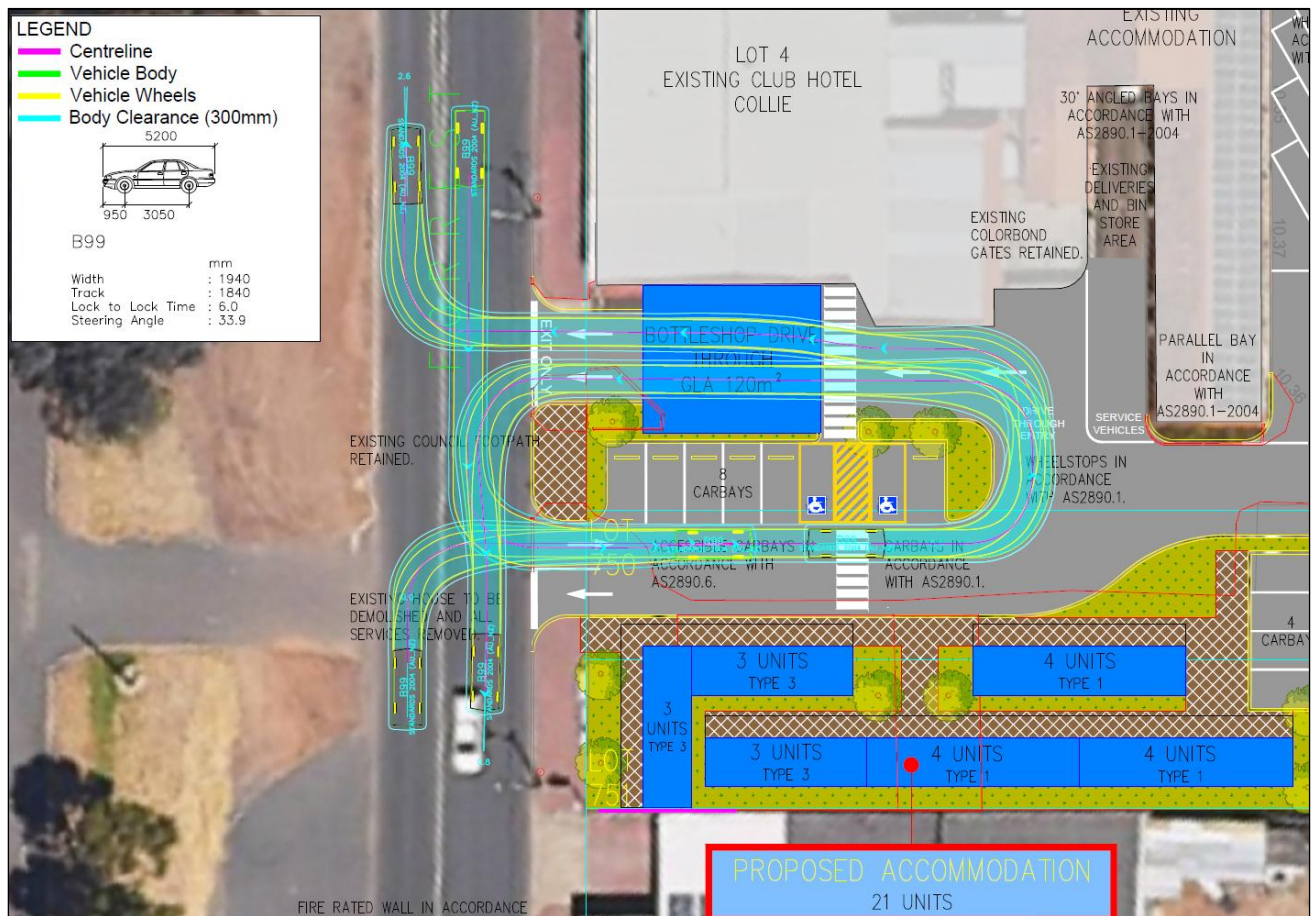
5.1 B85 and B99 Swept Paths

5.1.1 Bottle Shop Drive Thru

Figure 10 shows that the B99 design vehicle can adequately turn into the drive thru bottle shop without any issues. The egress crossover onto Forrest Street has a width of 6m, which can accommodate two (2) B99 vehicles exiting at the same time. A larger version of the swept path is included in **Appendix C**.

As the exit only through the drive thru liquor store is intended to be 2 lanes, the left lane should be for vehicles to turn left onto Forrest Road and the right lane should be for vehicles to turn right onto Forrest Road only.

Figure 10 B99 Circulation into the Bottle Shop Drive Thru



5.1.2 On-street Parking

A B99 vehicle is able to manoeuvre in and out of the on-street parking bays located along Atkinson Street North and Johnston Street as shown in Figure 12. A larger version of the swept path is included within Appendix C.

Figure 12 B99 On-street Parking

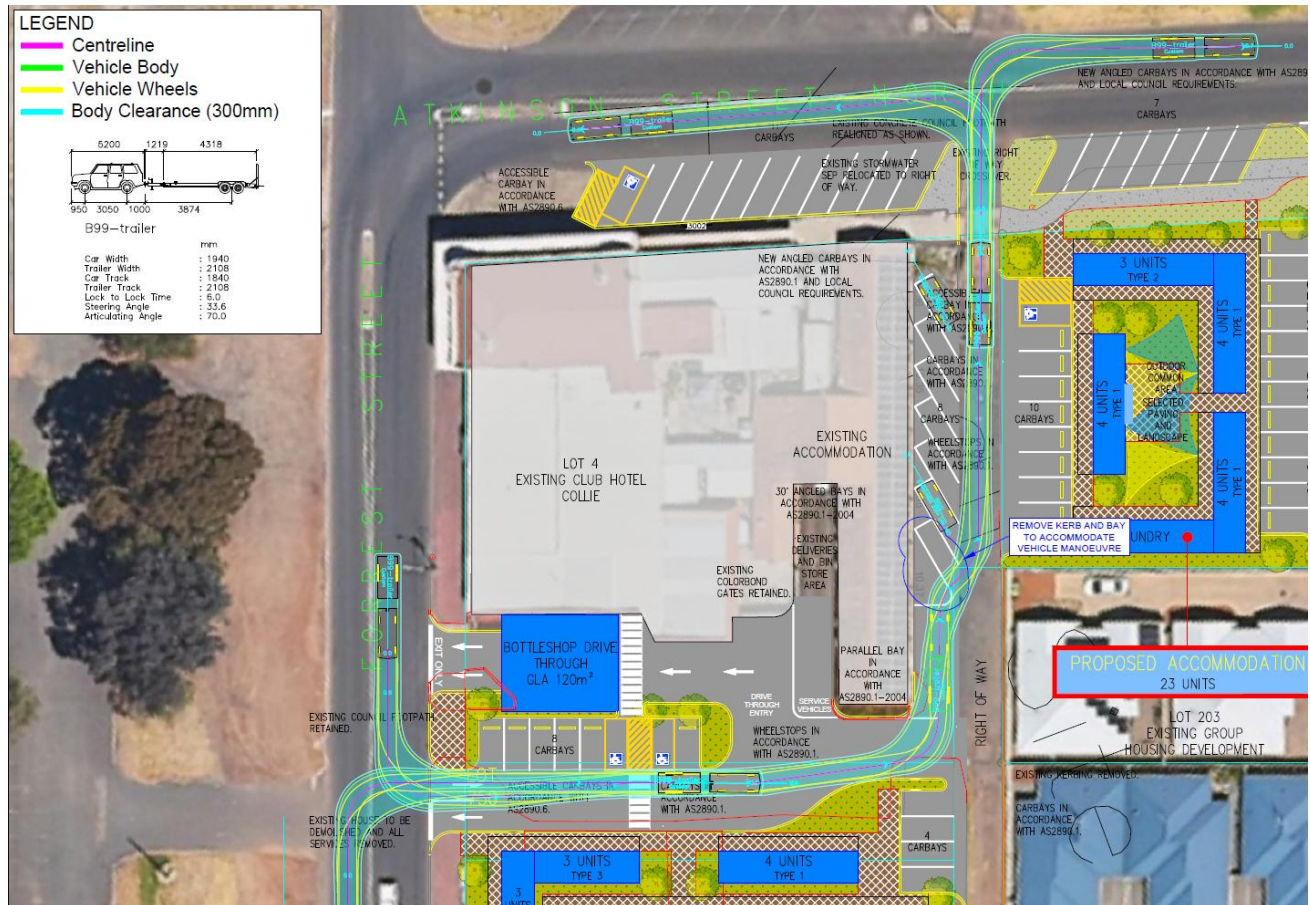


5.2 Boat and Trailer Swept Path

A swept path analysis was undertaken for a B99+trailer vehicle as illustrated in **Figure 13**. The vehicle is able to enter the Site via Forrest Street and proceed to the designated parking bay adjacent the ROW at the eastern boundary of the Site via forward gear. However, the design vehicle will encroach into the kerb area and adjacent 30-degree parking bay during the exit manoeuvre. It is recommended that the kerb and one (1) parking bay be removed to accommodate the vehicle manoeuvre.

A larger version of the swept path is included in **Appendix C**.

Figure 13 Boat and Trailer Swept Paths



Importantly, the 30-degree bays do not meet the minimum width requirements as set out in AS2890.1 Part 1: Off-street car parking. The dimensions of 'A' and 'B' of the proposed 30-degree is 2.0m and 4.2m, respectively, which are lower than the minimum required widths shown in **Figure 14**. To achieve the minimum parking bay dimensions required by the applicable standards, the removal of an additional car parking bay is recommended.

In summary, the removal of two (2) 30-degree parking bays is recommended to accommodate vehicle swept path requirements and ensure compliance with the applicable parking bay width standards and to allow the 1m clearance for the boat and trailer vehicle.

LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (500mm)

SITA Front Loader

11000

1800 6500

mm

Width : 2500

Track : 2500

Lock to Lock Time : 6.0

Steering Angle : 34.6

LOT 4 EXISTING CLUB HOTEL COLLIE

EXISTING ACCOMMODATION

BOTTLESHOP DRIVE THROUGH GLA 120m²

PROPOSED ACCOMMODATION 21 UNITS

OVERALL SITE PLAN

SCALE 1:400

6 TRAFFIC VOLUMES

6.1 Proposed Land Uses - Peak Traffic Volumes

Given the existing motel development is currently operational, it is assumed that traffic associated with the existing land uses is captured within the existing background traffic volumes. As such, the trip generation presented in this section considers only the additional traffic generated by the proposed expansion of the development.

The trip generation rates and trip distribution percentages used to calculate the traffic generated by the proposed development were obtained from the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines: Volume 5 – Technical Guidance (2016)* and the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition*.

The trip generation rates are presented in **Table 2** and the trip distribution percentages are summarised in **Table 3**. The total estimated trips generated by the Site are detailed in **Table 4**.

Table 2 Trip Generation Rates – Proposed Development Expansion

Land Use	Source	Yield	AM Peak	PM Peak
Motel	ITE 320	44 rooms	0.33 vehicle trip per room	0.30 vehicle trip per room
Bottle Shop Drive Thru	WAPC (Retail/F&B)	120 m ²	2.5 vehicle trips per 100m ²	10 vehicle trips per 100m ²

Table 3 Trip Distribution – Proposed Development Expansion

Land Use	Yield	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Motel	44 rooms	44%	56%	57%	43%
Bottle Shop Drive Thru	120 m ²	80%	20%	50%	50%

Table 4 Total Generated Trips – Proposed Development Expansion

Land Use	Yield	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Motel	44 rooms	7	9	8	6
Bottle Shop Drive Thru	120 m ²	3	1	6	6
Total		20		26	

A total of 20 additional vehicle trips is expected to be generated in the AM peak and 26 additional vehicle trips in the PM peak as a result of the proposed expansion of the development.

6.2 Types of Vehicles

The main types of vehicles expected to access the development will be private cars, with occasional service or delivery vehicles, facilitating the transportation of goods and services to and from the Site. Additionally, vehicle and trailer combinations are anticipated to access the Site from time to time.

7 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

7.1 Existing Road Network and Traffic Management

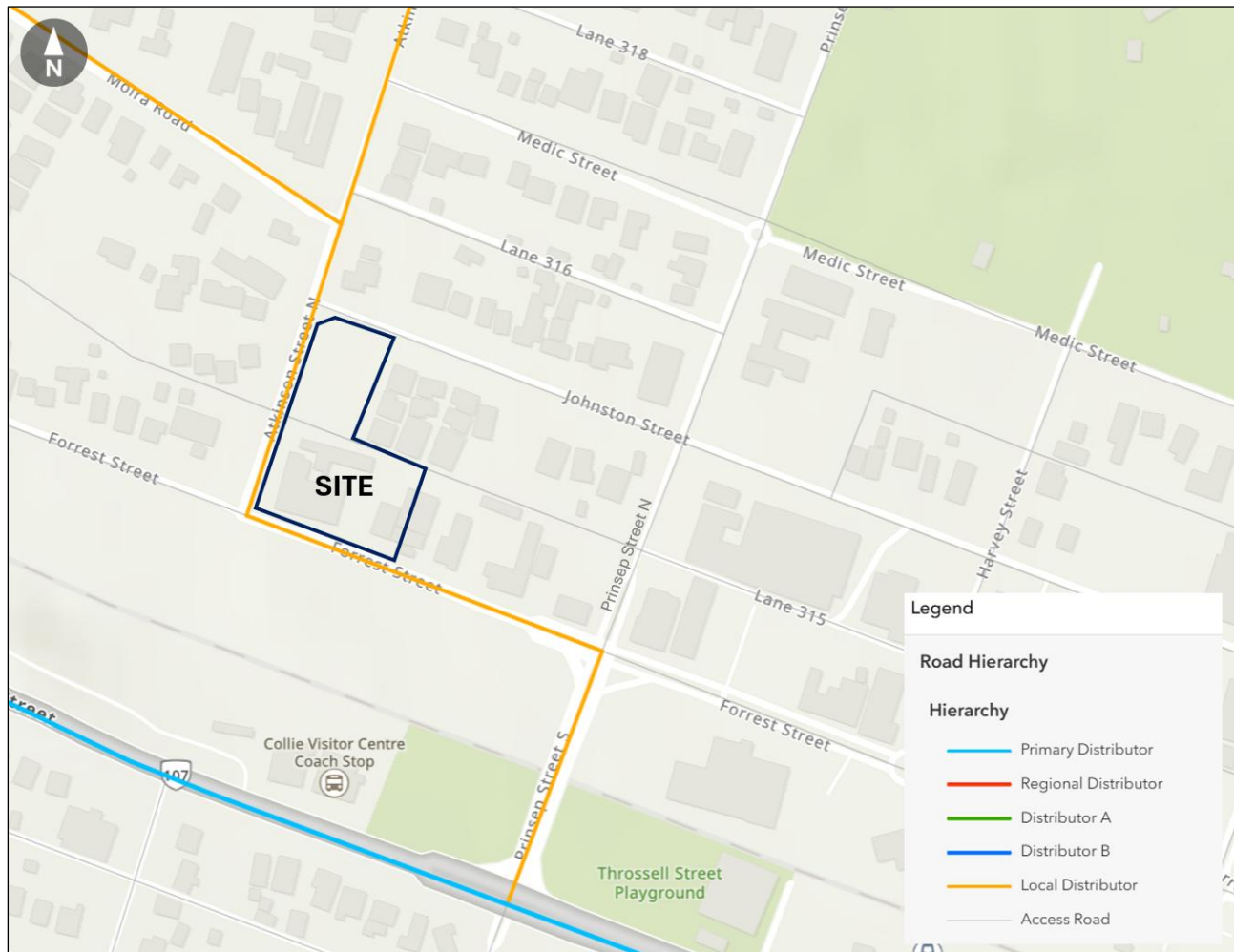
The road network within Western Australia is defined by Main Roads WA Road Hierarchy which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 5** below.

Table 5 Road Hierarchy Description

Road Type	Description
Primary Distributors	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are State Roads. They are managed by Main Roads Western Australia (MRWA).
District Distributor A	Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
District Distributor B	Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.
Regional Distributor	Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.
Local Distributor (Urban)	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government.
Local Distributor (Rural)	Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government.
Access Roads	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

Figure 17 shows the road hierarchy network and Table 6 provides a summary of the road characteristics of the surrounding road network.

Figure 17 Road Hierarchy



Source: Main Roads WA Road Information Mapping System

Table 6 Surrounding Network Road Hierarchy

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Road Pavement Approximate Width (m)	Speed Limit (km/hr)
Atkinson Street North	Local Distributor	Local Government	2	1	10	50
Forrester Street	Local Distributor	Local Government	2	1	10.2	50
Johnston Street	Access Road	Local Government	2	1	11.3	50
Prinsep Street North	Access Road	Local Government	2	1	11.6	50

Source: Main Roads WA Road Information Mapping System & Google Maps

7.2 Traffic Flows on Surrounding Roads

Existing traffic volume data was obtained from the Main Roads WA's Traffic Map at the location surrounding the Site shown in **Figure 18**. The average Monday to Sunday traffic volumes is summarised in **Table 7**. No traffic volumes were available along Johnson Street, Atkinson Street North or Forrest Street (west).

Figure 18 Traffic Data Location

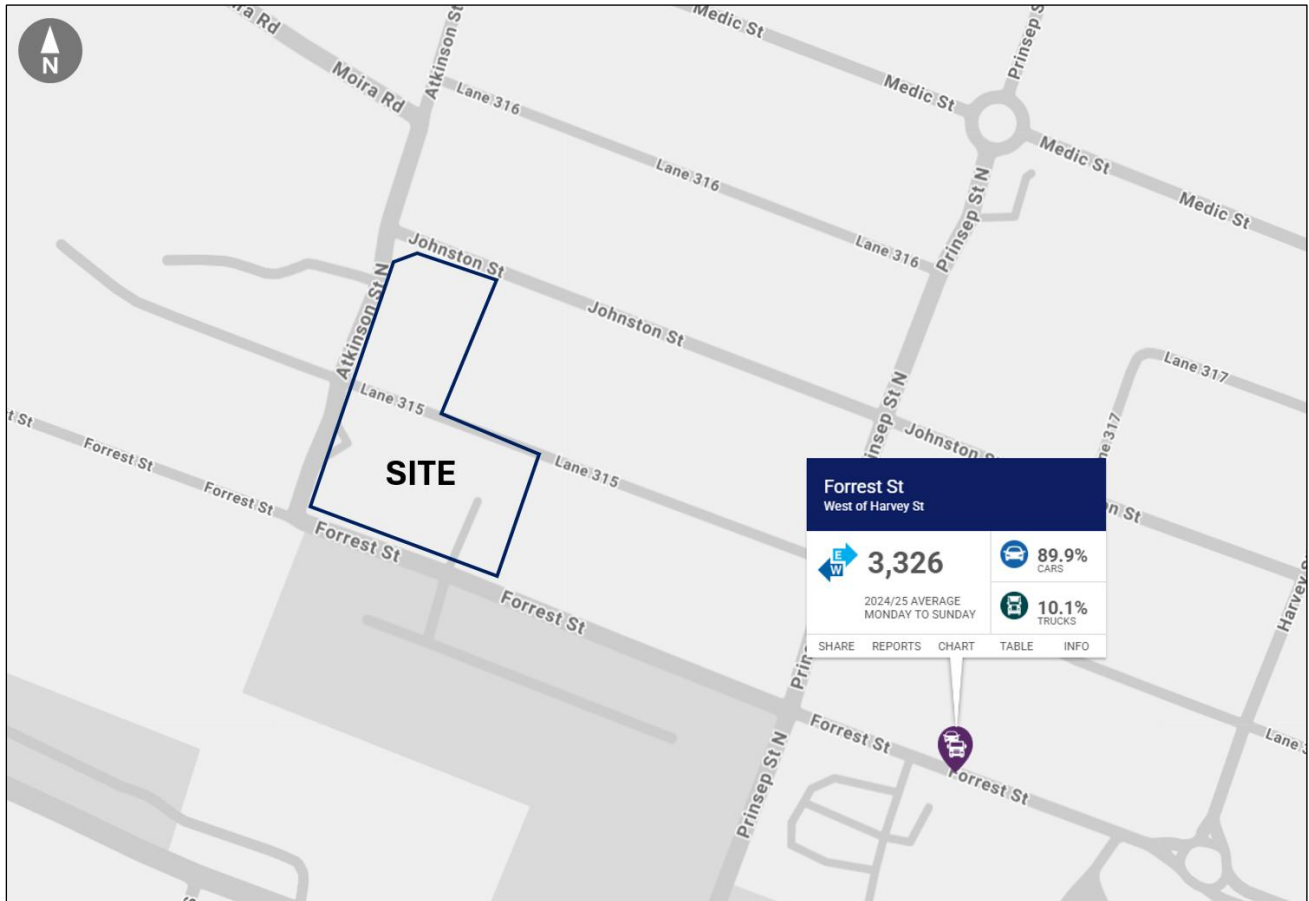


Table 7 Existing Traffic Volumes

Road Name	Source	Date	AM Peak (vph)	PM Peak (vph)	Average Daily (vpd) (HV%)
Forrest Street (West of Harvey Street)	MRWA	2024/2025	344	299	3,326 (10.1%)

8 PUBLIC TRANSPORT ACCESS

8.1 Existing Public Transport Services

Figure 19 presents the routes of the following TransWA coach lines that operate within 200m from the Site:

- » SW3 route: East Perth to Pemberton via Bunbury, Collie, Boyup Brook and Bridgetown
- » SW4 route: Perth to Boyup Brook via Brunswick and Collie
- » SW5 route: Bunbury to Collie

Figure 20 to Figure 22 detail the respective timetables of the TransWA coach lines.

Figure 19 Existing Bus Routes



Source: Locate V5 Mapping (2026)

Figure 20 SW3 Timetable

Perth to Pemberton				SW3	
via Bunbury and Collie / Boyup Brook / Bridgetown					
		321		322	
From Perth		Sun		Sat	
		PM		AM	
East Perth Terminal	 Dep	1:30		Pemberton (Visitor Centre)	Dep 8:00
Cockburn Central (Stand No. 12)	Dep	1:55		Pemberton turnoff (16km)*	Dep 8:17
Mandurah Train Station	 Dep	2:40		Manjimup (Manjimup Heritage Park)	Dep 8:27
Falcon (Miami Shopping Centre)	Dep	2:53		Palgarup (bus shelter)	Dep 8:39
Lake Clifton (opposite bakery)	Dep	3:10		Yornup (opposite bus shelter)	Dep 8:50
Settlers Roadhouse	 Arr	3:25		Bridgetown (Memorial Boat Park)	Dep 9:00
	Dep	3:55		Boyup Brook (Visitor Centre Forrest Street)	Dep 9:30
Binningup turnoff (3km)*	Dep	4:03		Wilga turnoff (4km*)	Dep 9:45
Australind (Mulgara Street)	 Dep	4:15		Mumballup (Tavern)	Dep 10:03
Bunbury Passenger Terminal 	 Arr	4:25		Collie (Visitor Centre)	Arr 10:20
	Dep	4:30			Dep 10:25
Allanson (bus shelter)	Dep	5:05		Allanson (general store)	 Dep 10:30
Collie (Visitor Centre)	Dep	5:10		Bunbury Passenger Terminal 	Arr 11:05
Mumballup (Tavern)	Dep	5:30			 Dep 11:25
Wilga turnoff (4km*)	Dep	5:45		Australind (BP service station)	Dep 11:35
Boyup Brook (Visitor Centre Forrest Street)	Dep	6:00		Binningup turnoff (3km)*	Dep 11:46
Bridgetown (Memorial Boat Park)	Dep	6:30			PM
Yornup (opposite bus shelter)	Dep	6:40		Lake Clifton (opposite bakery)	Dep 12:10
Palgarup (bus shelter)	Dep	6:51		Falcon (Ampol service station)	Dep 12:27
Manjimup (Manjimup Heritage Park)	Dep	7:03		Mandurah Train Station	 Dep 12:45
Pemberton turnoff (16km)*	Dep	7:13			Arr -
Pemberton (Visitor Centre)	Arr	7:30		Cockburn Central (Stand No. 12)	 Dep 1:30
				East Perth Terminal	 Arr 1:55

 Wheelchair accessible toilet facilities available
 Rest Stop – toilet facilities available
 Comfort stop
 Road coach will only divert to Australind and Allanson if advance bookings are made

Source: TransWA

Figure 21 SW4 Timetable

Perth to Boyup Brook				SW4	
via Brunswick and Collie					
		AX3	AA3	116	
		Mon Wed Fri	Mon Wed Fri	Mon Wed Fri	
From Perth				From Boyup Brook	
		AM		PM	
Australind Road Coach from East Perth		AM		Road Coach	
East Perth Terminal	 Dep	8:30	8:30	Boyup Brook (Visitor Centre Forrest Street)	Dep 1:20
Brunswick Junction (Railway Station)	 Arr	10:53	11:20	Wilga turnoff (4km*)	Dep 1:35
				Mumballup (Tavern)	Dep 1:53
		115		Collie (Visitor Centre)	Dep 2:12
Road Coach		AM		Allanson (general store)	 Dep 2:17
Bunbury Passenger Terminal	 Dep	11:05		Brunswick Junction (Railway Station)	 Dep 2:43
Brunswick Junction (Railway Station)	 Dep	11:40		Bunbury Passenger Terminal	 Arr 3:10
		PM			
Allanson (bus shelter)	Dep	12:05			AX4 AA4
Collie (Visitor Centre)	Dep	12:10		Australind Road Coach from Bunbury Passenger Terminal	PM PM
Mumballup (Tavern)	Dep	12:27		Brunswick Junction (Railway Station)	 Dep 3:05 3:05
Wilga turnoff (4km*)	Dep	12:45		East Perth Terminal	 Arr 5:45 6:00
Boyup Brook (Visitor Centre Forrest Street)	Dep	1:00			

 Wheelchair accessible toilet facilities available
*(km) kilometres from townsite
 Road coach will only divert to Allanson if advance bookings are made

Source: TransWA

Figure 22 SW5 Timetable

Bunbury to Collie				SW5	
		CB55			CB02
From Bunbury		Mon-Fri	From Collie		Mon-Fri
		PM			AM
Bunbury Bus Station (Stand 2)	 Dep	3:45	Collie (Visitor Centre)	Dep	7:30
Bunbury Terminal (Wollaston)	 Dep	3:55	Allanson (General Store)	 Dep	7:35
Bunbury Activ Foundation	Dep	4:02	Burekup (Post Office)	Dep	7:55
Bunbury Health Campus	Dep	4:15	Bunbury Activ Foundation	Dep	8:10
Bunbury TAFE	Dep	4:20	Bunbury Health Campus	Dep	8:20
Burekup (Post Office)	Dep	4:35	Bunbury TAFE	Dep	8:25
Allanson (Bus shelter)	Dep	5:00	Bunbury Passenger Terminal (Wollaston)	 Dep	8:30
Collie (Visitor Centre)	Arr	5:05	Bunbury Bus Station (Stand 2)	 Arr	8:45

 Wheelchair accessible toilet facilities available
 Services will only divert to Allanson (General Store) if advance bookings are made.

Source: TransWA

8.2 Nearest Bus Stops/Train Stations

The nearest bus stop serving the TransWA coach lines is situated at the Collie Visitors Center, located within 200m south of the Site as shown in Figure 19.

8.3 Pedestrian/Cycle Links to Bus Stops/Train Stations

Footpaths are available on one side of both Forrest Street and Prinsep Street North, and these can be used by pedestrians to reach the Collie bus stop along Coalfields Road.

9 PEDESTRIAN AND CYCLE ACCESS/FACILITIES

9.1 Existing Pedestrian/Cycle Networks within the Development

Pedestrian footpaths are present along the development frontage on Atkinson Street and Forrest Street.

9.2 Existing Pedestrian/Cycle Facilities on Surrounding Roads

Pedestrian footpaths are present on one side of Atkinson Street North, Forrest Street, Johnston Street and Prinsep Street North as illustrated in Figure 23.

Figure 23 Existing Pedestrian Facilities on Surrounding Roads



Source: Locate V5 Mapping (2026)

10 SITE SPECIFIC ISSUES

There are no Site-specific issues identified within this assessment.

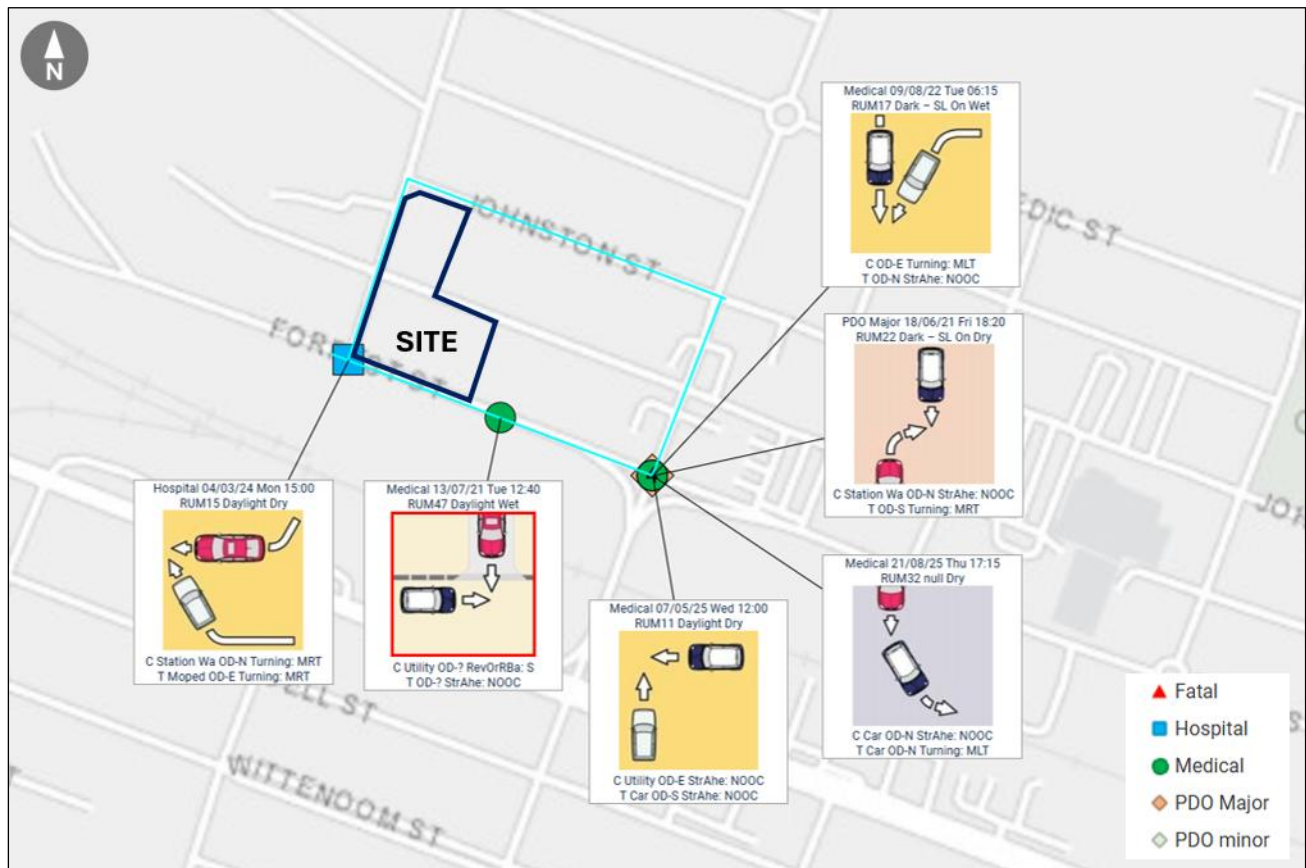
11 SAFETY ISSUES

11.1 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2021 to 31 December 2025.

The crash locations and severity of these crashes are illustrated in **Figure 24**. The details of all crashes that occurred within the vicinity of the Site are provided in **Table 8** to **Table 11**.

Figure 24 Crash Locations



Source: Main Roads WA Reporting Centre

Table 8 Total Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	1	-	-	1
Right Angle	-	1	3	-	-	4
Right Turn Thru	-	-	-	1	-	1
Total	-	1	4	1	-	6

Table 9 Prinsep Street North / Forrest Street Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	1	-	-	1
Right Angle	-	-	2	-	-	2
Right Turn Thru	-	-	-	1	-	1
Total	-	-	3	1	-	4

Table 10 Forrest Street / Atkinson Street North Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	-	-	-	-
Right Angle	-	1	-	-	-	1
Right Turn Thru	-	-	-	-	-	-
Total	-	1	-	-	-	1

Table 11 Forrest Street Midblock Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	-	-	-	-
Right Angle	-	-	1	-	-	1
Right Turn Thru	-	-	-	-	-	-
Total	-	-	1	-	-	1

Crash data is summarised as follows:

- » A total of six (6) crashes were recorded within the vicinity of the Site, with no fatal crashes recorded.
- » Primary cause of the crashes was identified to be right angle collisions (67%).
- » Most of the road crashes resulted in injuries that required medical attention.
- » Four (4) crashes were recorded at Prinsep Street North / Forrest Street intersection, one (1) crash was reported at Forrest Street / Atkinson Street North intersection, and one (1) crash was reported at the Forrest Street midblock.

Overall, given the low expected traffic generation, it is unlikely that the proposed development will have a significant impact on road safety in the area.

11.2 Remedial Measures

No remedial measures are proposed as no safety issues were identified.

12 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016); the checklist is included in **Appendix A**.

The following conclusions can be drawn from this TIS:

- » The Site is located at No. 148, 140 and 138 Forrest Street and No. 102-104 Atkinson Street North, Collie.
- » The proposed redevelopment at the Site proposes 44 new accommodation units, an expansion to the drive thru component of the existing liquor store and 44 car parking bays
- » Two (2) of the 30-degree car parking bays proposed on-site are suggested to be removed and relocated, however, if relocation is not possible these bays would then be required to be removed entirely, which would result in a total shortfall of fifteen (15) car parking bays.
- » The proposed development expansion is estimated to generate 20 vehicle trips in the AM peak and 26 vehicle trips in the PM peak.
- » TransWA's SW3, SW4 and SW5 bus routes are the closest bus services from the Site with the nearest stop located within 200 metres from the Site.
- » Swept path assessments were undertaken for B85, B99, waste truck and vehicle and trailer design vehicles. Two (2) parking bays are recommended to be removed to accommodate the vehicle and trailer swept path requirements and ensure compliance of the 30-degree parking bays with the applicable standards.
- » A total of six (6) crashes were recorded within the vicinity of the Site over the past five years with right angle collisions being the primary cause of crashes.

Overall, it is not expected that the proposed development will have an adverse impact on road safety or traffic operations in the surrounding area.

Appendix A

WAPC CHECKLIST

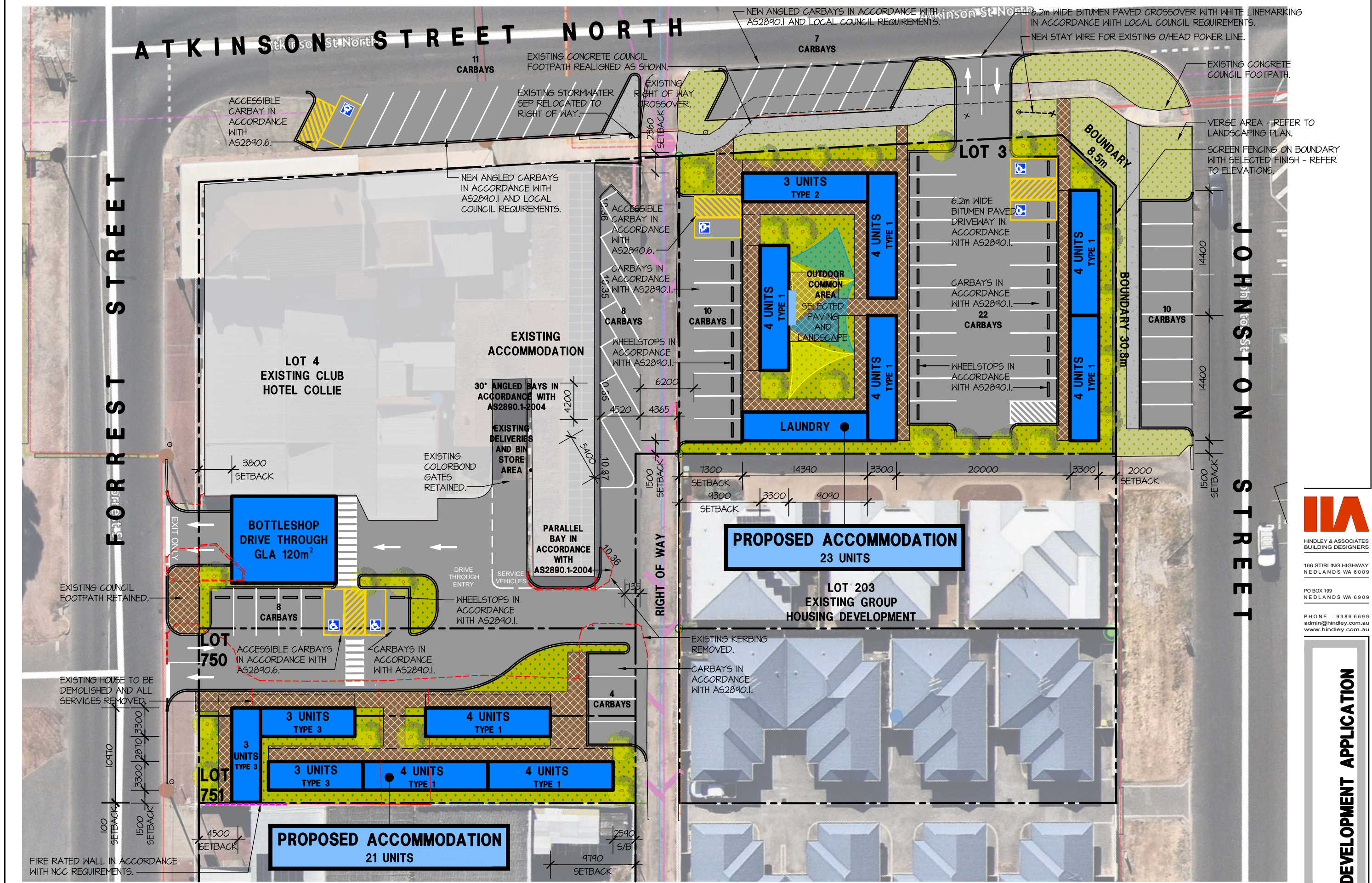


Item	Status	Comments/Proposal
Proposed Development	Section 2	
existing land uses	Section 2	
proposed land uses	Section 2	
context with surrounds	Section 2	
Vehicular access and parking	Section 3	
access arrangements	Section 3	
public, private, disabled parking set down/pick up	Section 3	
Service vehicles (non-residential)	Section 4	
access arrangements	Section 4	
on/off-site loading facilities	Section 4	
Hours of Operation (non-residential only)	Section 2	
Traffic Volumes	Section 6	
daily or peak traffic volumes	Section 6	
type of vehicles (e.g. cars, trucks)	Section 6	
Traffic management on frontage streets	Section 7	
Public transport access	Section 8	
nearest bus/train routes	Section 8	
nearest bus stops/train stations	Section 8	
pedestrian/cycle links to bus stops/train station	Section 8	
Pedestrian and Cycle access/facilities	Section 9	
existing pedestrian and cycle facilities within the development (if any)	Section 9	
proposed pedestrian and cycle facilities within the development	Section 9	
existing pedestrian and cycle facilities on surrounding roads	Section 9	
proposals to improve pedestrian and cycle access	Section 9	
Site specific issues	Section 10	
Safety issues	Section 11	
identify issues	Section 11	
remedial measures	Section 11	
Summary and Conclusions	Section 12	

Appendix B

SITE PLAN





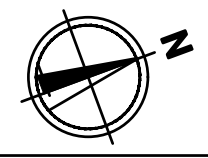
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NO.	DATE	REVISION	DRAWN	CHECK
A	25.06.24	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
B	04.03.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
C	28.05.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
D	18.06.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
E	19.06.26	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

A3 SHEET

OVERALL SITE PLAN

SCALE 1:400



PROPOSED SHORT STAY ACCOMMODATION
LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138
ATKINSON & FORREST STREET, COLLIE
for CANNAPONICS Ltd

Date	-	25.06.24
Design	-	CPH
Drawn	-	CPH
Checked	-	CPH
Scale	-	1:400
Job No.	-	0852
Dwg -	DA02	
Rev -	E	

HA
HINDLEY & ASSOCIATES
BUILDING DESIGNERS
166 STIRLING HIGHWAY
NEDLANDS WA 6009
PO BOX 199
NEDLANDS WA 6909
PHONE - 9386 6699
admin@hindley.com.au
www.hindley.com.au

DEVELOPMENT APPLICATION

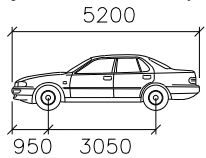
Appendix C

SWEPT PATHS



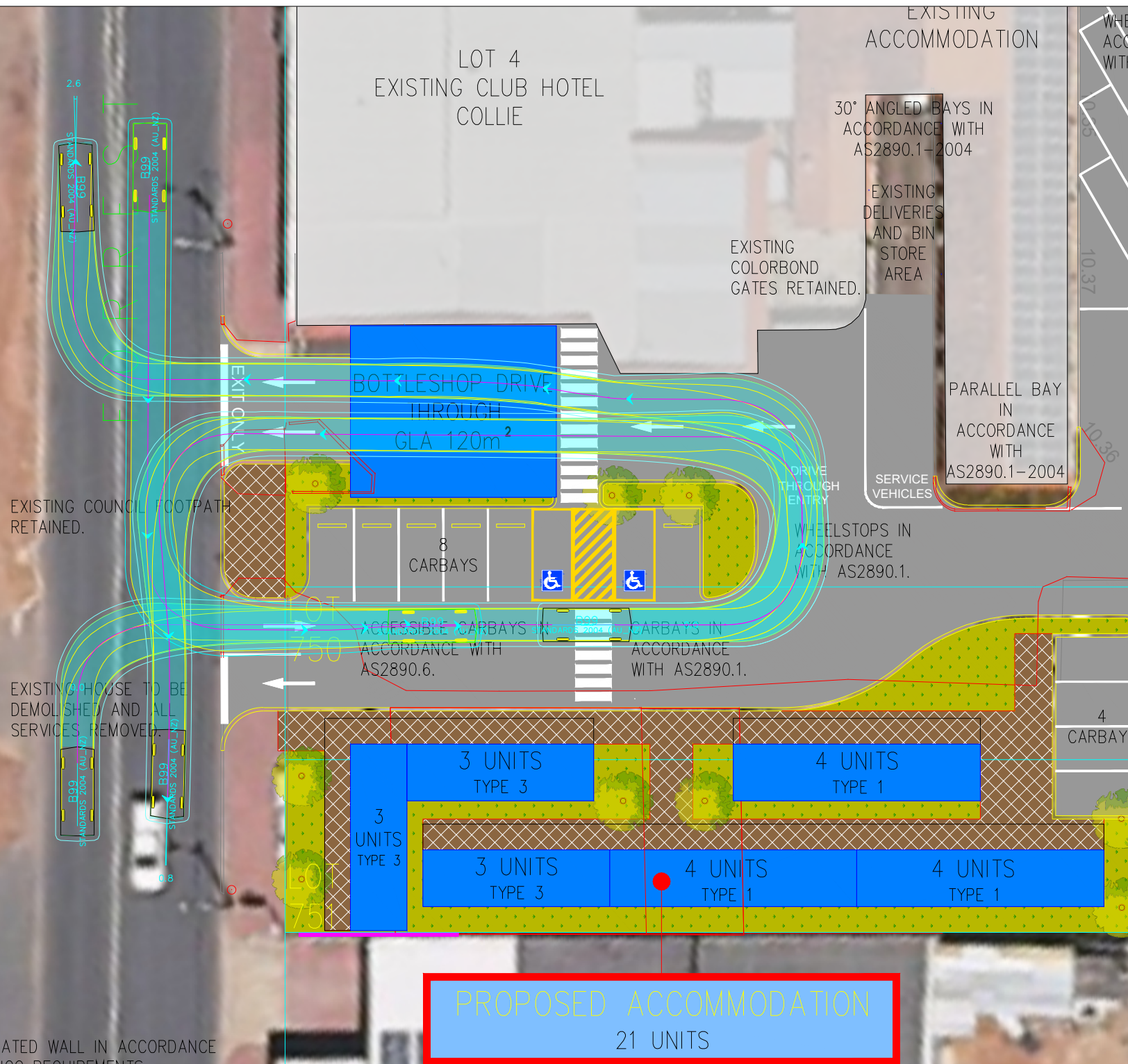
LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

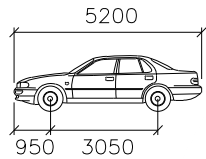


PROPOSED ACCOMMODATION

21 UNITS

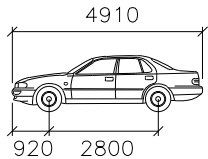
LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



B99

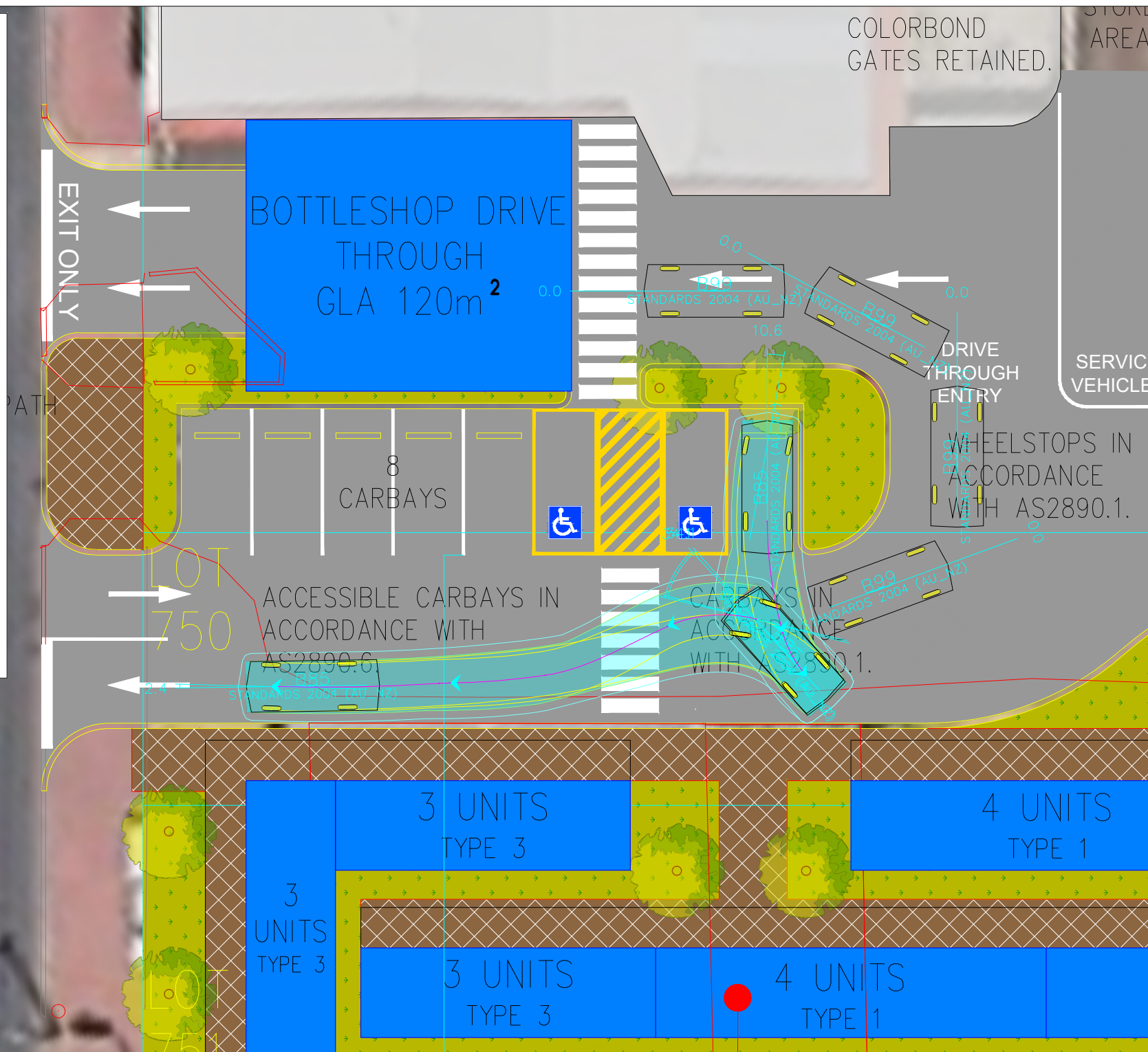
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

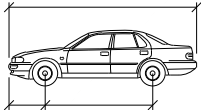
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

EXISTING HOUSE TO BE
DEMOLISHED AND ALL
SERVICES REMOVED.



LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

LEGEND

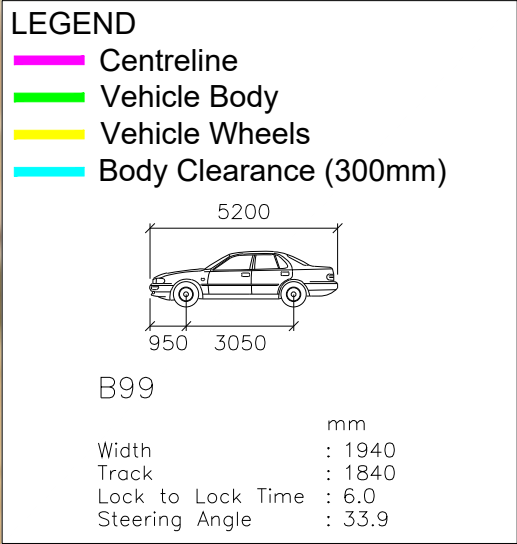
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- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)

5200

950 3050

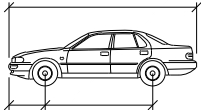
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Steering Angle	: 33.9



LEGEND

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- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



5200

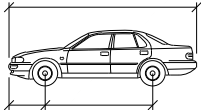
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Steering Angle	: 33.9

LEGEND

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- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



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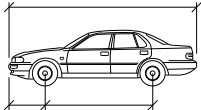
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LEGEND

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5200

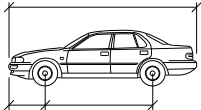
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5200

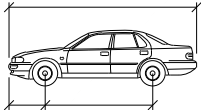
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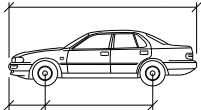
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5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

Site plan of Lot 3 showing proposed carbay layout and vehicle paths. The plan includes a parking area with 7 carbays, a 6.2m wide asphalt paved area, and a 6.2m wide area. Vehicle paths are indicated by blue arrows, showing a 90-degree turn from the parking area to the asphalt paved area. The plan also shows a 3-unit Type 2 building, a 6.2m wide area, and a 6.2m wide area. The plan is labeled with 'LOT 3' and '6.2m WIDE ASPHALT PAVED'.

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[illegible]

Diagram illustrating the proposed carbay layout and vehicle paths for Lot 3. The plan shows a 6.2m wide asphalt paved area with a 0.3m wide carbay. The layout includes a 6.2m wide asphalt paved area, a 0.3m wide carbay, and a 6.2m wide asphalt paved area. The diagram also shows the proposed carbay layout and vehicle paths, including a 6.2m wide asphalt paved area, a 0.3m wide carbay, and a 6.2m wide asphalt paved area. The diagram also shows the proposed carbay layout and vehicle paths, including a 6.2m wide asphalt paved area, a 0.3m wide carbay, and a 6.2m wide asphalt paved area.

BOUNDARY 8.5m

TYPE 1

BOUNDARY 30.8m

10 CARBAYS

B99 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

BOUNDARY 8.5m

TYPE 1

BOUNDARY 30.8m

B99 STANDARDS 2004 (AU_NZ)

10 CARBAYS

BOUNDARY 8.5m

TYPE 1

BOUNDARY 30.8m

B99 STANDARDS 2004 (AU_NZ)

10 CARBAYS

BOUNDARY 8.5m

TYPE 1

BOUNDARY 30.8m

B99 STANDARDS 2004 (AU_NZ)

10 CARBAYS

EXISTING CONCRETE COUNCIL FOOTPATH.

VERGE AREA – REFER TO LANDSCAPING PLAN.

SCREEN FENCING ON BOUNDARY WITH SELECTED FINISH – REF ELEVATIONS.

5.0

B90

STANDARD BS 2003

3.9

4.6

JOHN ST

[illegible]

EXISTING CONCRETE COUNCIL FOOTPATH.

VERGE AREA – REFER TO LANDSCAPING PLAN.

SCREEN FENCING ON BOUNDARY WITH SELECTED FINISH – REF ELEVATIONS.

5.0

B90

STANDARD BS 2003

3.9

4.6

JOHN ST

EXISTING CONCRETE COUNCIL FOOTPATH.

VERGE AREA – REFER TO LANDSCAPING PLAN.

SCREEN FENCING ON BOUNDARY WITH SELECTED FINISH – REF ELEVATIONS.

5.0

B90

STANDARD BS 2003

3.9

4.6

JOHN ST

LEGEND

Centreline

Vehicle Body

Vehicle Wheels

Body Clearance (300mm)

5200

1219

4318

950

3050

1000

3874

B99-trailer

mm

Car Width : 1940

Trailer Width : 2108

Car Track : 1840

Trailer Track : 2108

Lock to Lock Time : 6.0

Steering Angle : 33.6

Articulating Angle : 70.0

LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)

Dimensions (mm):

5200, 1219, 4318

950, 3050, 1000, 3874

B99-trailer

mm

- Car Width : 1940
- Trailer Width : 2108
- Car Track : 1840
- Trailer Track : 2108
- Lock to Lock Time : 6.0
- Steering Angle : 33.6
- Articulating Angle : 70.0

Site Plan Details:

- ATKINSON STREET** (North)
- FORREST STREET** (East)
- LOT 4 EXISTING CLUB HOTEL COLLIE**
- EXISTING CONCRETE COUNCIL FOOTPATH REALIGNED AS SHOWN.**
- EXISTING STORMWATER SEP RELOCATED TO RIGHT OF WAY.**
- EXISTING RIGHT OF WAY CROSSOVER.**
- NEW ANGLED CARBAYS IN ACCORDANCE WITH AS2890.1 AND LOCAL COUNCIL REQUIREMENTS.**
- ACCESSIBLE CARBAY IN ACCORDANCE WITH AS2890.6**
- 8 CARBAYS**
- WHEELSTOPS IN ACCORDANCE WITH AS2890.1**
- 30° ANGLED BAYS IN ACCORDANCE WITH AS2890.1-2004**
- EXISTING COLORBOND GATES RETAINED.**
- EXISTING DELIVERIES AND BIN STORE AREA**
- PARALLEL BAY IN ACCORDANCE WITH AS2890.1-2004**
- DRIVE THROUGH ENTRY**
- WHEELSTOPS IN ACCORDANCE WITH AS2890.1**
- ACCESSIBLE CARBAYS IN ACCORDANCE WITH AS2890.6**
- EXISTING COUNCIL FOOTPATH RETAINED.**
- EXISTING HOUSE TO BE DEMOLISHED AND ALL SERVICES REMOVED.**
- 3 UNITS TYPE 3**
- 4 UNITS TYPE 1**
- 3 UNITS TYPE 2**
- 4 UNITS TYPE 1**
- 4 UNITS TYPE 1**
- 4 UNITS TYPE 1**
- OUTDOOR COMMON AREA**
- SELECTED PAVING AND LANDSCAPE**
- REMOVE KERB AND BAY TO ACCOMMODATE VEHICLE MANOEUVRE**
- UNDY**
- PROPOSED ACCOMMODATION 23 UNITS**
- LOT 203 EXISTING GROUP HOUSING DEVELOPMENT**
- EXISTING KERBING REMOVED.**
- CARBAYS IN ACCORDANCE WITH AS2890.1**
- 4 CARBAYS**
- 10 CARBAYS**
- 7 CARBAYS**
- RIGHT OF WAY**
- BOTTLESHOP DRIVE THROUGH GLA 120m²**
- 8 CARBAYS**
- EXIT ONLY**
- EXISTING HOUSE TO BE DEMOLISHED AND ALL SERVICES REMOVED.**
- EXISTING COUNCIL FOOTPATH RETAINED.**
- EXISTING STORMWATER SEP RELOCATED TO RIGHT OF WAY.**
- EXISTING CONCRETE COUNCIL FOOTPATH REALIGNED AS SHOWN.**
- NEW ANGLED CARBAYS IN ACCORDANCE WITH AS2890.1 AND LOCAL COUNCIL REQUIREMENTS.**
- ACCESSIBLE CARBAY IN ACCORDANCE WITH AS2890.6**
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- 4 CARBAYS**
- 10 CARBAYS**
- 7 CARBAYS**
- RIGHT OF WAY**

LEGEND

Centreline

Vehicle Body

Vehicle Wheels

Body Clearance (500mm)

SITA Front Loader

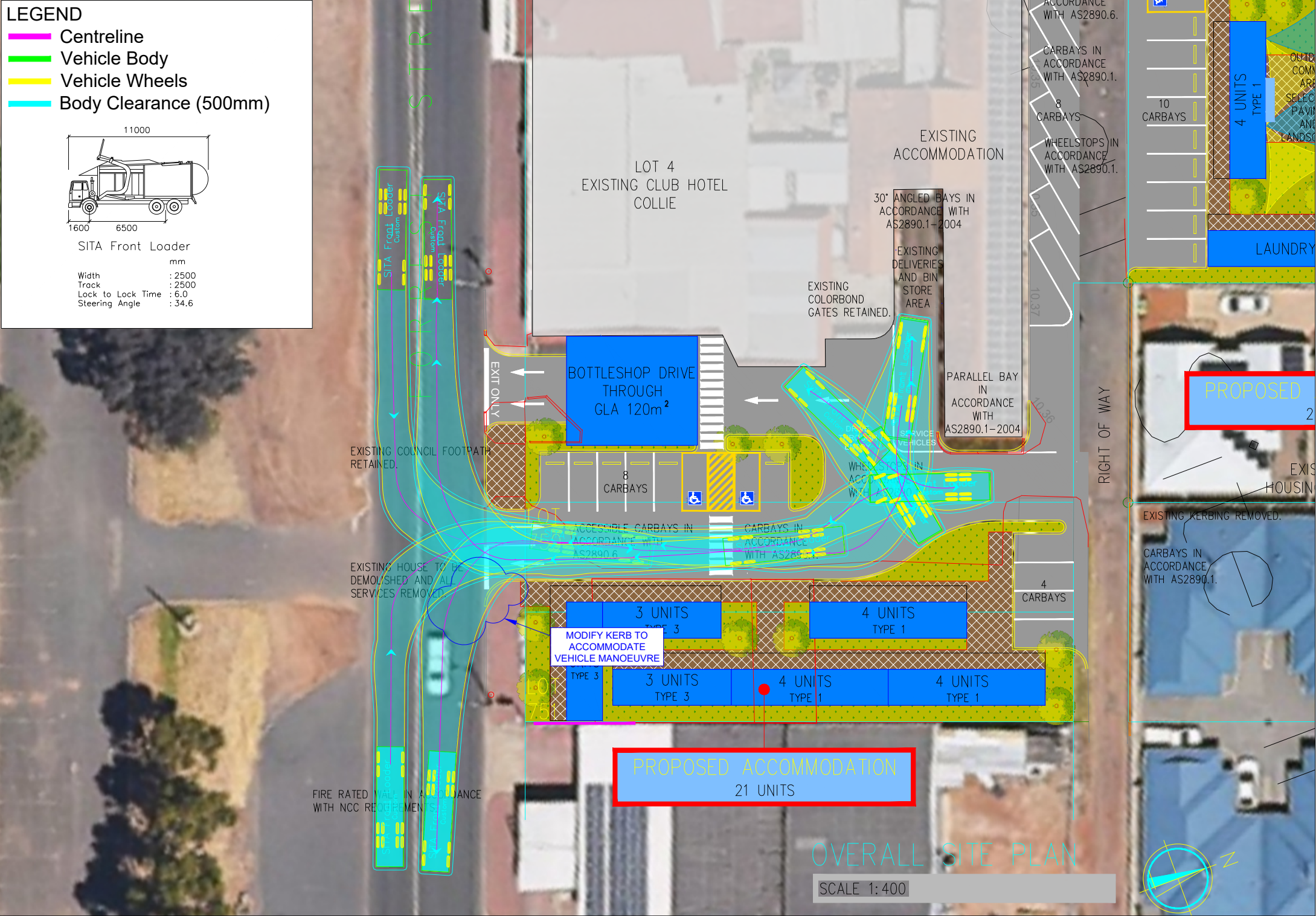
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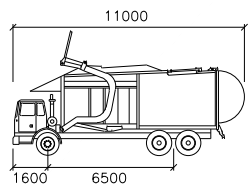
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Steering Angle : 34.6



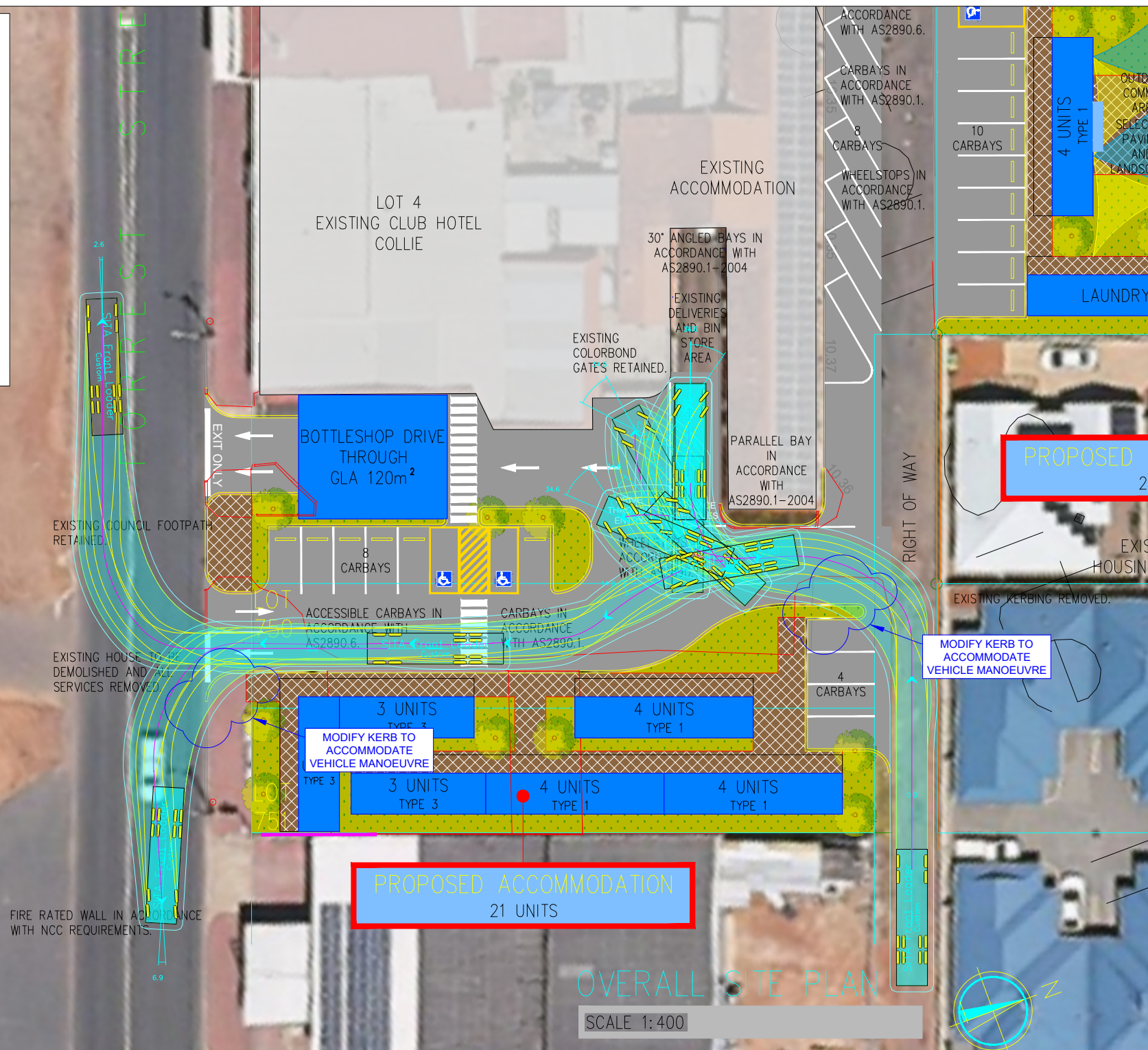
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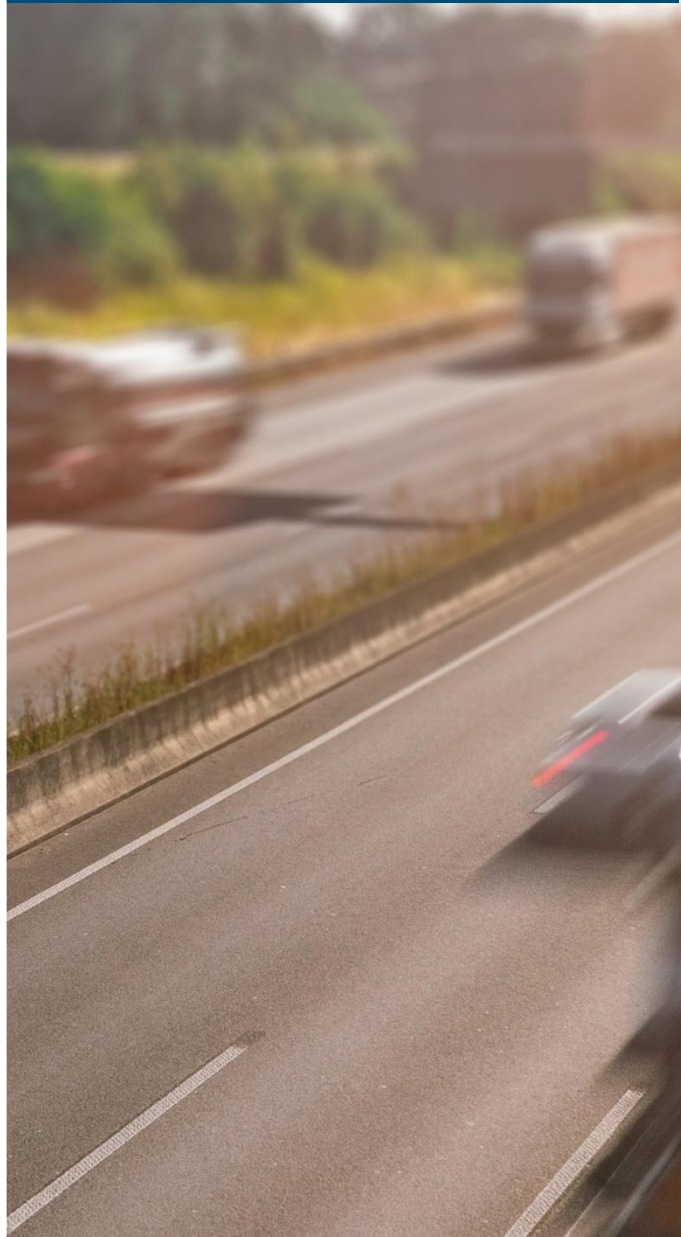
-  Centreline
-  Vehicle Body
-  Vehicle Wheels
-  Body Clearance (500mm)



SITA Front Loader

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.6





ptg
consulting

www.ptgconsulting.com.au



Waste Management Plan

Lots 3, 4, 750 & 751, No's 102-104, 148 & 138 Atkinson
& Forrest Street, Collie

Prepared for Cannaponics Ltd

17 July 2026

Project Number: WMP26068

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
2.0	First Approved Release	17/07/2026	JL	AB	AB

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Executive Summary

Cannaponics Ltd is seeking development approval for the proposed short stay accommodation development located at Lots 3, 4, 750 & 751, No's 102-104, 148 & 138 Atkinson & Forrest Street, Collie (the Proposal).

To satisfy the conditions of the development application the Shire of Collie (the Shire) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Shire's requirements.

The anticipated volumes of waste generated from the short stay accommodation can be stored and effectively collected from the Proposal in line with current operations.

A private contractor will continue to service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Atkinson Street North/Forrest Street.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

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Diagram 1: Existing Bin Storage Area Location

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Figure 1: Locality Plan

Figure 2: Bin Storage Area

1 Introduction

Cannaponics Ltd is seeking development approval for the proposed short stay accommodation development located at Lots 3, 4, 750 & 751, No's 102-104, 148 & 138 Atkinson & Forrest Street, Collie (the Proposal).

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The Proposal is bordered by Johnston Street to the north, commercial development to the east, Forrest Street to the south and Atkinson Street North to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of accommodation units and the floor areas (m²) of the commercial tenancies at the Proposal, as follows:

Accommodation

- Block 1 Accommodation Units – 23.
- Block 2 Accommodation Units – 21.

Bottle Shop

- Bottle Shop Drive Through – 120m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City's Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Accommodation Units	Hotel/Motel	5L/bed/day	1L/bed/day
Bottle Shop	Retail Shops (>100m ²)	50L/100m ² /day	50L/100m ² /day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the extensions will generate 1,960L of refuse and 728L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancy Use Type	Number of Units / Floor Area (m ²)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Block 1 Accommodation Units	23 units	5L/bed/day	805
Block 2 Accommodation Units	21 units	5L/bed/day	735
Bottle Shop	120m ²	50L/100m ² /day	420
Total			1960

Tenancy Use Type	Number of Units / Floor Area (m ²)	Waste Generation Rate	Waste Generation (L/week)
Recyclables			
Block 1 Accommodation Units	23 units	1L/bed/day	161
Block 2 Accommodation Units	21 units	1L/bed/day	147
Bottle Shop	120m ²	50L/100m ² /day	420
Total			728

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Figure 2, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling. Smaller 240L bins will also be provided in convenient locations for the collection of containers as part of the Containers for Change (CDS) scheme.

These internal bins will be collected by the grounds staff daily and transferred to the Bin Storage Area for consolidation into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to staff/students.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist grounds staff, staff, students and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bins Sizes		
	240L	660L	1.5m ³
Depth	0.730	0.780	0.905
Width	0.585	1.260	1.805
Height	1.060	1.200	0.910

Reference: SULO and Veolia Bin Specification Data Sheets

3.3 Existing Bin Storage Location

The existing Bin Storage Location is shown in Diagram 1. The existing bin numbers and collection frequencies at the motel are as follows:

- One 1.5m³ refuse bin, collected once each fortnight;
- One 1.5m³ recycling bin, collected once each fortnight; and
- One 660L containers for change bin, collected once each week.

Diagram 1: Existing Bin Storage Area Location



3.4 Additional Bin Collection Requirements

To ensure sufficient waste storage space is available for the additional accommodation units and bottle shop, the anticipated additional waste generation was modelled in Table 2-2, with consideration to the available bin sizes in Table 3-1.

To cater for the anticipated additional waste generation, the Proposal will implement increased bin numbers/collection frequencies of the existing 1.5m³ refuse and recycling bins, with the proposed number of bins and collection frequencies as follows:

- Two 1.5m³ refuse bins, collected once each week;
- Two 1.5m³ recycling bins, collected one each week; and
- One 660L containers for change bin, collected once each week.

The configuration of these bins within the Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming one collection each week of refuse, recyclables and containers for change.

3.5 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;

- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the building manager/caretaker during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will continue to service the Proposal onsite, and provide the following:

- Two 1.5m³ refuse bins, collected once each week;
- Two 1.5m³ recycling bins, collected one each week; and
- One 660L containers for change bin, collected once each week.

The private contractor's front lift or rear lift waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Forrest Street, in line with current servicing arrangements.

Servicing will continue to be conducted outside of normal operating hours to mitigate impacts on local traffic movements during peak traffic hours.

Once servicing is complete the private contractor's waste collection vehicle will exit in a forward motion, turning left onto Atkinson Street North moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

4.1 Bulk and Speciality Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Areas. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required. Bulk and specialty waste collection will be monitored by school management/grounds staff who will organise their transport to the appropriate waste facility, as required.

Chemical and other wastes will be stored in appropriately labelled containers/disposal units and collected by a suitably qualified contractor on a schedule or as needs basis.

5 Waste Management

A building manager/caretaker will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area, including ensuring closure of bins and collection of surrounding litter;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Provide training materials for all new staff on how to use the waste system (typically with a new staff handbook);
- Monitor staff/cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste services and waste education resources are maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse, recyclables and containers for change, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse, recyclables and containers for change can be completed from the Proposal.

The anticipated volumes of waste generated from the short stay accommodation can be stored and effectively collected from the Proposal in line with current operations.

A private contractor will continue to service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Atkinson Street North/Forrest Street.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area



LEGEND

- Site Boundary
- Cadastre
 - Crown Allotment
 - Freehold
 - Strata Plan or Lot
 - Road
 - Easement
 - Reserve

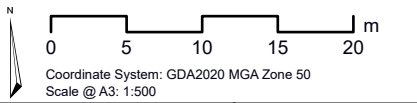
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LOCALITY

102 Atkinson St North &
138 - 148 Forrest St
Collie WA 6225

Cannaponics Limited



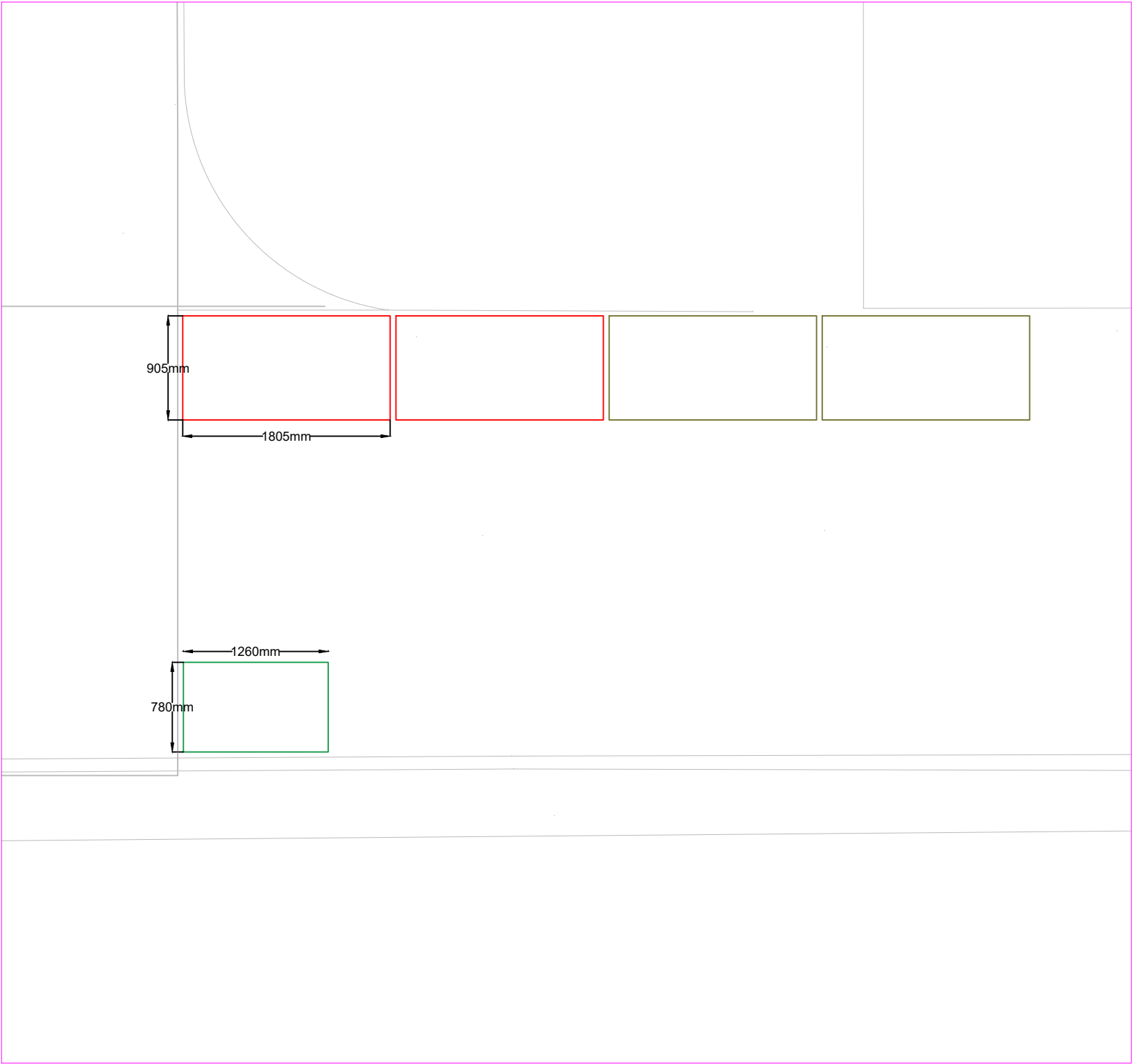
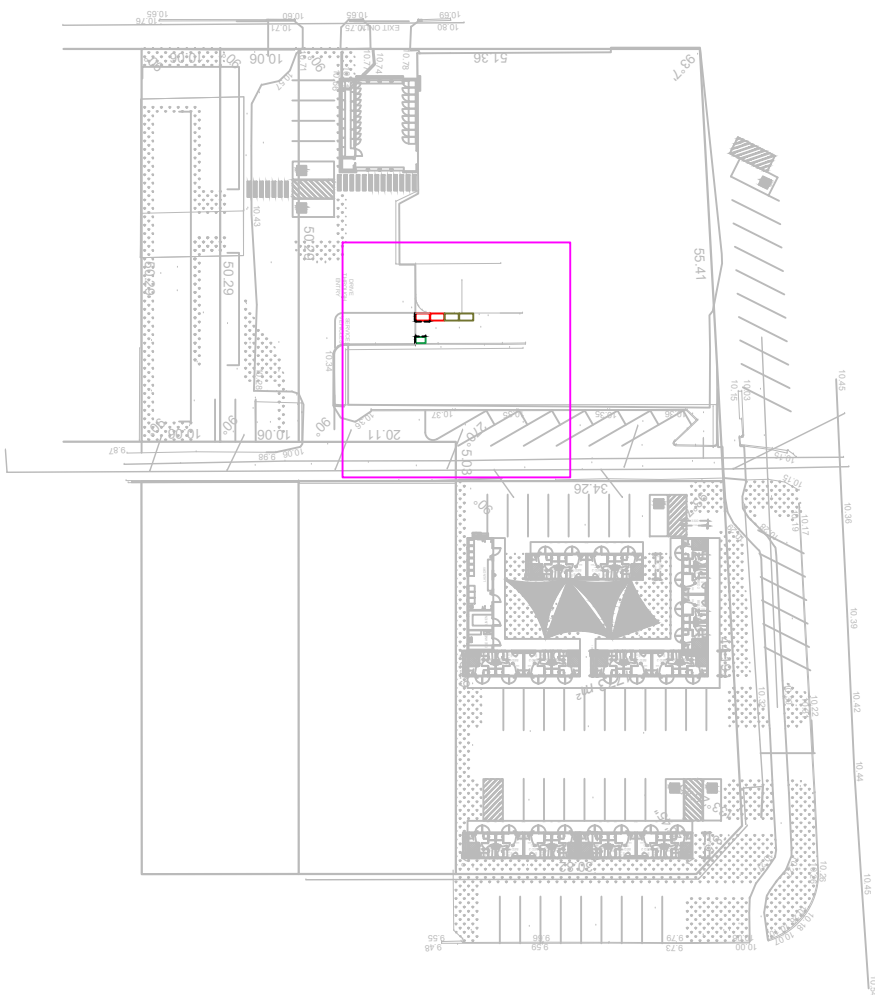
Prepared:	EJ	Date:	15/06/2026
Reviewed:	KW	Revision:	A
Project:	WMP26068		



Figure 01

Data source: Roads, Cadastre - Landgate, 2026. Imagery: Nearmap, 2026.

Bin Storage Area



Legend:

Bin Storage Area

-  2 x 1.5m² refuse (905mm x 1,805mm)
-  2 x 1.5m² recycling (905mm x 1,805mm)
-  1 x 660L containers for change (780mm x 1,260mm)



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Environmental Noise Assessment - Club Hotel Collie Motel Extension

**Lot 4 (#148), Lot 750 (#140) and Lot 751 (#138) Forrest Street and Lot 3
(#102-104) Atkinson Street North, Collie**

Reference: 251110923-01

Prepared for:
Cannaponics Limited

Reference: 251110923-01

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Date	Rev	Description	Author	Verified
9-Jul-26	0	Issued to Client	Matt Nolan	Matt Moyle

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1. INTRODUCTION

Lloyd George Acoustics was engaged by Cannaponics Limited to undertake an environmental noise assessment for the proposed expansion of the existing Collie Hotel located at Lot 4 (#148), Lot 750 (#140) and Lot 751 (#138) Forrest Street and Lot 3 (#102-104) Atkinson Street North, Collie (refer *Figure 1-1*) with the site plan shown in *Figure 1-2*. The proposed expansion will include an additional 44 accommodation units and a drive-through bottle shop, with this assessment considering only the noise associated with the proposed expansion. It is noted that the proposed bottle shop drive-through only includes a covered collection area, with no new mechanical plant to be installed.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed bottle shop drive-through will operate Monday to Friday between 10.00am to 9.00pm.

With regard to noise emissions, consideration is given to noise from mechanical services associated with the accommodation units, vehicles idling in the drive-through, and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

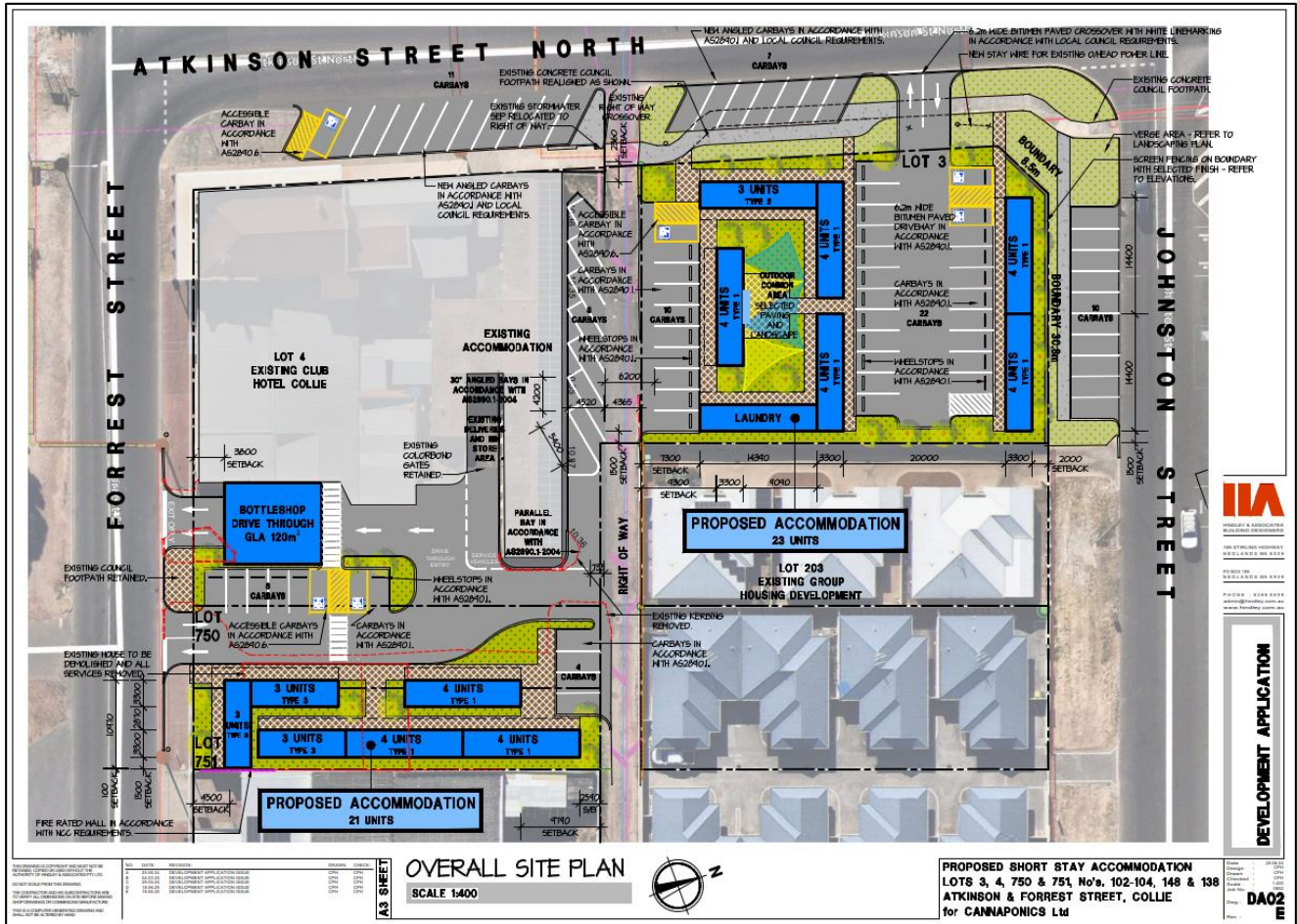


Figure 1-2: Proposed Site Plan

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

“7. Prescribed standard for noise emissions

- (1) Noise emitted from any premises or public place when received at other premises –*
 - (a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and*
 - (b) must be free of –*
 - (i) tonality; and*
 - (ii) impulsiveness; and*
 - (iii) modulation,**when assessed under regulation 9.*
- (2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level at the point of reception.”*

Tonality, impulsiveness and modulation are defined in regulation 9 (refer Appendix C). Under regulation 9(3), “Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -

- (a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and*
- (b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] ... are made to the noise emission as measured at the point of reception.”*

Table 2-1: Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in Table 2-2. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to “steady-state” noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2: Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. **highly sensitive area** means that area (if any) of noise sensitive premises comprising —

- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as 2 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor at the receiving locations.

Table 2-3: Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
+2 dB IF Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
Commercial Premises	All hours	60	75	80

1. *highly sensitive area* means that area (if any) of noise sensitive premises comprising —

- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) any other part of the premises within 15 metres of that building or that part of the building.

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as “*a period of time of not less than 15 minutes, and not exceeding 4 hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission*”. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

“3. Regulations do not apply to certain noise emissions

- (1) Nothing in these regulations applies to the following noise emissions –*
 - (a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;”*

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed in this area. However, vehicle noise in the drive-through area has been considered assessable due to the lanes being solely for ordering purposes and not road access. All new car parking bays within the subject site are assumed to be used for the accommodation units and are therefore considered to serve a residential purpose. As such, vehicle door closing noise has not been included in the assessment.

2.3. Regulation 14A

“14A. Waste Collection and Other Works

- (2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –*
 - (a) The works are carried out in the quietest reasonable and practicable manner; and*
 - (b) The equipment used to carry out the works is the quietest reasonably available;*

class 1 works means specified works carried out between -

- (a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or*
- (b) 0900 hours and 1900 hours on a Sunday or public holiday.*

specified works means -

- (a) The collection of waste; or*
- (b) The cleaning of a road or the drains for a road; or*
- (c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;”*

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.1* with the ISO 9613-2:2024-01 algorithms selected, as they include the influence of meteorological conditions. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Night (7.00pm to 7.00am)
Temperature (°C)	15
Humidity (%)	50
Wind Speed (m/s)	Up to 5
Wind Direction*	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5 metres and any double storey buildings identified (such as the existing tavern building) are assumed to be 7.0 metres in height with receivers 1.4 metres above ground. Commercial buildings are modelled with a height of 5.0 metres.

Boundary fencing is noted as *Colorbond* from *Streetview*. Whilst *Colorbond* fencing is 1.8 metres high, it is modelled as 1.6 metres high to take into account the lightweight nature of the product and potential lesser acoustic performance of a denser product.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified.



Figure 3-1: Overview of Noise Model

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the entire site, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Typical Condensing Unit, L _{A10}	72	63	61	61	57	52	47	38	62
Car Idling/moving slowly, L _{A10}	81	78	74	72	74	74	67	64	79

The following is noted in relation to *Table 3-2*:

- The source levels of the condensing units were based on similar projects, with one included for each accommodation unit at 1.0m above ground as a point source. The locations of the condensing units were determined based on a combination of practical installation positions and minimal noise impact, noting this will be finalised during detailed design.
- 2 cars idling were modelled as point sources in the drive-through at 0.5 metres above ground.

4. RESULTS & ASSESSMENT

The noise levels were predicted for various scenarios:

- Night L_{A10} Noise – includes all accommodation condensing units operating.
- Evening L_{A10} Noise – includes two cars idling in the drive-through and all accommodation condensing units operating.

These scenarios are considered to be the most critical representative operating conditions for the proposed expansion with respect to noise compliance.

4.1. Night L_{A10} Noise

The results for the Night L_{A10} Noise Scenario are provided in *Table 4-1*, noting the highest noise level from predictions at multiple receivers were included. A noise contour plot is also provided in *Figure 4-1*. As there are multiple condensing units assumed to be operating simultaneously, adjustments for intrusive characteristics have not been applied as the units are likely to be operating at different speeds.

Table 4-1: Night L_{A10} Noise Predicted Levels and Assessment, dB(A)

Receiver	Mechanical Plant	Night-Time Assigned Level	Assessment
R1 - 71 Johnston Street	27	37	Complies
R2 - 73 Johnston Street	33	37	Complies
R3 - 88 Atkinson Street (commercial)	34	60	Complies
R4 - 105 Atkinson Street	35	37	Complies
R5 - 106 Atkinson Street	35	37	Complies
R6 – 136 Forrest Street (commercial)	40	60	Complies

Noise from the accommodation condensing units operating is predicted to comply at all nearest receivers during the night period. However, it is recommended that the predicted levels of the condensing units are at least 5 dB below the assigned levels at all receivers to ensure they do not significantly contribute to the overall noise levels from the subject site. This will also ensure compliance should a tonal penalty apply. In the assumed locations, this is considered practicably achievable by implementing the following:

- Select quieter units, or incorporate a ‘night’ mode to ensure a sound power level of 59 dB(A) or less during the night period; or
- Install solid screens around the units that make a significant contribution to nearby residences (subject to review during detailed design).

It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

Figure 4-1



Noise levels
LA10, dB

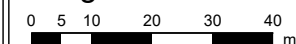


Legend

- Proposed Accommodation
- Drive-through Roof
- Receivers
- Mech
- Fence



Length Scale 1:1200



Club Hotel Collie Motel Extension Forrest St and Atkinson St North, Collie

LA10 Noise Contour Plot - Night Period
Ground Floor Level
Winds in All Direction

SoundPLAN v9.1
ISO 9613 Algorithms

Job No. 251110923

9 July 2026



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4.2. Evening L_{A10} Noise

The results for the Evening L_{A10} Noise Scenario are provided in *Table 4-2*, noting the highest noise level from predictions at multiple receivers were included. A noise contour plot is also provided in *Figure 4-2*. As there are multiple condensing units assumed to be operating simultaneously, and these are combined with the vehicle noise which will have a variation in engine sounds over a representative period, adjustments for intrusive characteristics have not been applied.

Table 4-2: Evening L_{A10} Noise Predicted Levels and Assessment, dB(A)

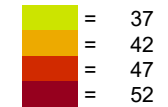
Receiver	Cars Idling	Mechanical Plant	Predicted Total	Evening Assigned Level	Assessment
R1 - 71 Johnston Street	38	27	38	42	Complies
R2 - 73 Johnston Street	32	33	33	42	Complies
R3 - 88 Atkinson Street (commercial)	14	34	34	60	Complies
R4 - 105 Atkinson Street	20	35	35	42	Complies
R5 - 106 Atkinson Street	16	35	35	42	Complies
R6 – 136 Forrest Street (commercial)	34	40	41	60	Complies

Noise from the L_{A10} sources included in the proposed expansion is predicted to comply at all nearest receivers during the evening period.

Figure 4-2



Noise levels
LA10, dB

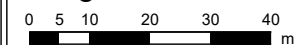


Legend

- Proposed Accommodation
- Drive-through Roof
- Receivers
- * Car/Mech
- Fence



Length Scale 1:1200



Club Hotel Collie Motel Extension Forrest St and Atkinson St North, Collie

LA10 Noise Contour Plot - Evening Period
Ground Floor Level
Winds in All Direction

SoundPLAN v9.1
ISO 9613 Algorithms

Job No. 251110923

9 July 2026



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5. RECOMMENDATIONS

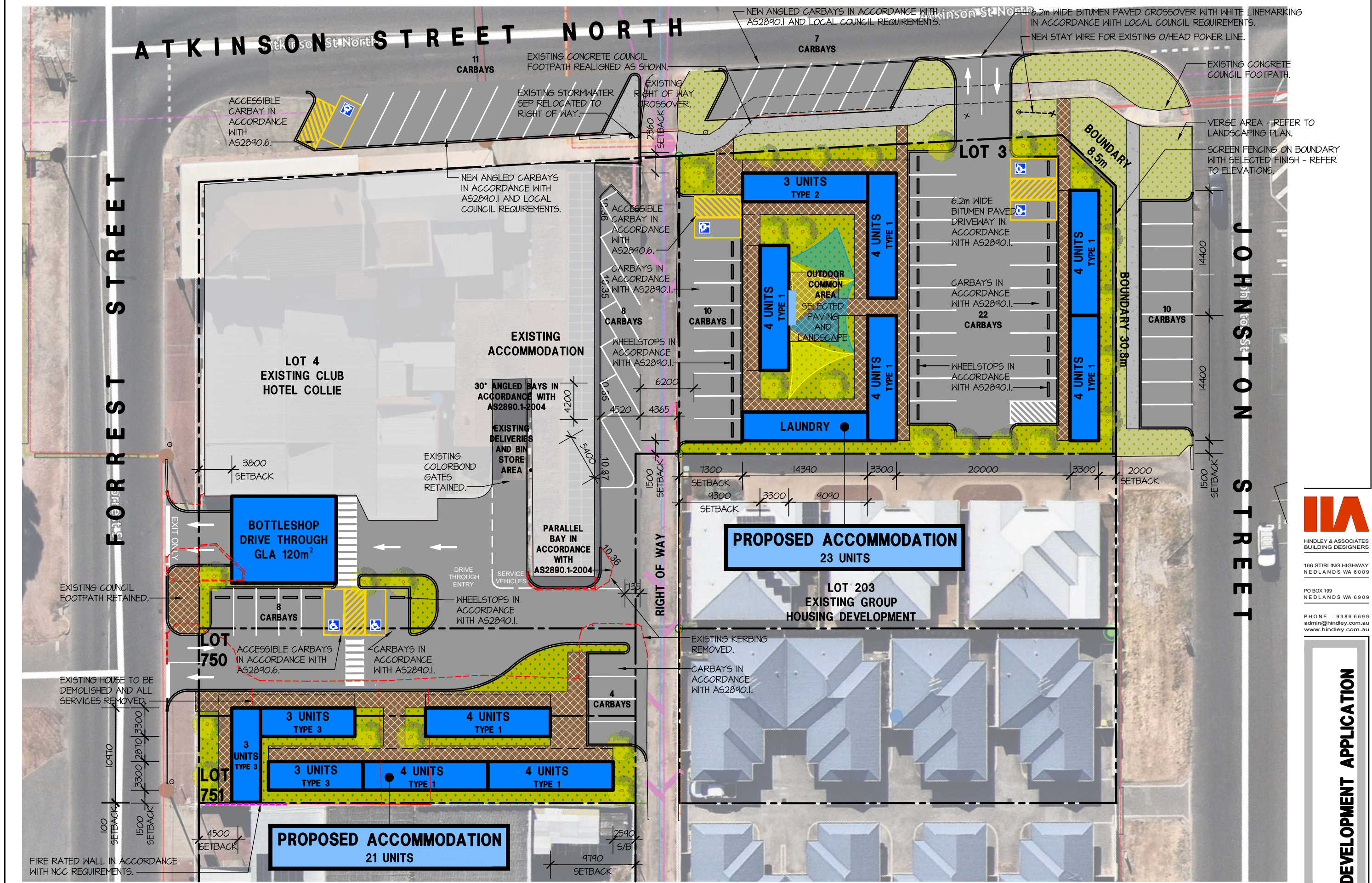
The assessment has demonstrated that noise from the proposed expansion of the existing Collie Hotel complies with assigned levels at neighbouring premises, as determined in accordance with the *Environmental Protection (Noise) Regulations 1997*. However, it is recommended that noise levels from the mechanical plant are at least 5 dB below the assigned levels at all receivers to ensure they do not significantly contribute to the overall noise levels from the subject site. This is considered practicably achievable by implementing the following:

- Select quieter units, or incorporate a 'night' mode to ensure a sound power level of 59 dB(A) or less during the night period; or
- Install solid screens around the units that make a significant contribution to nearby residences (subject to review during detailed design).

At this stage, mechanical plant has not been designed such that the assessment has been based on assumptions in relation to the number, location and sound power levels. As such, the following is recommended:

- Once the mechanical plant has been designed and selected, the noise levels shall be reviewed prior to Building Permit;
- All exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
- All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
- Air-conditioning shall have a 'night' / 'quiet' mode option;
- All plant shall be selected for quiet operation;
- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

Appendix A – Development Plans



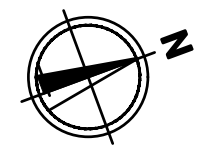
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NO.	DATE	REVISION	DRAWN	CHECK
A	25.06.24	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
B	04.03.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
C	29.05.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
D	18.06.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
E	19.06.26	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

A3 SHEET

OVERALL SITE PLAN

SCALE 1:400



PROPOSED SHORT STAY ACCOMMODATION
LOTS 3, 4, 750 & 751, No's. 102-104, 148 & 138
ATKINSON & FORREST STREET, COLLIE
for CANNAPONICS Ltd

Date	-	25.06.24
Design	-	CPH
Drawn	-	CPH
Checked	-	CPH
Scale	-	1:400
Job No.	-	0852
Dwg -	DA02	
Rev -	E	

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DEVELOPMENT APPLICATION

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10} (\% \text{ Type A}_{100} + \% \text{ Type A}_{450}) + \frac{1}{20} (\% \text{ Type B}_{100} + \% \text{ Type B}_{450})$$

where:

% Type A₁₀₀ = the percentage of industrial land within
a 100m radius of the premises receiving the noise

% Type A₄₅₀ = the percentage of industrial land within
a 450m radius of the premises receiving the noise

% Type B₁₀₀ = the percentage of commercial land within
a 100m radius of the premises receiving the noise

% Type B₄₅₀ = the percentage of commercial land within
a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for a major road (> 15,000 vpd) within 450m

= 6 for a major road within 100m

The nearest noise sensitive premises are identified as:

- R1 - 71 Johnston Street, Collie;
- R2 - 73 Johnston Street, Collie;
- R4 - 105 Atkinson Street North, Collie;
- R5 - 106 Atkinson Street North, Collie.

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises, with this also shown on Figure B-1 for the nearest noise sensitive premises at R2 - 73 Johnston Street, Collie. The surrounding area is zoned for mixed use such that only areas that are being used for commercial purposes were included as commercial land in the calculations.

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
All nearest noise sensitive premises	Type A - Industrial and Utility	0	0
	Type B – Commercial	20	11

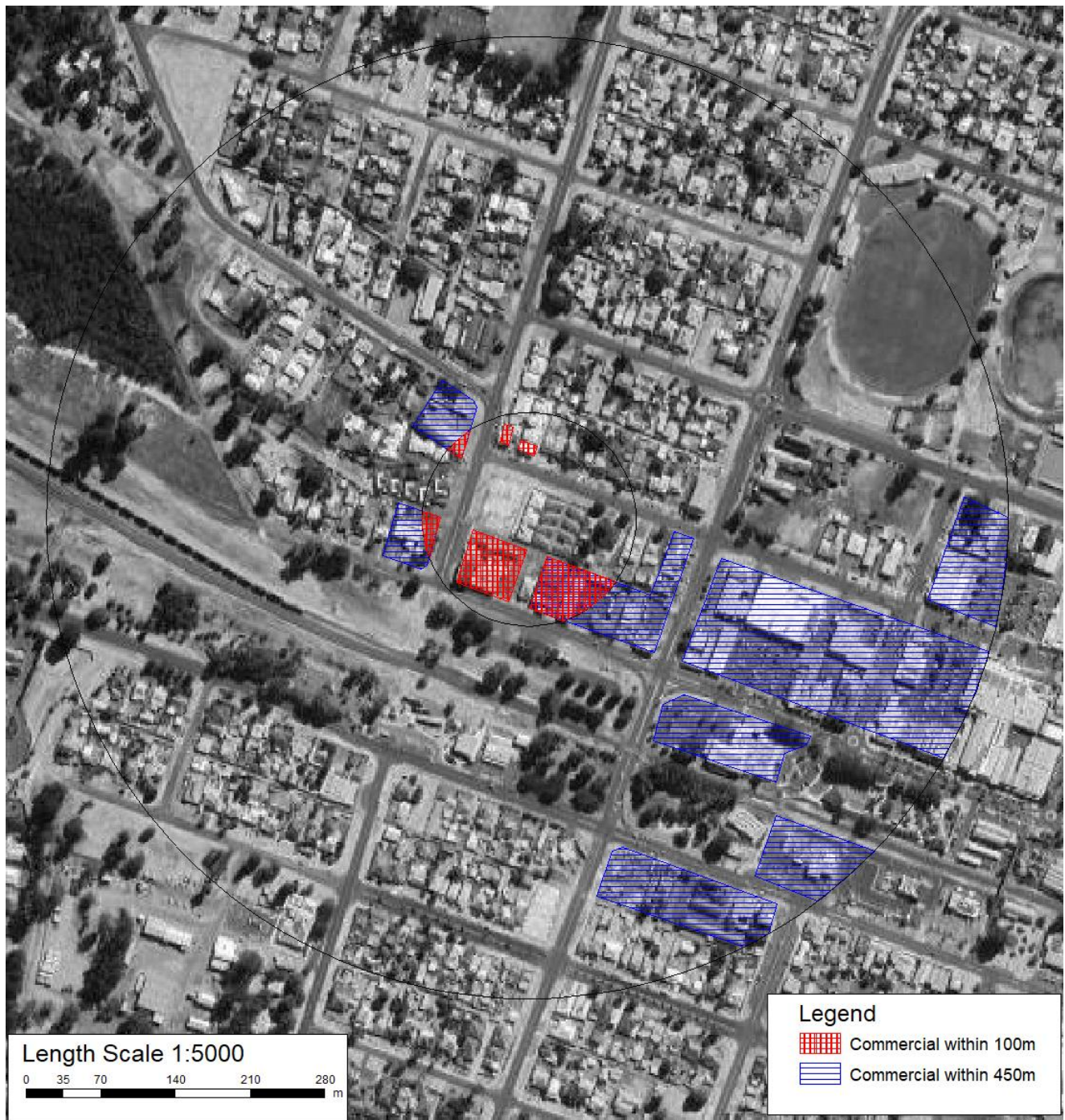


Figure B-1: Land Types within 100m and 450m Radii for R2

Table B-2 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-2: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
All nearest noise sensitive premises	0	1.6	0	2

The influencing factor calculated in *Table B-2* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A , dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **$L_{A Fast}$**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **$L_{A Peak}$**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **$L_{A max}$**

An $L_{A max}$ level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

• Tonal Noise

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

- the presence in the noise emission of tonal characteristics where the difference between -
 - (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

• Modulating Noise

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

- a variation in the emission of noise that —
 - (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and
 - (b) is present for at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible.

• Impulsive Noise

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

- a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

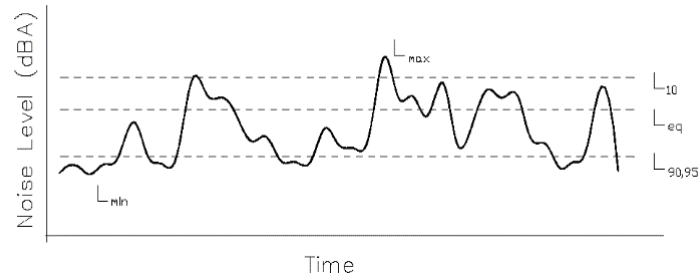
• Major Road

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

• Secondary / Minor Road

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

- Chart of Noise Level Descriptors



- Austroads Vehicle Class

VEHICLE CLASSIFICATION SYSTEM AUSTROADS	
CLASS	VEHICLES
LIGHT VEHICLES	
1	SICUT Car, Van, Wagon, 4WD, UTV, Bicycle, Motorcycle
2	SICUT - TOWING Trailer, Caravan, Boat
HEAVY VEHICLES	
3	TWO AXLE TRUCK OR BUS *2 axle
4	THREE AXLE TRUCK OR BUS *3 axle, 2 axle groups
5	FOUR (or FIVE) AXLE TRUCK *4 (or 5) axle, 2 axle groups
6	THREE AXLE ARTICULATED *3 axle, 3 axle groups
7	FOUR AXLE ARTICULATED *4 axle, 3 or 4 axle groups
8	FIVE AXLE ARTICULATED *5 axle, 3+ axle groups
9	SIX AXLE ARTICULATED *6 axle, 3+ axle groups or 7+ axle, 3 axle groups
LONG VEHICLES AND ROAD TRAINS	
10	DOUBLE or HEAVY TRUCK and TRAILER *7+ axle, 4 axle groups
11	DOUBLE ROAD TRAIN *7+ axle, 5 or 6 axle groups
12	TRIPLE ROAD TRAIN *7+ axle, 7+ axle groups

- Typical Noise Levels

