[redacted]

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Hello Elisa
We refer to your request for further information regarding the development application for 11 boulder road . Please find attached the updated architectural plans and supporting consultant reports, together with the revised Operational Management Plan. Our responses follow the numbering in the City's letter.

# 1. Plans

The revised architectural drawings address the obsolete toilet depiction in Unit 1 and the stepped rear boundary dimensions. Regarding parking bay dimensions, we seek Council's in-principle feedback on the preferred final layout before commissioning further architectural amendments. The existing drawings and Transport Impact Statement identify parking bays that require widening to at least 2.5 m to meet the applicable AS 2890.1 requirements.

# 2. Vehicle access, traffic and parking

The enclosed Transport Impact Statement (i3 Consultants WA, Final 1, 29 September 2026) provides the traffic, access, swept-path and parking assessment, including consideration of the retained shop and accommodation parking demand. We ask the City to review this material as the response to its traffic and parking information requests, including the Parking Availability Study requirement.

Our preferred design option is to demolish the existing external toilet block to create additional space for on-site parking and manoeuvring. A new internal toilet is provided for the retained shop. If Council does not support removal of the external block, we propose to retain it and have the architect widen the current parking bays to at least 2.5 m, with the complete layout AS 2890.1 compliant.

We request clarification as to whether a designated accessible parking bay is required for this proposal. If required, we recommend Council consider an accessible bay within the public parking area on Boulder Road, noting discussions with the traffic engineer concerning the absence of such bays in the immediate vicinity. We acknowledge that

any public-road designation requires Council approval and that applicable accessible-path and building requirements must still be satisfied.

## 3. Retained shop

Black Crow Studios will continue to operate from the reduced Boulder Road frontage. Small deliveries will use the existing shop entrance and lawful frontage parking. Shop materials and stock will be held within the retained shop/workshop and designated internal storage areas. A new internal staff toilet is provided, so the external toilet block is not required for ordinary shop amenities. Further operating details are included in the enclosed Operational Management Plan.

## 4. Waste management

The enclosed Operational Waste Management Plan prepared by Archer Consultants Pty Ltd (Revision 1A, October 2026) addresses waste generation, bin types and sizes, storage, collection and recycling. This is the controlling waste document and supersedes all previous waste proposals, including waste-related descriptions in the Transport Impact Statement and earlier correspondence. Any concerning waste-vehicle access or collection arrangements will be coordinated with Council and the relevant consultants before implementation.

## 5. Operational Management Plan

The revised Operational Management Plan addresses the eight accommodation units (maximum two guests per unit and 16 guests overall), owners and 24-hour contact, staffing, operating hours, check-in/check-out, after-hours arrangements, guest rules, complaints, security, cleaning, linen, laundry, parking allocation, overflow parking and deliveries. It incorporates the latest waste management arrangements by reference.

## 6. Building materials and façade

The proposed external COLORBOND® steel colour is BlueScope Night Sky®.

## 7. Environmental health

Each of the eight accommodation units will have one washing machine and one clothes dryer located within its bathroom (eight of each in total). The final drawings will confirm the layout and demonstrate compliance with applicable health, building, plumbing and electrical requirements.

## Request for consolidated Council feedback

Before we instruct the architect to prepare the final amended drawings, we request Council's in-principle comments on the proposed demolition of the external toilet block, the alternative parking configuration, the accessible parking question and any other design or documentation changes required by planning, engineering, building or environmental health officers. We wish to address all remaining matters in one coordinated architectural revision, avoiding unnecessary repeated design work.

We would appreciate confirmation that the City can review the present package for this purpose and advise whether any further procedural extension or documentation is required.

## Documents enclosed

- 3rd Angle Design — updated architectural drawings (0463-BLC-A01 drawing set supplied)
- i3 Consultants WA — Transport Impact Statement, Final 1, 29 September 2026
- Archer Consultants Pty Ltd — Operational Waste Management Plan, Revision 1A, October 2026
- Black Crow Studios — revised Operational Management Plan, 25 October 2026

For clarity, the latest submitted version of each architectural or supporting document supersedes previous versions of that document. In particular, Archer Consultants' October 2026 Waste Management Plan supersedes all earlier waste arrangements wherever they appear, including within traffic reports. Final approved plans and conditions will prevail once issued.

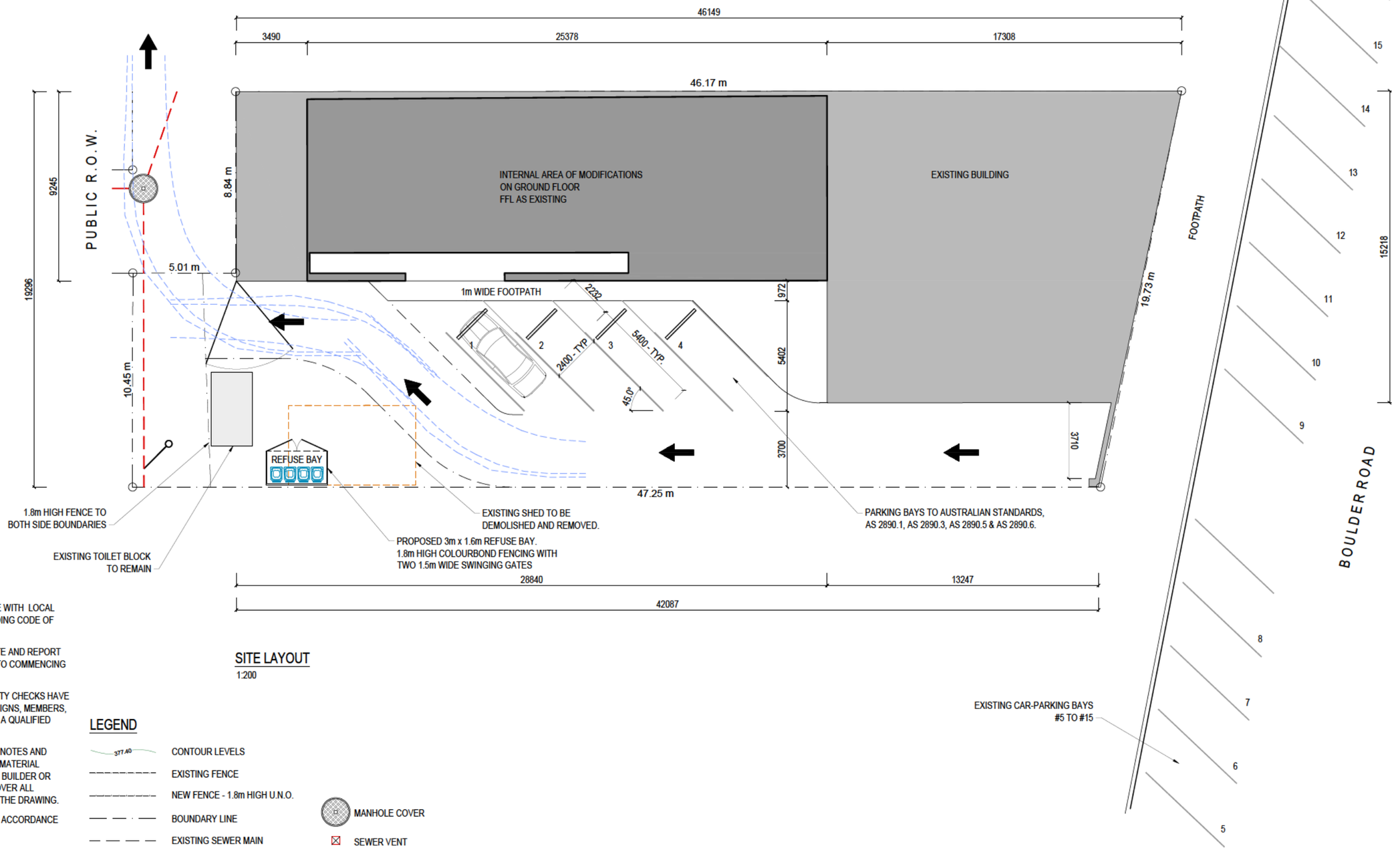
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Document Set ID: 4220777
Version: 1, Version Date: 10/11/2026




## SITE LAYOUT
1:200

## GENERAL NOTES

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND THE BUILDING CODE OF AUSTRALIA.
2. BUILDER TO CHECK ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO COMMENCING CONSTRUCTION.
3. NO ENGINEERING OR STRUCTURAL INTEGRITY CHECKS HAVE BEEN ALLOWED FOR. ALL STRUCTURAL DESIGNS, MEMBERS, AND FOUNDATIONS TO BE UNDERTAKEN BY A QUALIFIED CIVIL / STRUCTURAL ENGINEER.
4. REFER TO DRAWING A05 FOR ALL GENERAL NOTES AND MATERIAL SPECIFICATIONS. IF A SEPARATE MATERIAL SPECIFICATION SHEET IS PROVIDED BY THE BUILDER OR ENGINEER, THIS WILL TAKE PRECEDENCE OVER ALL MATERIAL SPECIFICATIONS NOMINATED ON THE DRAWING.
5. ALL MATERIALS TO BE FIXED OR APPLIED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS & RECOMMENDATIONS.
6. DO NOT SCALE FROM DRAWING.
7. ALL STORMWATER RUN-OFF FROM ROOF & AWNING OF WAREHOUSE TO SPILL OUT ONTO BITUMEN PAVING VIA DOWNPIPES. PIPEWORK Ø90 UPC WITH MIN 1:200 GRADE. GRADE TO ROAD. MODIFY LOCATION TO SUIT ON SITE.
8. THESE PLANS ARE TO BE LODGED FOR APPROVAL WITH: THE WATER CORPORATION, KALGOORLIE WA 6430
9. IF WHEELCHAIR ACCESS REQUIRED, DESIGN TO COMPLY WITH REQUIREMENTS SET OUT IN AS1428.1, DESIGN FOR ACCESS AND MOBILITY.

## LEGEND

- 377.40 — CONTOUR LEVELS
- EXISTING FENCE
- NEW FENCE - 1.8m HIGH U.N.O.
- BOUNDARY LINE
- EXISTING SEWER MAIN
- PROPOSED SEWERLINES
- RAINWATER DISPOSAL LINES
- 20.10 sqm — EXTENT OF OVER SHADOW AT 12:00pm ON 21 June
- 20.10 sqm — COMPENSATING OPEN AREA BEHIND PRIMARY SETBACK
- 11.80 sqm — AREA OF BUILDING FORWARD OF PRIMARY SETBACK
- MANHOLE COVER
- SEWER VENT
- H — FIRE HYDRANT
- T — TELSTRA SERVICE PIT
- W — WATER METER
- P — POWER DOME
- LIGHT POLE

## AREAS

| | | |
|---|---|---|
| EXISTING BUILDING FOOTPRINT | = | 506.58 sq.m |
| EXISTING ABLUTIONS BLOCK | = | 72.31 sq.m |
| TOTAL | = | 578.89 sq.m |
| LOT | = | 868.44 sq.m |
| OPEN AREA | = | 289.55 sq.m |

| REFERENCES | DWG No | REV | DATE | REVISION | DRN | CHK | APP | PROJ |
|---|---|---|---|---|---|---|---|---|
| SECTION A, MATERIAL LIST AND NOTES | A06 | | | | | | | |
| ELEVATIONS | A05 | | | | | | | |
| ELECTRICAL PLAN | A04 | | | | | | | |
| PROPOSED FLOOR PLAN | A03 | C | 23.05.26 | TOILET REMOVED, PARKING & BOUNDARY UPDATED | DP | | | |
| EXISTING FLOOR PLAN | A02 | B | 16.03.26 | ISSUED FOR CDC REVIEW AND DISCUSSION | DP | | | |
| SITE LAYOUT | A01 | A | 11.03.24 | ISSUED FOR APPROVAL | DP | | | |

3rd ANGLE DESIGN
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BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
SITE PLAN

A3 | SCALE 1:200 | DWG No. 0463-BLC-A01 | REV C

Document Set ID: 4220777
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EXISTING GROUND FLOOR PLAN
1:150

EXISTING FIRST FLOOR PLAN
1:150

PROPOSED CHANGES TO SHOWROOM
1:150

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SECTION A, MATERIAL LIST AND NOTES | A06 | | | | | | | |
| ELEVATIONS | A05 | | | | | | | |
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BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
EXISTING FLOOR PLANS

A3 | SCALE 1:100 | DWG No. 0463-BLC-A02 | REV C

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Version: 1, Version Date: 10/11/2026




## PROPOSED GROUND FLOOR PLAN

1:100

| Room Schedule | | | | |
|---|---|---|---|---|
| Name | | Area | Floor | CL |
| Studio Floor | GF | 222 m² | Carpet | 2400 |
| Portico | GF | 19 m² | Grano | 3000 |
| Suite 1 | GF | 22 m² | Timber | 3000 |
| Bedroom 1 | GF | 12 m² | Timber | 2400 |
| BIR 1 | GF | 2 m² | Timber | 2400 |
| Ensuite 1 | GF | 4 m² | Timber | 2400 |
| Suite 2 | GF | 22 m² | Timber | 2400 |
| Bedroom 2 | GF | 12 m² | Timber | 2400 |
| Bir 2 | GF | 2 m² | Timber | 2400 |
| Ensuite 2 | GF | 4 m² | Timber | 2400 |
| Suite 3 | GF | 29 m² | Timber | 2400 |
| Ensuite 3 | GF | 7 m² | Timber | 2400 |
| Suite 4 | GF | 29 m² | Timber | 2400 |
| Ensuite 4 | GF | 7 m² | Timber | 2400 |
| Suite 5 | GF | 29 m² | Timber | 2400 |
| Ensuite 5 | GF | 7 m² | Timber | 2400 |
| Laundry | GF | 27 m² | Timber | 2400 |
| GF Total | | 455 m² | | |

| Room Schedule | | | | |
|---|---|---|---|---|
| Name | | Area | Floor | CL |
| Suite 6 | Level 1 | 37 m² | Timber | 2720 |
| Ensuite 6 | Level 1 | 5 m² | Timber | 2720 |
| Suite 7 | Level 1 | 23 m² | Timber | 2720 |
| Ensuite 7 | Level 1 | 5 m² | Timber | 2720 |
| Suite 8 | Level 1 | 24 m² | Timber | 2720 |
| Ensuite 8 | Level 1 | 5 m² | Timber | 2720 |
| Upper Lounge | Level 1 | 27 m² | Timber | 2720 |
| Passage | Level 1 | 12 m² | Timber | 2720 |
| Storage | Level 1 | 18 m² | Timber | 2720 |
| Level 1 Total | | 156 m² | | |

| Window Schedule (0) | | | | |
|---|---|---|---|---|
| Mark | Location | Style | W | H |
| 01 | Showroom | Awning | 4500 | 1785 |
| 02 | Showroom | Fixed | 4500 | 1785 |
| 03 | Showroom | Fixed | 2500 | 1785 |
| 04 | Showroom | Fixed | 970 | 1714 |
| 05 | Showroom | Fixed | 970 | 1714 |
| 08 | Suite 1 | Fixed | 730 | 1972 |
| 09 | Suite 1 | Fixed | 730 | 1972 |
| 10 | Suite 2 | Fixed | 730 | 1972 |
| 11 | Suite 2 | Fixed | 730 | 1972 |
| 12 | Suite 3 | Fixed | 970 | 1972 |
| 13 | Suite 3 | Fixed | 970 | 1972 |
| 14 | Suite 4 | Fixed | 970 | 1972 |
| 15 | Suite 4 | Fixed | 970 | 1972 |
| 16 | Suite 5 | Fixed | 970 | 1972 |
| 17 | Suite 5 | Fixed | 970 | 1972 |
| 18 | Laundry | Fixed | 930 | 654 |
| 19 | Ensuite 6 | Fixed | 1210 | 1029 |
| 20 | Suite 6 | Fixed | 870 | 2143 |

| Window Schedule (0) | | | | |
|---|---|---|---|---|
| Mark | Location | Style | W | H |
| 21 | Suite 7 | Fixed | 1210 | 1029 |
| 22 | Suite 7 | Fixed | 1210 | 1029 |
| 23 | Storage | Fixed | 1210 | 1029 |
| 24 | Upper Lounge | Fixed | 1210 | 1029 |
| 25 | Showroom | Fixed | 2530 | 857 |

| Door Schedule (0) | | | | |
|---|---|---|---|---|
| Mk. | Location | Style | Height | Width |
| 30 | Studio Floor | Hanging | 2320 | 3730 |
| 39 | Laundry | Hanging | 2143 | 820 |
| 40 | Suite 1 | Hanging | 2143 | 820 |
| 41 | Bedroom 1 | Hanging | 2143 | 2700 |
| 42 | BIR 1 | Hanging | 2100 | 850 |
| 43 | Bedroom 1 | Sliding | 2060 | 820 |
| 44 | Suite 2 | Hanging | 2143 | 820 |
| 45 | Suite 2 | Hanging | 2143 | 2700 |
| 46 | Bedroom 2 | Hanging | 2100 | 850 |

| Door Schedule (0) | | | | |
|---|---|---|---|---|
| Mk. | Location | Style | Height | Width |
| 47 | Ensuite 2 | Sliding | 2060 | 920 |
| 48 | Suite 3 | Sliding | 2040 | 920 |
| 49 | Ensuite 3 | Hanging | 2040 | 920 |
| 50 | Suite 4 | Hanging | 2040 | 920 |
| 51 | Ensuite 4 | Hanging | 2040 | 920 |
| 52 | Suite 5 | Sliding | 2040 | 920 |
| 53 | Ensuite 5 | Sliding | 2040 | 820 |
| 54 | Suite 6 | Hanging | 2143 | 720 |
| 55 | Ensuite 6 | Hanging | 2040 | 920 |
| 56 | Suite 7 | Hanging | 2040 | 720 |
| 57 | Ensuite 7 | Hanging | 2040 | 920 |
| 58 | Suite 8 | Hanging | 2040 | 720 |
| 59 | Ensuite 8 | Hanging | 2040 | 820 |
| 60 | Storage | Hanging | 2040 | 920 |

| REFERENCES | DWG No | REV | DATE | REVISION | DRN | CHK | APP | PROJ |
|---|---|---|---|---|---|---|---|---|
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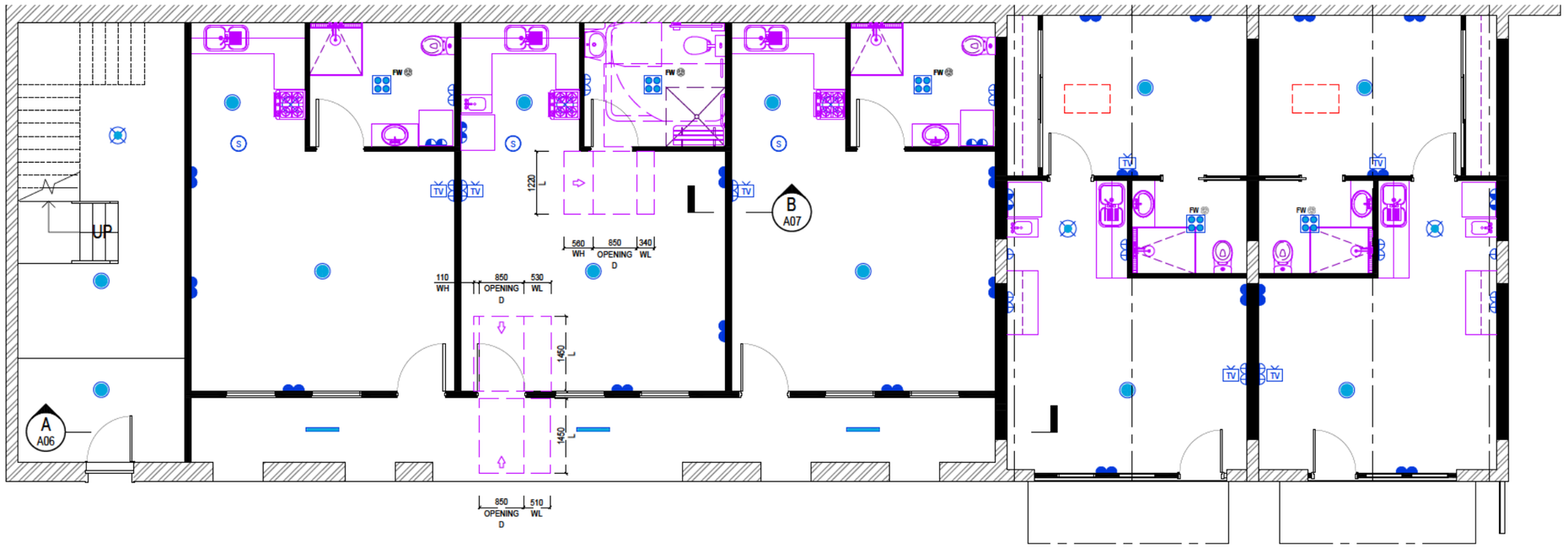
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BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
PROPOSED FLOOR PLAN

| A3 | SCALE 1:100 | DWG No. 0463-BLC-A03 | REV C |
|---|---|---|---|


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## ELECTRICAL LEGEND

- CEILING LIGHT
- LED DOWNLIGHT
- LED LIGHT BAR
- EMERGENCY LIGHTING
- EXTERNAL SENSOR LIGHT
- EXHAUST FAN
- EXHAUST FAN WITH LIGHT
- IXL TASTIC
- GPO @ 300 ABOVE FL
- DOUBLE GPO @ 300 ABOVE FL
- GPO @ 1050 ABOVE FL
- DOUBLE GPO @ 1050 ABOVE FL
- GPO @ 1350 ABOVE FL
- GPO @ 1700 ABOVE FL
- DOUBLE GPO @ 1700 ABOVE FL
- GPO FOR APPLIANCE
- DATA POINT
- PHONE POINT
- T.V. POINT
- USB POINT
- GAS POINT
- SMOKE DETECT. ALARM
- HOT WATER SYSTEM
- METER BOX
- RANGEHOOD
- CEILING FAN WITH LIGHT
- CEILING FAN
- SWITCH
- TAP — WATER TAP
- E — EXTERNAL (WEATHERPROOF)

## GPO NOTES

1. NOTE POSITIONS OF POWER POINTS ON PLAN ARE APPROXIMATE ONLY UNLESS DIMENSIONED. INSTALL TO SUIT ON SITE.
2. POWER POINTS CENTRELINE ABOVE VANITIES TO BE 950 HIGH U.N.O.
3. CONFIRM LOCATIONS WITH CLIENT PRIOR TO INSTALLATION.
4. HARD WIRED INTERCONNECTED SMOKE ALARMS MUST BE INSTALLED IN ACCORDANCE WITH PART 3.7.2 AND AS 3786.

## PROPOSED ELECTRICAL PLAN

1:100

| REFERENCES | DWG No | REV | DATE | REVISION | DRN | CHK | APP | PROJ |
|---|---|---|---|---|---|---|---|---|
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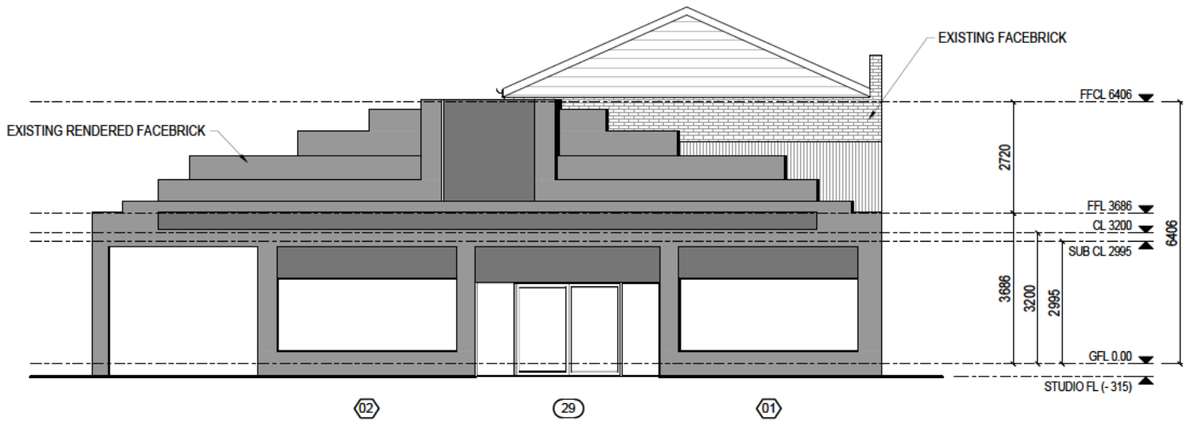
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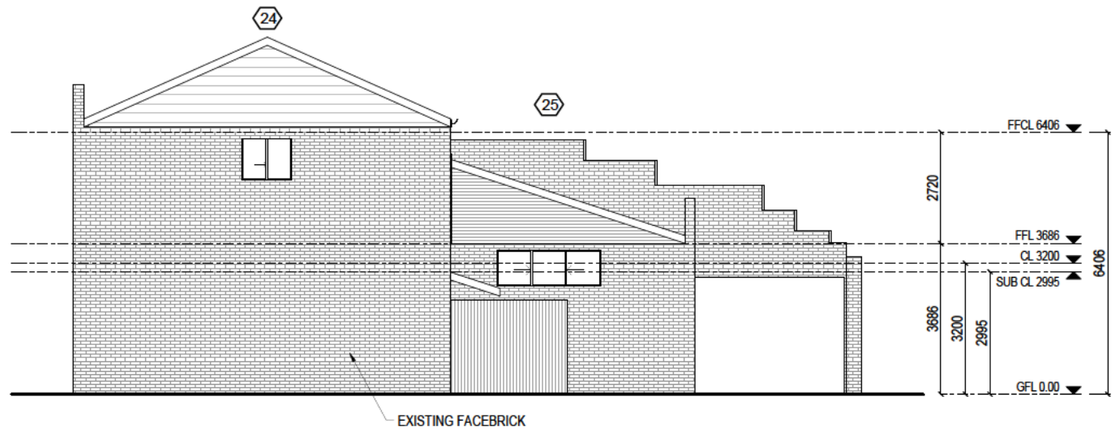
BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
ELECTRICAL PLAN

| A3 | SCALE 1:100 | DWG No. 0463-BLC-A04 | REV C |
|---|---|---|---|

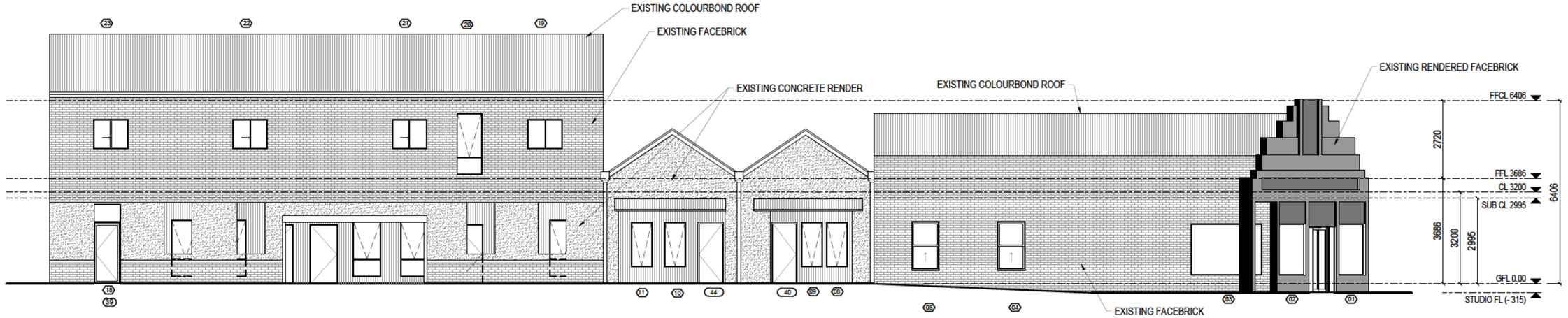
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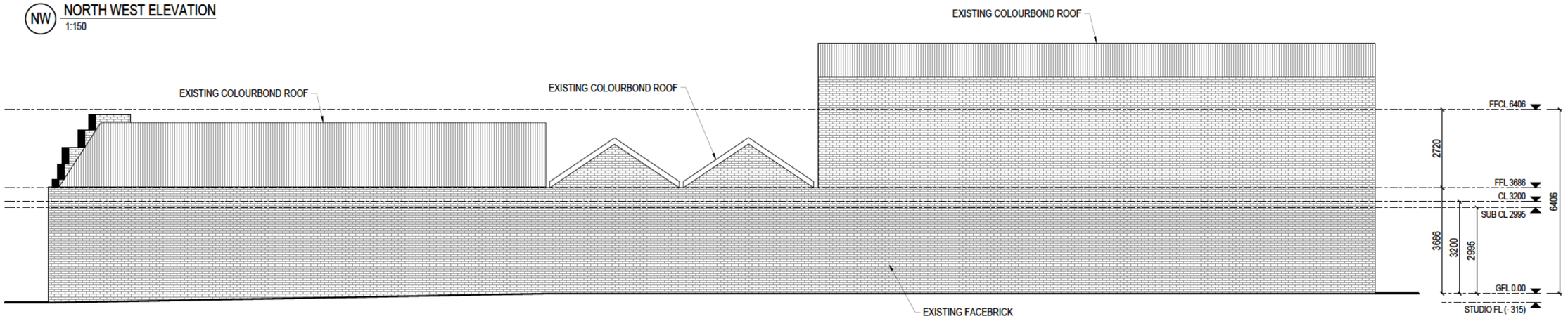

SW **SOUTH WEST ELEVATION**
1:150




NE **NORTH EAST ELEVATION**
1:150




NW **NORTH WEST ELEVATION**
1:150




SE **SOUTH EAST ELEVATION**
1:150

| REFERENCES | DWG No | REV | DATE | REVISION | DRN | CHK | APP | PROJ |
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BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
ELEVATIONS

A3 | SCALE 1:150 | DWG No. 0463-BLC-A04 | REV C

Document Set ID: 4220777
Version: 1, Version Date: 10/11/2026

## CONSTRUCTION

1. ALL WALLS TO BE TIMBER FRAMES WITH STUDS @ 600 CTRS. MAX. 10 GYPROCK - VILLABOARD TO WET AREAS
2. ROOFING TO BE CONSTRUCTED WITH COLOURBOND ROOFING AT PITCH AS SPECIFIED. TO BE CONSTRUCTED IN ACCORDANCE WITH AS1684 AND THE BUILDING CODE OF AUSTRALIA.
3. INSULATION TO EXTERNAL WALLS, CEILINGS AND ROOF.
4. NOTE POSITIONS OF ELECTRICAL ITEMS ON PLAN ARE APPROXIMATE ONLY UNLESS DIMENSIONED
5. ENSURE ALL MECHANICAL VENTILATORS ARE FUMED TO THE OPEN AIR. VENTILATORS INSTALLED AS PER MANUFACTURERS SPECIFICATIONS AND CARRIED TO THE OUTSIDE AIR AS DIRECTLY AS PRACTICABLE.
6. ENSURE ALL MECHANICAL EXTRACTORS ARE FUMED TO THE OPEN AIR. EXTRACTORS INSTALLED AS PER MANUFACTURERS SPECIFICATIONS AND CARRIED TO THE OUTSIDE AIR AS DIRECTLY AS PRACTICABLE.
7. ALL ELECTRICAL FIXTURES & FITTINGS AS SELECTED BY OWNER.
8. SMOKE DETECTOR LOCATION IS DIAGRAMMATIC ONLY & IS SUBJECT TO CHANGE BY LICENSED ELECTRICIAN IN ACCORDANCE WITH AS 3768. SMOKE DETECTORS TO BE HARD WIRED AND INTERCONNECTED AND INSTALLED IN ACCORDANCE WITH PART 3.7.2 AND AS 3786).
9. TILING OF WET AREAS MUST COMPLY WITH PART 3.8.1 OF THE APPLICABLE NCC VOLUME 2 EDITION.
10. CONSTRUCTION OF STAIRS SHALL ADHERE WITH PART 3.9 OF THE NCC VOLUME TWO. PARTICULARS INCLUDE-
    a. NOT MORE THAN 18 & NOT LESS THAN 2 RISERS IN EACH FLIGHT.
    b. GOING IN RISER DIMENSIONS IN ACCORDANCE WITH TABLE 3.9.1.1.
    c. CONSTANT GOING & RISER DIMENSIONS.
    d. NO OPENINGS GREATER THAN 125mm.
11. ALL TOILET ACCESS DOORS, WHERE THERE IS NOT A 1.2m CLEARANCE BETWEEN THE DOOR AND THE TOILET, WILL BE PROVIDED WITH LIFT-OFF HINGES
12. ROOFING TO BE CONSTRUCTED WITH COLOURBOND ROOFING AT PITCH AS SPECIFIED. TO BE CONSTRUCTED IN ACCORDANCE WITH AS1684 AND THE BUILDING CODE OF AUSTRALIA.
13. SELECTED METAL WALL/FAÇADE CLADDING MUST BE SELECTED AND INSTALLED IN ACCORDANCE WITH AS 1562.1.
14. SELECTED TIMBER & COMPOSITE WALL/FAÇADE CLADDING MUST BE SELECTED AND INSTALLED IN ACCORDANCE WITH PART 3.5.4 OF THE NCC.
15. THICKNESS AND TYPE OF GLAZING SHALL COMPLY WITH THE HUMAN IMPACT SAFETY REQUIREMENTS OF PART 3.6.4 OF THE NCC VOLUME TWO.
16. THICKNESS AND TYPE OF GLAZING SHALL COMPLY WITH THE HUMAN IMPACT SAFETY REQUIREMENTS OF PART 3.6.4 OF THE NCC VOLUME TWO.
17. WINDOW OPENINGS IN ROOMS OTHER THAN BEDROOMS, WHERE THE WINDOW SILL IS LESS THAN 865mm ABOVE THE FINISHED FLOOR LEVEL, MUST BE PROTECTED IN ACCORDANCE WITH PART 3.9.2.7 OF THE APPLICABLE NCC VOLUME 2 EDITION.
18. UPPER FLOOR BEDROOM WINDOWS, WHERE THE SILL IS LESS THAN 1.7m ABOVE THE FINISHED FLOOR LEVEL (OF THE EXTERNAL SURFACE) MUST BE PROTECTED IN ACCORDANCE WITH PART 3.9.2.6 OF THE APPLICABLE NCC VOLUME 2 EDITION.
19. ALL PRODUCTS TO BE INSTALLED AS PER MANUFACTURERS SPECIFICATIONS.

## GENERAL NOTES

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND AS DIRECTED BY LOCAL AUTHORITY REQUIREMENTS. ALL WORK TO CONFORM TO:-
    AS 1684-1993 TIMBER FRAMING CODE
    AS 3000 ELECTRICAL INSTALLATIONS
    AS 3500 PLUMBING CODE
    AS 3666 TERMITE PROTECTION
    AS 3740 WATERPROOFING OF DOMESTIC WET AREAS
    AS 2870 RESIDENTIAL FOOTINGS
2. CHECK ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.
3. DO NOT SCALE FROM DRAWING.
4. ALL STRUCTUAL MEMBERS AND FOOTINGS TO BE DESIGNED AND CERTIFIED BY A REGISTERED CIVIL/STRUCTUAL ENGINEER
5. ALL FIXTURES, FITTINGS AND FLOOR FINISHES TO BE SELECTED BY OWNER.
6. ENSUITE, BATHROOMS AND WCs TO HAVE OBSCURE GLASING.
7. FW INDICATES POSITION OF FLOOR WASTE. GRADE ALL FLOORS EVENLY TO FW SHOWER SETDOWN 50mm.
8. HOT WATER UNIT TYPE AND POSITION AS SPECIFIED BY OWNER.
9. GAS CONNECTIONS AS SPECIFIED BY OWNER.
10. CONNECT ALL DRAINS TO UNDERGROUND PIPE. STORM WATER TO BE DIRECTED TO THE FRONT OF THE BLOCK TO DRAIN INTO STREET. PROVIDE ANY ANTI-EROSION PROTECTION AS REQUIRED.

## GENERAL MATERIAL LIST

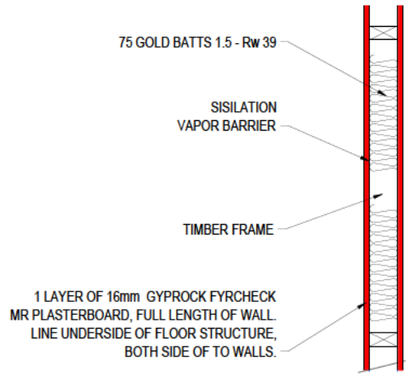
| | | |
|---|---|---|
| 1. | BOTTOM PLATE | 90x45 MGP10 PINE |
| 2. | STUDS & CRTs | 90x45 MGP10 PINE @ 600 CTRS. |
| 3. | CORNER STUDS | 90x45 MGP10 PINE |
| 4. | TOP PLATES | 90x45 MGP10 PINE |
| 5. | BRACES | SPEED BRACE |
| 6. | CEILING JOISTS & CRTs | 90x35 MGP10 PINE @ 600 CTRS. |
| 7. | HANGERS | 190x45, 240x35, AS 1684 |
| 8. | BEAMS & LINTELS | 190x45, 240x45, AS 1684 |
| 9. | RAFTERS & CRTs | 120x35 MGP10 @ 900 CTRS. |
| 10. | RIDGE | 190x35 MGP10 PINE |
| 11. | HIPS & VALLEYS | 190x35 MGP10 PINE |
| 12. | VALLEY BOARDS | 170x35 MGP10 PINE |
| 13. | UNDER PURLINS | 96x51 LVL |
| 14. | ROOF BATTENS | 90x35 MGP10 PINE |
| 15. | STRUTS | 65x63 MGP10 PINE |
| 16. | WIND BRACES | NA |
| 17. | COLLAR TIES | 170x35 MGP10 |
| 18. | FASCIA | METAL FASCIA |
| 19. | BARGES | FIBRE CEMENT BARGE BOARDS |
| 20. | GUTTERING | COLORBOND LYSAGHT COLONIAL |
| 21. | DOWN PIPES | COLORBOND 100x50 |
| 22. | WINDOWS | REFER TO SCHEDULE |
| 23. | DOORS | REFER TO SCHEDULE |
| 24. | ROOF COVER | CUSTOMORB COLOURBOND 42 |
| 25. | WALL EXTERIOR | AS SHOWN ON DRAWINGS |

## CIVIL NOTE

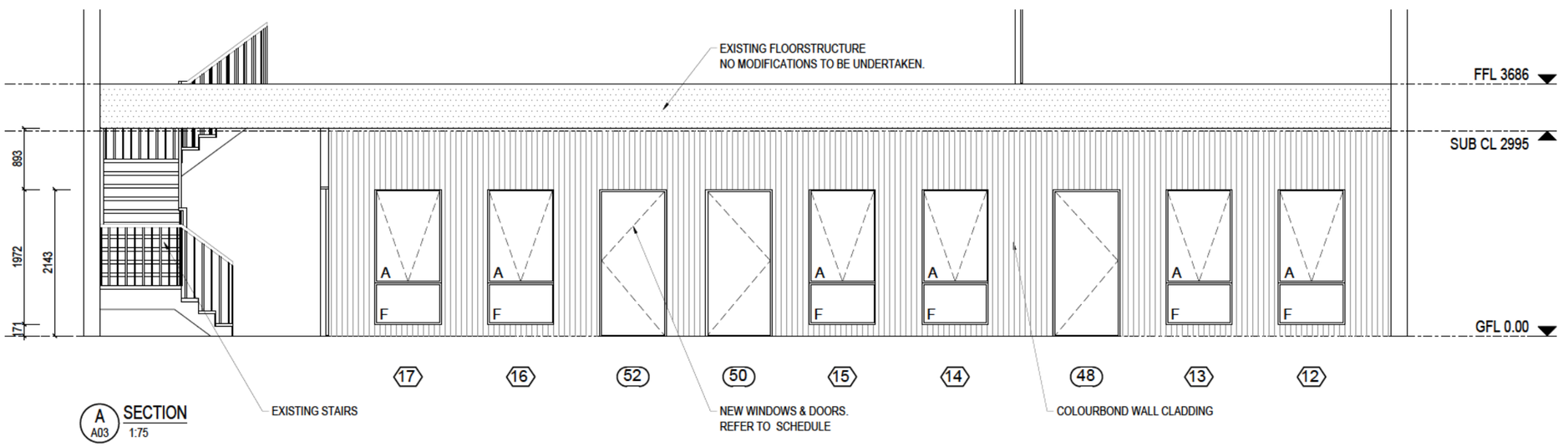
NEW FOUNDATIONS STRICTLY TO ENGINEERS SPECIFICATIONS.
IF SEPARATE MATERIAL SPECIFICATIONS ARE PROVIDED BY THE ENGINEER, THIS WILL TAKE PRECEDENCE OVER ALL MATERIAL SPECIFICATIONS NOMINATED ON THE DRAWING.

## PEST CONTROL NOTE

TERMITE BARRIERS SHALL BE IN ACCORDANCE WITH AS 3660.1 - 2000.
TERMITE BARRIER TO BCA VOLUME 2 PART 3.1.3.
THE TERMITE PROTECTION WILL BE:-
BI-FLEX CHEMICAL TREATMENT




FIREWALL DETAIL 90-90-90 RATING
B A03 SECTION 1:20




A A03 SECTION 1:75

| REFERENCES | DWG No | REV | DATE | REVISION | DRN | CHK | APP | PROJ |
|---|---|---|---|---|---|---|---|---|
| SECTION A, MATERIAL LIST AND NOTES | A06 | | | | | | | |
| ELEVATIONS | A05 | | | | | | | |
| ELECTRICAL PLAN | A04 | | | | | | | |
| PROPOSED FLOOR PLAN | A03 | C | 23.05.26 | TOILET REMOVED, PARKING & BOUNDARY UPDATED | DP | | | |
| EXISTING FLOOR PLAN | A02 | B | 16.03.26 | ISSUED FOR CDC REVIEW AND DISCUSSION | DP | | | |
| SITE LAYOUT | A01 | A | 11.03.24 | ISSUED FOR APPROVAL | DP | | | |

3rd ANGLE DESIGN
ABN 42 590 232 498
M: 0439 914 894
W: www.3ad.com.au
PO Box 1617
Kalgoorlie WA 6433

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| | |
|---|---|
| DRAWN | DPAYNE |
| CHECKED | |
| DESIGNED | |
| APPROVED | |
| PROJ APP | |

BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
SECTIONS, MATERIAL LIST & NOTES

A3 | SCALE AS NOTED | DWG No. 0463-BLC-A06 | REV C

Document Set ID: 4220777
Version: 1, Version Date: 10/11/2026



# PROPOSED SHORT-STAY/ TOURIST ACCOMMODATION DEVELOPMENT

## LOT 875 (11) BOULDER ROAD, KALGOORLIE

LOCAL AUTHORITY: CITY OF KALGOORLIE-BOULDER

## TRANSPORT IMPACT STATEMENT

Final 1

Prepared by i3 consultants WA for

Black Crow Studio Pty Ltd



Document Set ID: 4220777
Version: 1, Version Date: 10/11/2026

**Prepared by**

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**Description**

A Transport Impact Statement for a proposed short-stay/ tourist accommodation development on Lot 875 street no 11 Boulder Road in the City of Kalgoorlie-Boulder suburb of Kalgoorlie prepared in accordance with Volume 4 of the WAPC Transport Impact Assessment Guidelines.

**Client**

Black Crow Studio Pty Ltd

**Project ID** 50201
**Version** Final 1
**Publication Date** 29 September 2026
**Pages** 36
**File Name** 50201-TIS-F1

This is not an approved document unless signed here.

**About the Author**

David Wilkins is an RTA NSW Certified Level 3 Lead Auditor (RSA-08-0178) and Main Roads Western Australia (MRWA) accredited Senior Road Safety Auditor (SRSA 0101). In addition to this, David is an MRWA accredited Crash Investigation Team Leader and Roadworks Traffic Manager (MRWA-RTM-10-RTM20). David has undertaken over 740 road safety audits in Australia since 2001 across the full range of stages from feasibility through to pre-opening, including roadworks, existing roads, schools, events & mine sites.

David specialises in undertaking and preparing traffic impact assessments in accordance with either the WAPC *Transport Impact Assessment Guidelines* or Austroads *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments* [1]. David has authored over 250 of these since 2001.

David is a past member of Engineers Australia and committee member of Transport Australia society and is still guided by its Charter and Code of Ethics which states that its members act in the interest of the community, ahead of sectional or personal interests towards a sustainable future.

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# 1. Introduction

This Transport Impact Statement (TIS) has been prepared in accordance with Volume 4 (Subdivision) of the WAPC publication Transport Impact Assessment Guidelines [2].

Table 1 of Volume 4 of the WAPC Guidelines indicates the level of TIA required by land use and size. It has been reproduced as Table 1 below.

The guidelines indicate that a Transport Impact Statement (TIS) is required for residential developments containing between 10 and 100 dwellings, however, the development is not a typical residential development and is therefore an 'Other Use'. The approving authority (City of Kalgoorlie-Boulder) has requested a TIS.

| LAND USE | MODERATE IMPACT | HIGH IMPACT |
|---|---|---|
| | Transport Impact Statement required | Transport Impact Assessment required |
| | 10 – 100 vehicle trips in the peak hour | > 100 vehicle trips in the peak hour |
| Residential | 10–100 dwellings | >100 dwellings |
| Schools | 10–100 students | >100 students |
| Entertainment venues, restaurants, etc. | 100–1000 persons (seats) OR 200–2000 m² gross floor area | >1000 persons (seats) OR >2000 m² gross floor area |
| Fast food restaurants | 50–500 m² gross floor area | >500 m² gross floor area |
| Food retail /Shopping centres with a significant food retail content | 100–1000 m² gross floor area | >1000 m² gross floor area |
| Non-food retail | 250–2500 m² gross floor area | >2500 m² gross floor area |
| Offices | 500–5000 m² gross floor area | >5000 m² gross floor area |
| Service Station | 1–7 refuelling positions | >7 refuelling positions |
| Industrial/Warehouse | 1000–10,000 m² gross floor area | >10,000 m² gross floor area |
| Other Uses | Discuss with approving authority | Discuss with approving authority |

Table 1 – Land use warrants for Transport Impact Statements and Assessments

Volume 4 of the WAPC Guidelines states:

*"A transport impact statement is a brief statement outlining the transport aspects of the proposed development. The intent of the statement is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.*

*It is envisaged that the transport impact statement will generally be from two to three pages up to several pages in length, but this will depend upon the number and nature of any specific issues that need to be addressed.*

*It is expected that most, if not all, of the information to be provided will be of a non-technical nature, that is, will not require input from a specialist in transportation planning or traffic engineering. This will, however, depend upon the nature of the specific issues to be addressed and specialist technical input may be required on occasions."*

The preparation of a TIS in accordance with the WAPC Guidelines is consistent with, and ensures compliance with, Clause 67(t) of the Planning and Development (Local Planning Schemes) Regulations 2015 [3], i.e.:

*In considering an application for development approval the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application — (t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety*.



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# Executive summary

## Proposal

A proposed short-stay/ tourist accommodation development on Lot 875 street no 11 Boulder Road in the City of Kalgoorlie-Boulder suburb of Kalgoorlie comprising of eight (8) accommodation units and a retained, although smaller, art/ picture/ photo/ framing studio, as shown in the Development Drawings included in **Appendix A.**

## Forecast Impact

The following diagram is based on the WAPC traffic impact definitions and shows the assessed forecast impact of the development in this context, i.e. 'Negligible'.




| Trips per hour | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 | 115 | 120 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Impact Description | Negligible | | Low | << Moderate >> | | | | | | | | | | | | | | | | | | High >> | | | |
| 1 trip every mm:ss | 00:00 | 12:00 | 06:00 | 04:00 | 03:00 | 02:24 | 02:00 | 01:43 | 01:30 | 01:20 | 01:12 | 01:05 | 01:00 | 00:55 | 00:51 | 00:48 | 00:45 | 00:42 | 00:40 | 00:38 | 00:36 | 00:34 | 00:33 | 00:31 | 00:30 |
| Trips per 2 minutes | 0.0 | 0.2 | 0.3 | 0.5 | 0.7 | 0.8 | 1.0 | 1.2 | 1.3 | 1.5 | 1.7 | 1.8 | 2.0 | 2.2 | 2.3 | 2.5 | 2.7 | 2.8 | 3.0 | 3.2 | 3.3 | 3.5 | 3.7 | 3.8 | 4.0 |

Figure 1 – Assessed Forecast Impact of proposed development in terms of additional trips in each peak hour and the WAPC definition of Low, Moderate and High Impacts

Refer **Section 6:** Daily traffic volumes and vehicle types of this TIS report for determination of these forecast volumes and additional information and assessments.



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## Summary of findings and recommendations.

**Overall transport impact**. The development has a low external traffic impact. Its site-specific issues arise from the constrained access, parking and service-vehicle arrangements rather than insufficient capacity on Boulder Road. The accommodation is forecast to generate 24 vehicle trips on a weekday and up to four trips in the peak hour, equivalent to less than one movement every 15 minutes. Existing traffic volumes are well within the capacity of the four-lane frontage road.

**One-way access and rear egress**. Vehicles will enter through the existing IN-only gate on Boulder Road and leave in forward gear through the rear laneway. PlanWA identifies the rear road parcel as Road Isolation (Type 3). The arrangement therefore depends on the City confirming the parcel's legal status, care and control, construction standard and availability for development access. Directional signs and the gate controls should reinforce the one-way arrangement. If the City does not support use of the rear laneway, an alternative access arrangement will be required.

**Parking and accessibility**. Four parking spaces are proposed on site, and the development relies on up to four nearby unrestricted public spaces on Boulder Road for routine overflow demand. These public spaces cannot be reserved for guests. The nominal Local Planning Scheme calculation is ten spaces when guest, staff and service parking are assessed separately. Approval therefore requires the City's acceptance of a parking reduction under clause 37, supported by the parking-management measures described in Section 3. The absence of an accessible parking bay and associated accessible accommodation unit is a separate compliance matter that must be resolved with the City and the building surveyor. If an accessible bay and shared area are required, the available general parking supply and management plan will need to be updated.

The proposed 45° on-site parking bays are shown as 2.4 m wide with a 3.7 m aisle. Under AS 2890.1 [4], Class 2 parking bays must be at least 2.5 m wide. The bays comply with all other applicable requirements.

It is recommended that two secure inverted-U bicycle rails, accommodating four bicycles, be installed in a visible and accessible location near the accommodation entrance. The rails should be positioned clear of vehicle manoeuvring areas and must not obstruct pedestrian access.

**Waste collection and emergency access**. Swept-path assessment confirms that an 8 m waste collection vehicle cannot enter, service and leave the site satisfactorily. The 1,100 L bin will therefore need to be moved to an approved collection point on Boulder Road or the rear laneway on the evening before collection and returned promptly after collection, subject to agreement with the contractor and the City. Large emergency vehicles are also unlikely to enter or manoeuvre within the site and would be expected to operate from Boulder Road or the rear laneway. Emergency access requirements should be confirmed with the relevant emergency services authority.

**Potential access improvements.** Removing the existing toilet block marked for retention will increase the manoeuvring area available for larger vehicles, as well as an accessible parking bay. This change alone may not provide suitable access because the width of the front gates and any overhead structure or height restriction could remain limiting. Any proposal to accommodate large vehicles on site would require coordinated review of the toilet block, gate width, overhead clearance and swept-path geometry.

**Pedestrian interface and conclusion**. The IN-only Boulder Road access avoids vehicles reversing from or exiting the site across the frontage footpath. The access gate, internal pedestrian route and sightlines should remain clear at all times, and bins, parked vehicles and waiting taxis must not obstruct the public footpath. Subject to confirmation of the rear-laneway access, acceptance of the parking variation and management plan, and agreement on waste and emergency servicing, the identified site constraints can be managed without a material adverse effect on the operation or safety of the surrounding road network.



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## 2. Proposed development

- **Show on a plan/ describe the proposed development land uses and their quantities (for example, retail floorspace, number of dwellings);**
- **Comment on any existing uses or changes of use;**
- **Show on a plan/ describe the development's relationship/context with the surrounding land uses.**

The proposed development comprises eight short-term accommodation units, operating in a manner similar to serviced apartments. Each unit will accommodate a maximum of two guests, providing a total maximum occupancy of 16 guests. The accommodation is intended primarily for travelling workers, mining contractors, visiting professionals and tourists and will not be used as permanent or long-term residential accommodation.

The existing Black Crow Studios picture-framing and art-gallery business will continue operating from the front of the property. Its retail component has been reduced, with art supplies no longer sold from the premises, resulting in less retail stock and associated customer activity than previously.

The development site is located at 11 Boulder Road, Kalgoorlie, on the eastern side of Boulder Road immediately south of the Egan Street roundabout. It occupies a transitional location between the Kalgoorlie commercial centre to the west and northwest and established residential development to the east and southeast.

The surrounding locality contains a diverse mixture of land uses. Commercial, retail, hospitality, medical and professional-service premises are concentrated along Boulder Road and within the town centre, including restaurants and takeaway-food outlets, shops, offices, health services, banks and hotels. Existing accommodation premises are also located nearby. Residential development is concentrated along MacDonald Street, Cheetham Street and the surrounding local streets to the east and southeast. Community, educational, recreational and tourism-related uses occur within the wider locality.

The proposed development will retain the existing Black Crow Studios picture-framing and art-gallery business at the Boulder Road frontage, with a reduced floorspace and service offerings, and introduce eight short-term accommodation units, accommodating a maximum of 16 guests. The serviced-apartment-style accommodation is consistent with the mixed commercial, tourism, accommodation and residential character of the locality. Its location provides guests with convenient access to shops, food outlets, services and employment within central Kalgoorlie while avoiding the introduction of a large-scale or high-intensity use into the nearby residential area. An extract from the Local Planning Scheme map [5] showing the surrounding land use zones is provided as Figure 2 on the following page.



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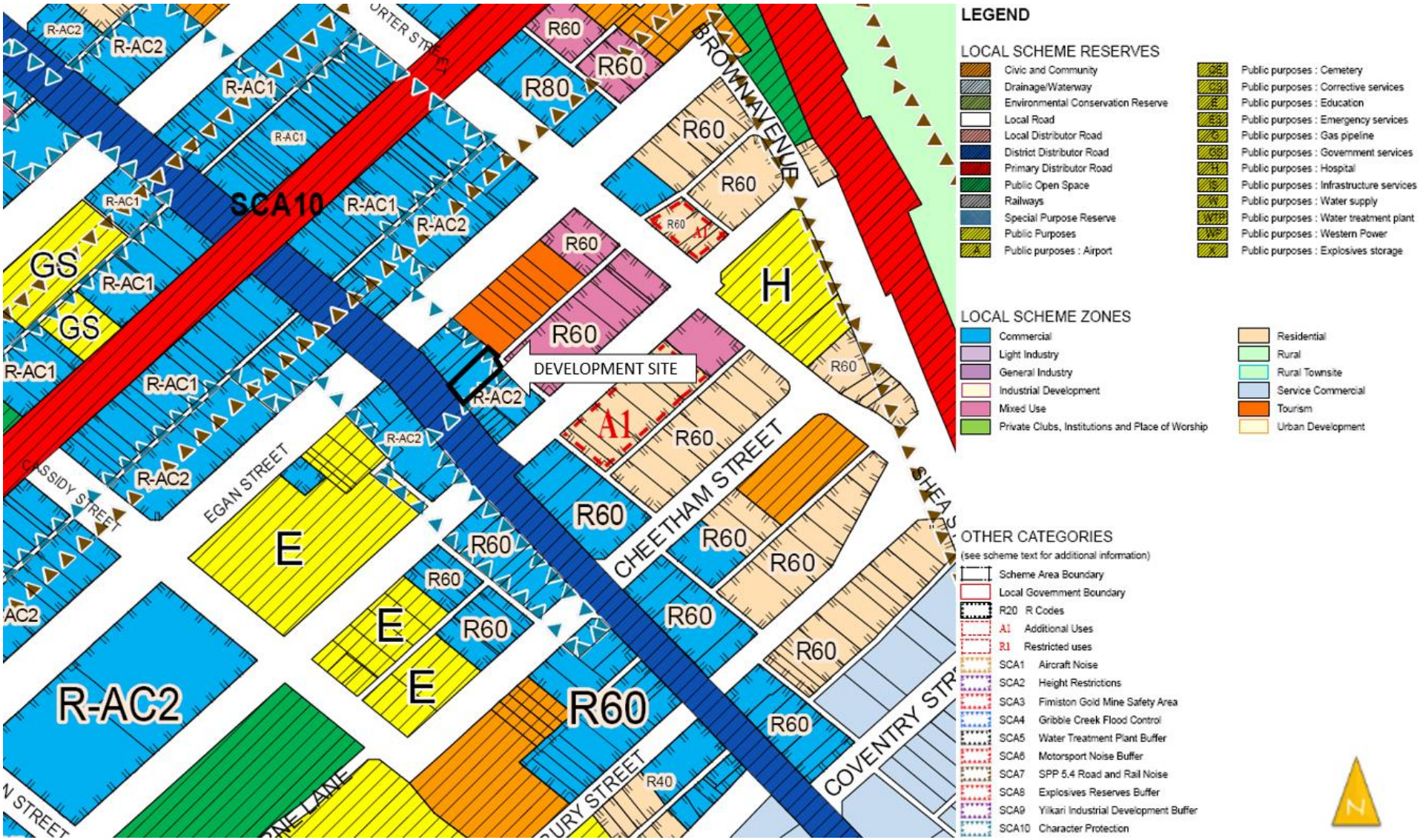



Figure 2 – Land Use Zones in the vicinity of the development site (Annotated extract from City of Kalgoorlie-Boulder Local Planning Scheme Zone Map)



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# 3. Vehicle access and parking

- **Show on a plan/ describe the vehicle access arrangements to the development from the frontage road(s);**
- **Show the locations and indicate the number of proposed public and/or private car and disabled parking spaces and the provision for set down, pick up and taxis (if appropriate);**
- **Include details of parking management**

Vehicular access to the site is via a one-way IN only access gate as shown in Photograph 1 below.




Photograph 1 – Looking northeast at access driveway gate off Boulder Rd

All vehicles entering the site must exit via the rear egress driveway to a common laneway classified as 'Road Isolation (Type 3)' by Landgate. Rear egress to this road parcel is considered acceptable subject to the City confirming the road's legal status, care and control, construction standard, and approval of the one-way entry/ exit arrangement. Specifically, this TIS has determined that:

- Vehicles can exit in forward gear without obstructing the road or right-of-way.
- The separate Boulder Road entry and rear exit are justified. Scheme clause 39 [5] generally permits one access point per lot unless an additional access is demonstrated to improve traffic conditions and reduce hazards.
- The access is appropriately separated from intersections.



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There are five 60° angled on-street parking bays on the development side of Boulder Road between the access driveway and service station driveway to the north and seven between the access driveway and the Zambrero Fast Food car park access driveway to the south, all with no time restrictions.

It is proposed to provide four 45° angled off-street parking bays within the site, as shown in Figure 3 below.

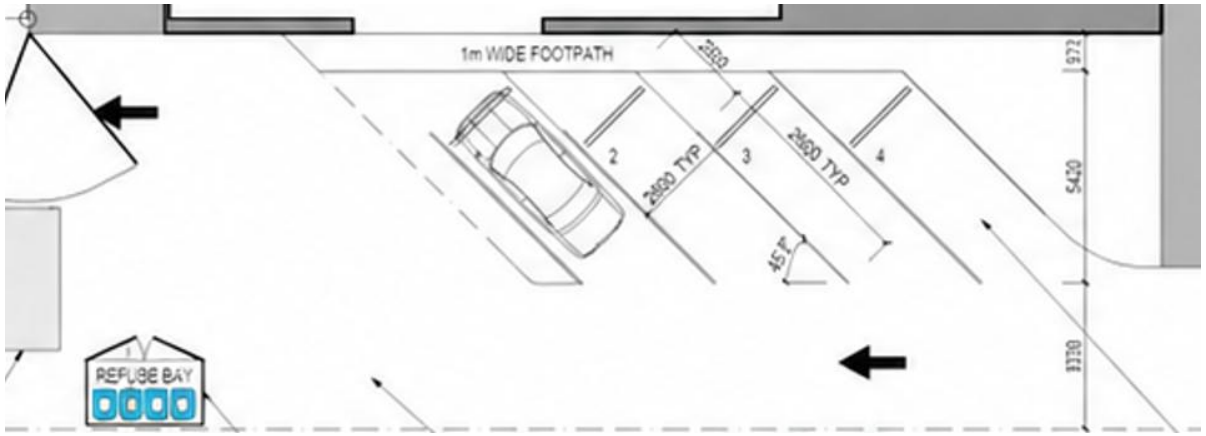



Figure 3 – Extract from development drawing showing four 45° angled off-street parking bays within the site

The proposal relies on up to four of the nearby public spaces to supplement the four on-site spaces. These spaces would remain available to the general public and would not be reserved exclusively for the development unless separately approved by the City of Kalgoorlie–Boulder.

There is no provision of an accessible parking bay on site or in the vicinity of the site. One of the four on-site spaces would normally be required to be designed and managed as an accessible parking space serving an accessible accommodation unit. The bay, adjoining shared area and accessible path to the building entrance are to comply with AS/NZS 2890.6 [6]. This would result in the loss of one (1) off-street parking bay.

For a Class 3 accommodation building, the number of accessible spaces is linked to the proportion of accessible accommodation units. A development containing 1–10 units ordinarily requires one accessible unit, making one accessible parking space the prudent provision here, subject to confirmation by the building surveyor. Disability (Access to Premises—Buildings) Standards 2010 [7].

Given the small scale of the development, no dedicated taxi, rideshare or passenger set-down bay is proposed. Guests arriving by taxi or rideshare may use an available on-site space or a lawful public



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parking space on Boulder Road for short-duration passenger set-down and collection. Passenger set-down must not occur within the access driveway, obstruct the public footpath or interfere with through traffic on Boulder Road.

**Local Planning Scheme assessment**

The accommodation is most appropriately assessed as a serviced apartment use because it comprises self-contained units providing short-stay accommodation. Schedule 1 of the City of Kalgoorlie–Boulder Local Planning Scheme No. 2 [5] specifies the following parking rates for serviced apartments:

| Parking component | Scheme rate | Requirement |
|---|---|---|
| Guest parking | One space per unit | 8 spaces |
| Staff parking | One space per staff member | 1 space, based on one staff member |
| Delivery/service parking | One delivery space per service or storage area | 1 space |
| **Nominal Scheme requirement:** | | **10 spaces** |

Assuming non-provision of an accessible parking bay, four spaces are provided on site. When combined with the four nearby public spaces, eight spaces would be available for routine accommodation demand. This represents a nominal shortfall of two spaces against the full serviced-apartment calculation. A reduction from the nominal requirement is considered supportable for the following reasons:

- each unit accommodates a maximum of two guests and parking demand will be limited through the booking process;
- the operator will already be present in association with the existing Black Crow Studios business, rather than the accommodation generating a separate full-time staff presence;
- cleaning, laundry and small-van deliveries will be scheduled and may use an available on-site space temporarily rather than requiring a continuously dedicated loading bay;
- accommodation parking demand will generally peak during the evening and overnight, outside the principal operating hours of Black Crow Studios and surrounding daytime businesses;
- twelve unrestricted public spaces are available on the relevant section of Boulder Road, providing additional capacity beyond the four spaces principally relied upon; and
- the retained picture-framing and gallery activity has been reduced, including cessation of art-supply sales, resulting in less retail stock and customer activity than previously occurred.

Clause 37 of Local Planning Scheme No. 2 [5] allows the City to reduce the Schedule 1 requirement where it is satisfied that demand can be accommodated by other parking available outside normal



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trading hours. It also allows the City to require a parking management plan where public on-street parking is relied upon.

On this basis, approval is sought for the four on-site spaces (without an accessible parking bay and associated acceptable accommodation unit), supported by the demonstrated availability of public on-street parking and the following parking-management measures.

**Parking management**

The accommodation operator will implement the following measures:

- guests will be advised during booking that parking is limited and that no more than one vehicle per unit should be brought to the property without prior agreement;
- on-site spaces will be allocated through the booking system;
- guests not allocated an on-site space will be directed to lawful, unrestricted public spaces on Boulder Road;
- guests will be instructed not to park in the access driveway, rear access, footpath, accessible shared area or neighbouring properties;
- parking availability and guest compliance will be monitored by the operator during Black Crow Studios trading hours;
- cleaning, laundry, waste and other service visits will be scheduled outside the principal guest arrival and departure periods where practicable;
- delivery and service vehicles will remain only for the time required to complete their activity;
- taxis and rideshare vehicles will use an available parking space and will not stop within the vehicle accessway or traffic lane; and
- parking instructions and operator contact details will be provided to guests before arrival.

Subject to the City accepting the proposed reduction and the supporting parking-management measures, the available parking supply is expected to accommodate the practical demand generated by the development without materially affecting the operation, or safety, of Boulder Road.

The Local Planning Scheme [5] requires multiple uses to be assessed separately, permits parking reductions where other parking is available outside normal trading hours, and requires parking to comply with the relevant AS 2890 standards [4] [8] & [6]. It also contains a potential exemption from



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additional on-site parking for certain heritage or Character Precinct properties; applicability to this site should be confirmed with the City (City of Kalgoorlie-Boulder LPS No 2 [5] Clauses 37 and 39).

The proposed 45° on-site parking bays are shown as 2.4 m wide with a 3.7 m aisle. Under AS 2890.1 [4], Class 2 parking bays must be at least 2.5 m wide. The bays comply with all other applicable requirements.

## 4. Provision for service vehicles

- **For the non-residential developments (or the non-residential components of mixed use developments), briefly describe/ show the access arrangements and on-site loading or unloading facilities for service vehicles;**
- **For residential developments, discuss/ show the access to the site for rubbish collection and emergency vehicles**

Swept-path assessment indicates that an 8 m waste collection vehicle cannot enter, manoeuvre within and exit the site satisfactorily (refer **Appendix B**). Waste collection must therefore occur from either the Boulder Road frontage or the rear laneway, subject to agreement with the waste collection contractor and the relevant authority. The 1,100 L waste bin will need to be moved to the approved collection point on the evening before collection day and returned to the on-site refuse storage area promptly following collection. The bin must be positioned so that it does not obstruct pedestrian access, vehicle movements, sightlines or adjoining properties.

The constrained internal access arrangement also means that large emergency vehicles are unlikely to be able to enter and manoeuvre within the site. Emergency response would therefore be expected to occur from Boulder Road or the rear laneway, with final access and operational requirements to be confirmed with the relevant emergency services authority.

Removal or relocation of the existing toilet block, which is currently identified for retention, may improve the available vehicle access and manoeuvring area. However, the width of the front gates and any associated overhead structure or height restriction may continue to prevent access by large waste collection and emergency vehicles. Any proposal to facilitate large-vehicle access would therefore require coordinated review of the toilet block, gate width, overhead clearance and internal swept-path requirements.

## 5. Hours of operation

**For non-residential developments only, outline the proposed hours of operation.**

The hours of operation of the non-residential land use, i.e. Black Crow Studio, are:

| | |
|---|---|
| Monday: 10:00 AM – 5:00 PM | Saturday: 9:00 AM – 12 Noon |
| Tuesday to Friday: 9:30 AM – 5:00 PM | Sunday: Closed |



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# 6. Daily traffic volumes and vehicle types

- **For non-residential developments, provide where possible a rough estimate of the likely daily, and/ or peak, traffic volumes generated by the development, split by types of vehicle, for example, car, light commercial or heavy commercial.**

Note that this is not intended to be a comprehensive assessment carried out by a transport specialist but a rough guide only to the amount and type of traffic likely to be generated.

Average Weekday Volumes on Boulder Road at the development site are 5,406 southeast bound and 6,100 northwest bound with peak hour volumes of 375 southeast bound and 488 northwest bound, as shown in Figure 4 below.

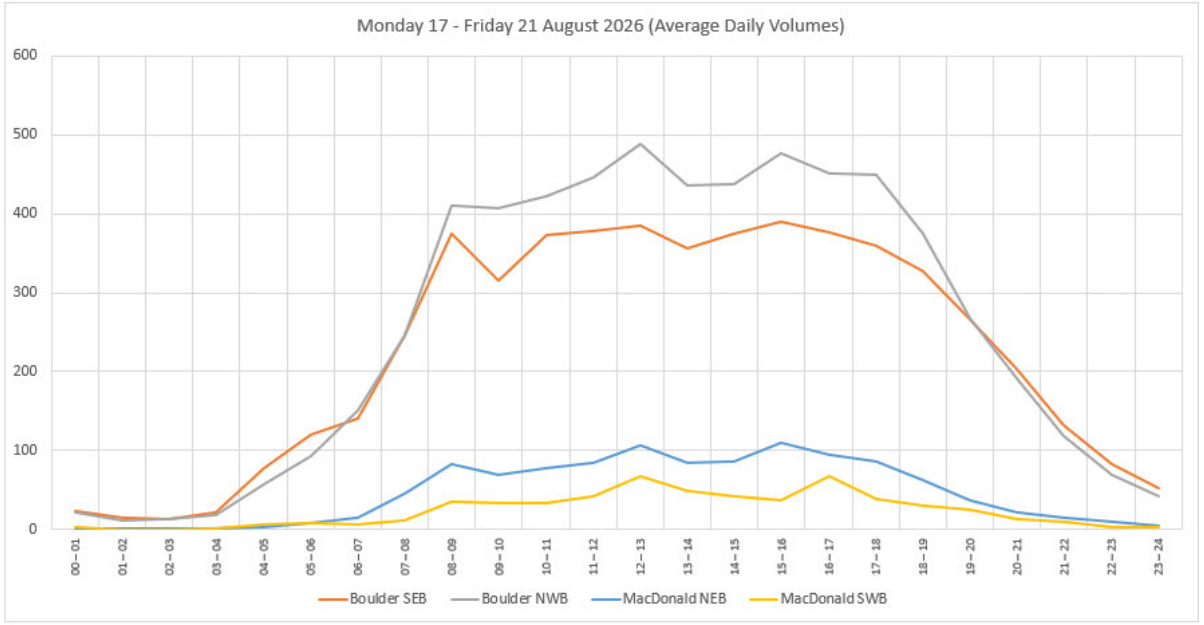



Figure 4 – Average Weekday peak hour volumes through the Boulder Rd/ MacDonald St intersection in Aug 2026 (Source: Main Roads WA Traffic Signals SCATS Data)

Boulder Road has two lanes in each direction providing capacity for up to 1,800 vehicles per hour in each direction at acceptable levels of performance. This is significantly higher than existing peak hour volumes of 375 and 488 in each direction and indicates plenty of spare capacity. Heavy vehicles make up approximate 2% of daily volumes on Boulder Rd (based on Maritana St/ Dugan St surveys in November 2025).



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**Traffic generation**

The proposed short-term accommodation comprises eight units accommodating a maximum of 16 guests. As the development will operate similarly to serviced short-stay apartments and does not include a restaurant or function facility, the "motel" trip-generation rates provide the closest available comparison.

Section 3.4.1 of the NSW Guide to Traffic Generating Developments [9] specifies motel rates of 3 daily vehicle trips per accommodation unit; and 0.4 evening peak-hour vehicle trips per unit.

These rates assume 100% occupancy. Applying them to the eight proposed units gives:

| Period | Calculation | Forecast generation |
|---|---|---|
| Weekday daily | 8 units × 3 trips | 24 vehicle trips per day |
| Peak hour | 8 units × 0.4 trips | 3.2 vehicle trips per hour |

For assessment purposes, the peak-hour result has been conservatively rounded up to four vehicle trips, equivalent to approximately one vehicle movement every 15 minutes. A vehicle trip represents one one-way movement, meaning an arrival and subsequent departure count as two trips.

The guide notes that an 85% occupancy factor may be applied where supported by comparable occupancy data. At 85% occupancy, the accommodation would generate approximately 20 daily trips and three peak-hour trips. Nevertheless, the assessment adopts the higher 100% occupancy forecast of 24 daily trips and four peak-hour trips to provide a conservative estimate.

This estimate includes the normal guest, staff and incidental servicing activity associated with accommodation of this scale. The retained Black Crow Studios picture-framing/art-gallery use is an existing land use and is not included in the accommodation traffic estimate. It's reduced operating area and offerings is likely to result in a reduction of trips associated with this land use.

The Western Australian Planning Commission's Transport Impact Assessment Guidelines—Volume 5 [2] recognises the NSW Guide to Traffic Generating Developments [9] as an accepted trip-generation source where suitable local survey data are unavailable, while requiring the selected rate and resulting vehicle trips to be documented. The adopted calculation is therefore considered suitable for this small, short-stay accommodation development. It represents a negligible impact (< 10 trips/ hr).



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# 7. Traffic management on frontage streets

- **Describe/ show the existing traffic management on the roads fronting the development and for 100 metres either side of the development.**
- **Information to include:**
  - **road width/ number of lanes;**
  - **footpaths/ cycleways;**
  - **any parking provision or restrictions;**
  - **posted traffic speed;**
  - **intersections and type of control (for example, give way, roundabout**
  - **accesses/ driveways to properties**

The layout of Boulder Road adjacent to the development site consists of two lanes in each direction with a 2.2 m wide flush median, 4.75 m side brick paved footpath and 60° angled on-street parking bays, as shown in Figure 5 below.

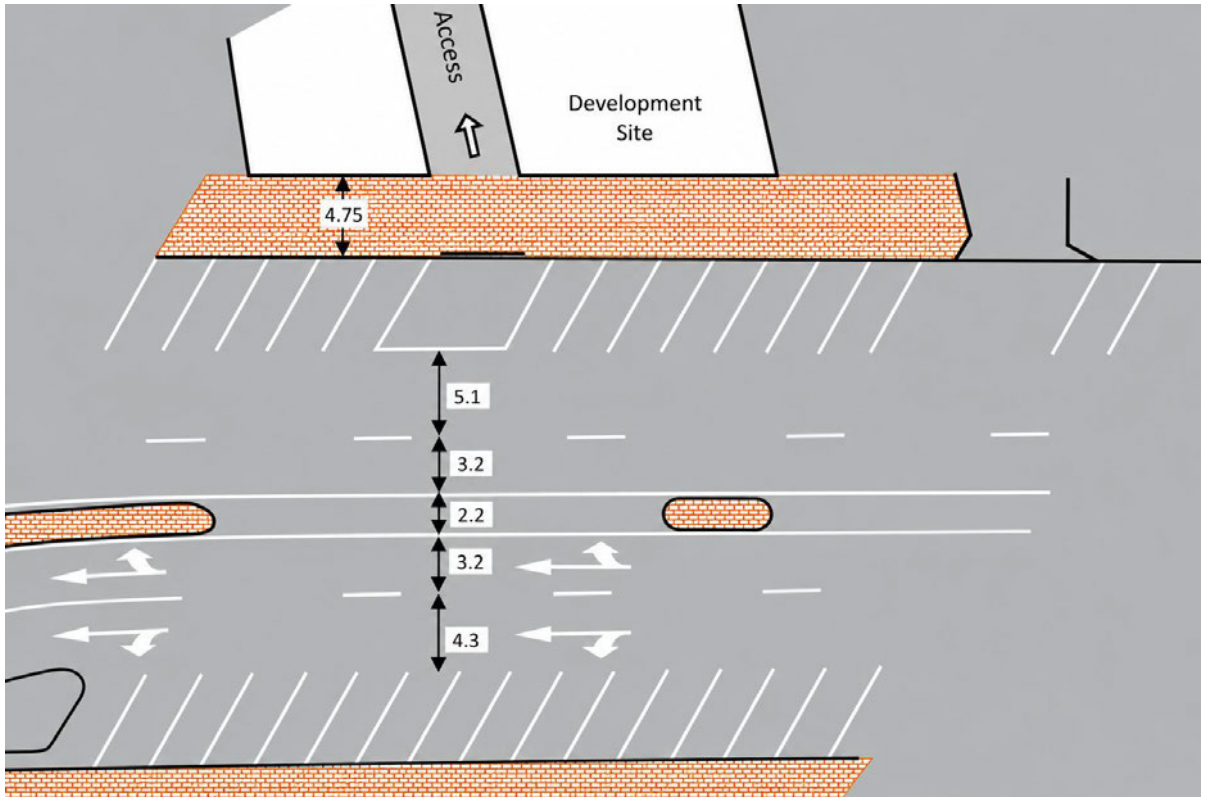



Figure 5 – Boulder Road layout in front of development site

There are no time prohibitions on parking in the angled on-street parking bays. The posted speed limit is 60 km/h and there is a dual lane roundabout at Egan St, approximately 40 m northwest of the development's access driveway (to the left in Figure 5). There are no cycle lanes on Boulder Road.



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# 8. Public transport access

- **Identify/ show the nearest bus and train routes to the development and the locations of the nearest bus stops and train stations.**
- **Describe/ show briefly the pedestrian and cycle links between the development and the bus stops and train station**

The nearest bus stops to the development site are located approximately 100 m to the northwest on Maritana Street, an extension of Boulder Road northwest of Egan St, as shown in Figure 6 below. These stops are service by the Kalgoorlie Transregional services 861 (Circle Route via Hannans), 862 (Circle Route via Boulder) and 863 (Kalgoorlie – Kambalda West via Boulder) with 12 services for each route in each direction between 7 AM and 6 PM on weekdays, reducing to 3 each on the weekends.

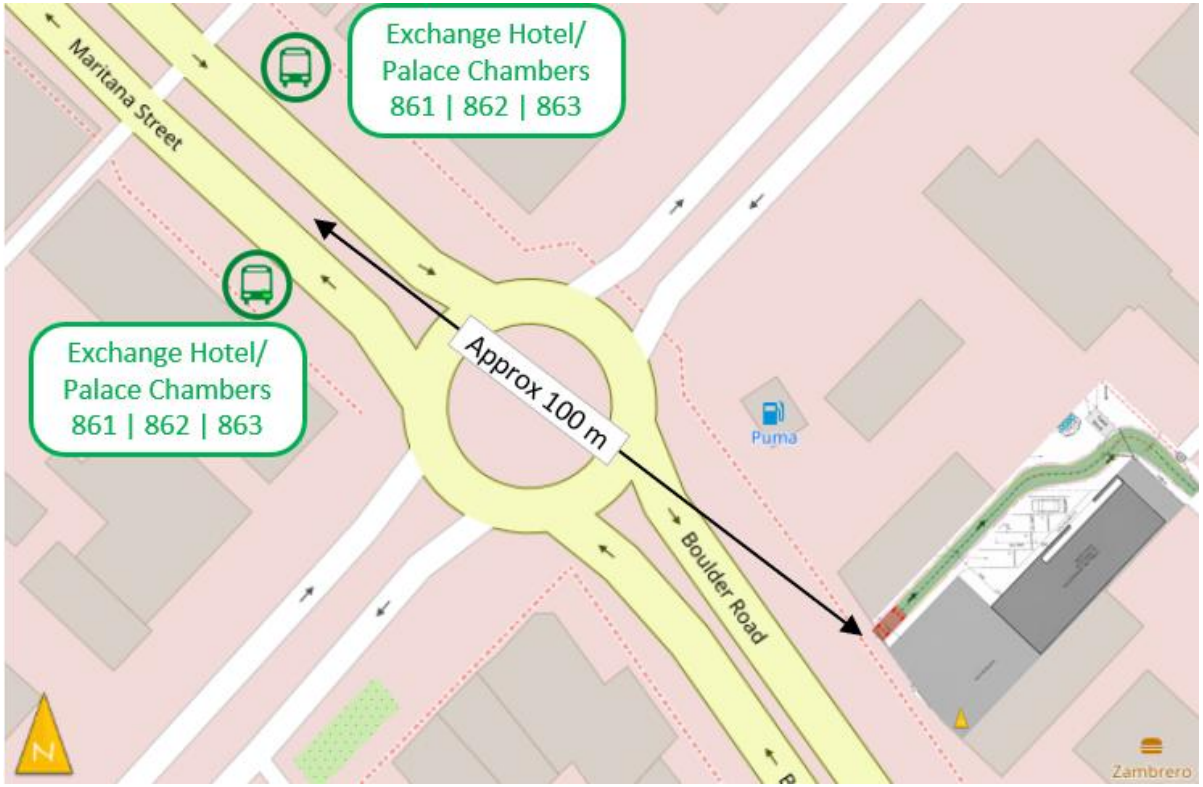



Figure 6 – Closest bus stops to the development site.

There is a path with informal pedestrian crossing facilities at the Boulder Road/ Egan Street/ Maritana Street roundabout between the development site and the two nearest bus stops.



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The nearest passenger railway station is Kalgoorlie Railway Station, located on Forrest Street approximately 1.2 km northwest of the development site, or about a 15–20-minute walk using the existing footpath network through the Kalgoorlie town centre. The station includes an attended booking centre, accessible facilities and connections to Transwa regional road-coach services.

Kalgoorlie Station is the eastern terminus of Transwa's Prospector passenger train, which provides a direct service to East Perth Terminal. The Prospector operates daily, with an additional service on Mondays and Fridays. Under the current timetable, services depart Kalgoorlie at 7:05 am from Monday to Saturday, with additional 3:00 pm services on Monday and Friday. The Sunday service departs at 2:05 pm. The scheduled journey to East Perth is approximately 6 hours 35 minutes to 6 hours 45 minutes. Passengers can transfer to the wider Transperth train and bus network at East Perth or Midland.

The Prospector provides accessible toilets, air conditioning, Wi-Fi, power outlets, onboard entertainment and a buffet service. Bookings can be made online, by telephone or at the Kalgoorlie booking centre.



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# 9. Pedestrian access

- **Describe/ show the existing pedestrian facilities, for example, footpaths, signalised crossings, within the development (if any).**
- **Describe/ show any proposed pedestrian facilities within the development.**
- **Describe/ show the pedestrian facilities on the roads surrounding the development. Outline any proposals by the applicant to improve pedestrian access.**

An existing paved footpath extends along the Boulder Road frontage of the development and connects with the surrounding Kalgoorlie town-centre pedestrian network. The footpath provides access to nearby businesses, community facilities and the bus stops approximately 100 m northwest of the site.

Pedestrian access to the accommodation will be provided from Boulder Road through a controlled gate with coded/ keypad access. Within the site, the development plan identifies a pedestrian path along the building frontage, providing access between the accommodation units, parking area and site entrance. This route will be maintained free of obstructions and provided with appropriate lighting. Where pedestrians cross or adjoin internal vehicle-movement areas, clear sightlines will be maintained and pedestrian priority reinforced through surface treatment or line marking where appropriate.

The Boulder Road/ Egan Street/ Maritana Street roundabout includes traffic islands that allow pedestrians to cross the road in stages. These are informal crossing facilities rather than signalised or marked pedestrian crossings. Given the small scale of the development and its forecast generation of a maximum of four vehicle trips during the peak hour, the proposal is not expected to materially increase pedestrian demand or require modification of the surrounding pedestrian network.



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## 10. Cycle access

- **Describe/show any existing cycle facilities, (for example, cycle parking) within the development.**
- **Describe/show any proposed cycle facilities within the development.**
- **Describe/show any existing cycle facilities on the roads surrounding the development. Outline any proposals by the applicant to improve cycle access.**

There are no dedicated bicycle lanes or segregated cycle paths immediately along the Boulder Road frontage. Cyclists currently use Boulder Road and the surrounding local street network to connect with the wider Kalgoorlie-Boulder on-road and off-road cycling network.

No separate internal cycleway is required given the limited size of the site and the low-speed nature of internal vehicle movements. To support cycling by guests and employees, it is recommended that two secure inverted-U bicycle rails, providing parking for four bicycles, be installed in a visible and accessible location near the accommodation entrance. The bicycle parking area should be clear of vehicle manoeuvring areas and should not obstruct the pedestrian access route.

The proposed development is not expected to generate sufficient cycling demand to warrant changes to the surrounding road or cycle network. Existing local streets provide connections towards the Kalgoorlie town centre and the broader cycling and shared-path network identified by the City of Kalgoorlie-Boulder.

Reference: City of Kalgoorlie-Boulder—cycling and walking trails and Transport WA—Kalgoorlie-Boulder cycle and walkway mapping.



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# 11. Site specific issues

- **Provide details of any site specific transport issues.**

Some flexibility is required here to address these specific issues, as they will be different for each development. The general approach should be along the following lines:

- **Describe any transport issues specific to the development, as discussed and agreed with the approving authority.**
- **Demonstrate that these will not have an adverse impact on the surrounding area, or, if they may, propose remedial measures to redress these impacts.**

Alternatively, the specific issues may relate to demonstrating that the development satisfies a certain policy objective, for example, that a development close to a major train station provides a high level of access to the station and would encourage increased use of the train.

**Overall transport impact.** The development has a low external traffic impact. Its site-specific issues arise from the constrained access, parking and service-vehicle arrangements rather than insufficient capacity on Boulder Road. The accommodation is forecast to generate 24 vehicle trips on a weekday and up to four trips in the peak hour, equivalent to less than one movement every 15 minutes. Existing traffic volumes are well within the capacity of the four-lane frontage road.

**One-way access and rear egress.** Vehicles will enter through the existing IN-only gate on Boulder Road and leave in forward gear through the rear laneway. PlanWA identifies the rear road parcel as Road Isolation (Type 3). The arrangement therefore depends on the City confirming the parcel's legal status, care and control, construction standard and availability for development access. Directional signs and the gate controls should reinforce the one-way arrangement. If the City does not support use of the rear laneway, an alternative access arrangement will be required.

**Parking and accessibility.** Four parking spaces are proposed on site, and the development relies on up to four nearby unrestricted public spaces on Boulder Road for routine overflow demand. These public spaces cannot be reserved for guests. The nominal Local Planning Scheme calculation is ten spaces when guest, staff and service parking are assessed separately. Approval therefore requires the City's acceptance of a parking reduction under clause 37, supported by the parking-management measures described in **Section 3**. The absence of an accessible parking bay and associated accessible accommodation unit is a separate compliance matter that must be resolved with the City and the building surveyor. If an accessible bay and shared area are required, the available general parking supply and management plan will need to be updated.

The proposed 45° on-site parking bays are shown as 2.4 m wide with a 3.7 m aisle. Under AS 2890.1 [4], Class 2 parking bays must be at least 2.5 m wide. The bays comply with all other applicable requirements.

To support cycling by guests and employees, it is recommended that two secure inverted-U bicycle rails, accommodating four bicycles, be installed in a visible and accessible location near the accommodation entrance. The rails should be positioned clear of vehicle manoeuvring areas and must not obstruct pedestrian access.



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**Waste collection and emergency access.** Swept-path assessment confirms that an 8 m waste collection vehicle cannot enter, service and leave the site satisfactorily. The 1,100 L bin will therefore need to be moved to an approved collection point on Boulder Road or the rear laneway on the evening before collection and returned promptly after collection, subject to agreement with the contractor and the City. Large emergency vehicles are also unlikely to enter or manoeuvre within the site and would be expected to operate from Boulder Road or the rear laneway. Emergency access requirements should be confirmed with the relevant emergency services authority.

**Potential access improvements.** Removing the existing toilet block marked for retention will increase the manoeuvring area available for larger vehicles, as well as an accessible parking bay. This change alone may not provide suitable access because the width of the front gates and any overhead structure or height restriction could remain limiting. Any proposal to accommodate large vehicles on site would require coordinated review of the toilet block, gate width, overhead clearance and swept-path geometry.

**Pedestrian interface and conclusion.** The IN-only Boulder Road access avoids vehicles reversing from or exiting the site across the frontage footpath. The access gate, internal pedestrian route and sightlines should remain clear at all times, and bins, parked vehicles and waiting taxis must not obstruct the public footpath. Subject to confirmation of the rear-laneway access, acceptance of the parking variation and management plan, and agreement on waste and emergency servicing, the identified site constraints can be managed without a material adverse effect on the operation or safety of the surrounding road network.



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# 12. Safety issues

- **Identify and discuss any existing or potential safety issues. Where appropriate, suggest remedial measures.**

The previous sections may have identified existing or potential safety issues that should be expanded upon. Examples of possible safety issues include:

- **an access to the development crossing a busy footpath, especially one used by school children;**
- **the development increasing traffic through a busy priority intersection;**
- **direct access onto a busy road; and**
- **the need for pedestrians/cyclists to cross a busy road to access the development.**

This section should also include a discussion of possible measures to address these issues

A review of the reported crash record for the five-year period ending 31 Dec 2025 for Boulder Rd between the roundabout at Egan St and the traffic signals at MacDonald St indicated 4 reported crashes, three on the northwest bound carriageway and 1 on the southeast bound carriageway. All four crashes were Property Damage Only and associated with parking manoeuvres with the angled on-street parking bays. The relatively short distance between the roundabout and traffic signals assists with controlling speeds to less than the safe system impact speeds associated with these parking manoeuvres.

The low forecast volumes associated with the development does not result in safety concerns with on-street parking manoeuvres and path crossing movements. The IN only access removes the risks associated with conflicts between path users and vehicles when vehicles exit a property from behind a blind access driveway corner and eliminates access onto a busy road.

There are no safety concerns or identified warrants to improve to road and/ or path facilities in the vicinity of the development site.



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## 13. References

[1] Austroads, “Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments,” Austroads Ltd, Sydney, NSW, April 2020.

[2] Western Australian Planning Commission, “Transport Impact Assessment Guidelines,” Western Australian Planning Commission, Perth, Western Australia, August 2016.

[3] Government of Western Australia, Planning and Development (Local Planning Schemes) Regulations 2015, Perth, WA: Government of Western Australia, As at 01 Jul 2016, p. 205.

[4] Standards Australia, “AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking,” Standards Australia/ Standards New Zealand, Sydney, 2004.

[5] Government of Western Australia, “City of Kalgoorlie - Boulder | Local Planning Scheme No. 2,” Department of Planning, Lands and Heritage, Perth, 31 Oct 2023.

[6] Standards Australia, AS 2890.6-2022: Parking facilities Part 6: Off-street parking for people with disabilities, vol. 6, Sydney, NSW: Standards Australia, 2022.

[7] Commonwealth of Australia, “Disability (Access to Premises - Buildings) Standards 2010,” Department of Industry, Science and Resources, Canberra, 2010.

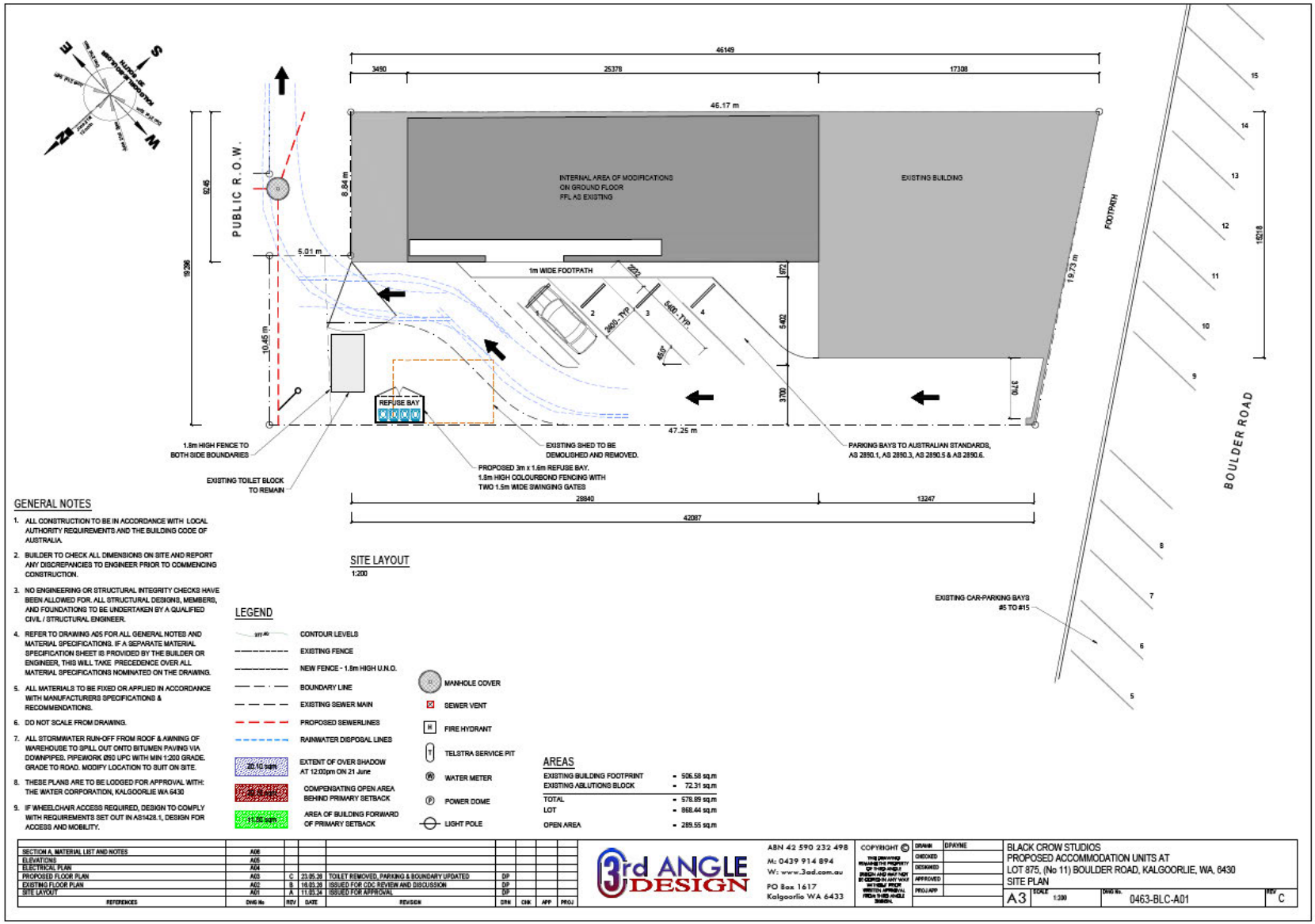
[8] Standards Australia Limited, “AS 2890.5:2020 Parking facilities, Part 5: On-street parking,” Standards Australia, 9 April 2020.

[9] Roads and Traffic Authority NSW, “Guide to Traffic Generating Developments,” Roads and Traffic Authority NSW, Sydney, October 2002.



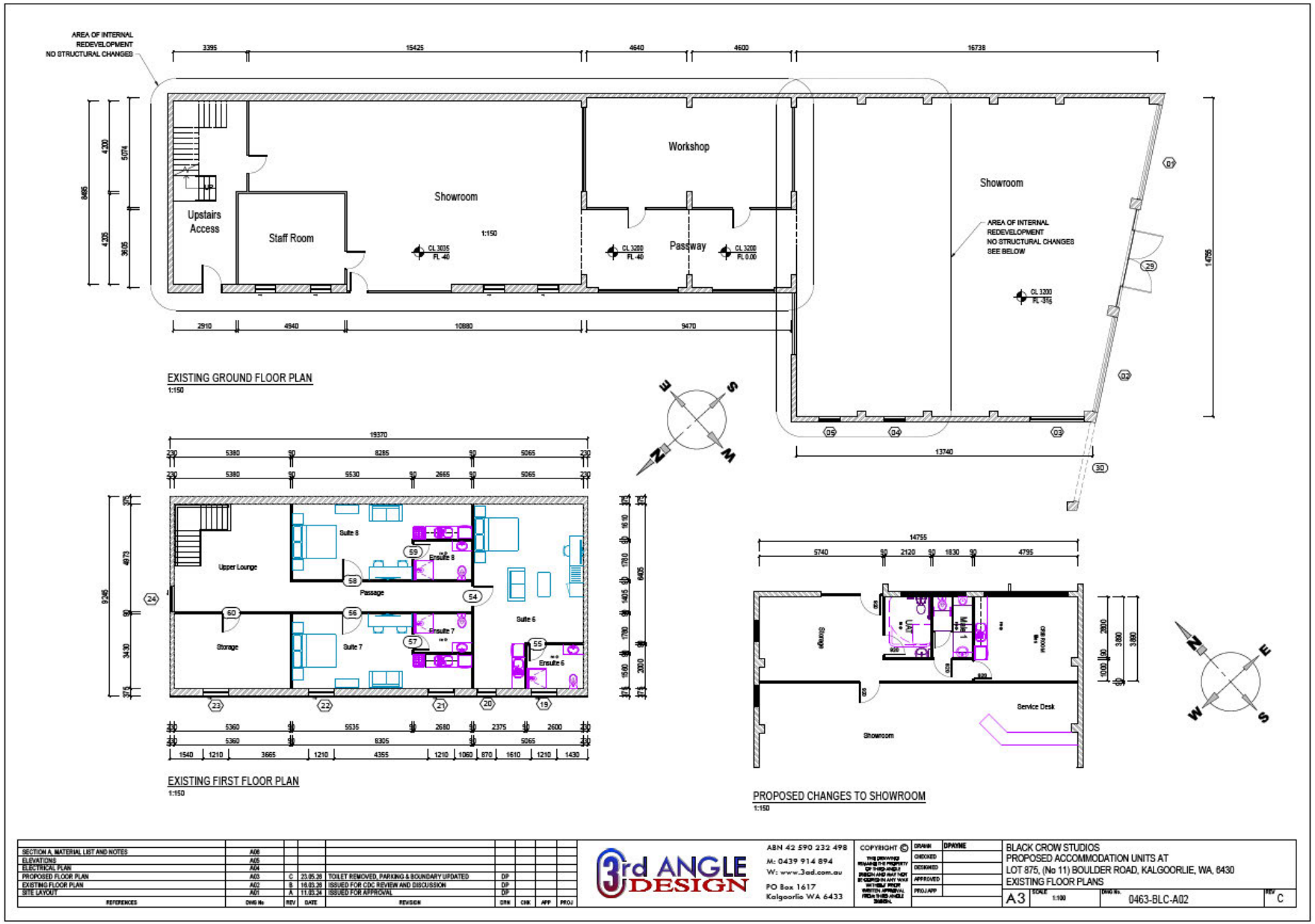
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## 14. APPENDIX A Development Plans



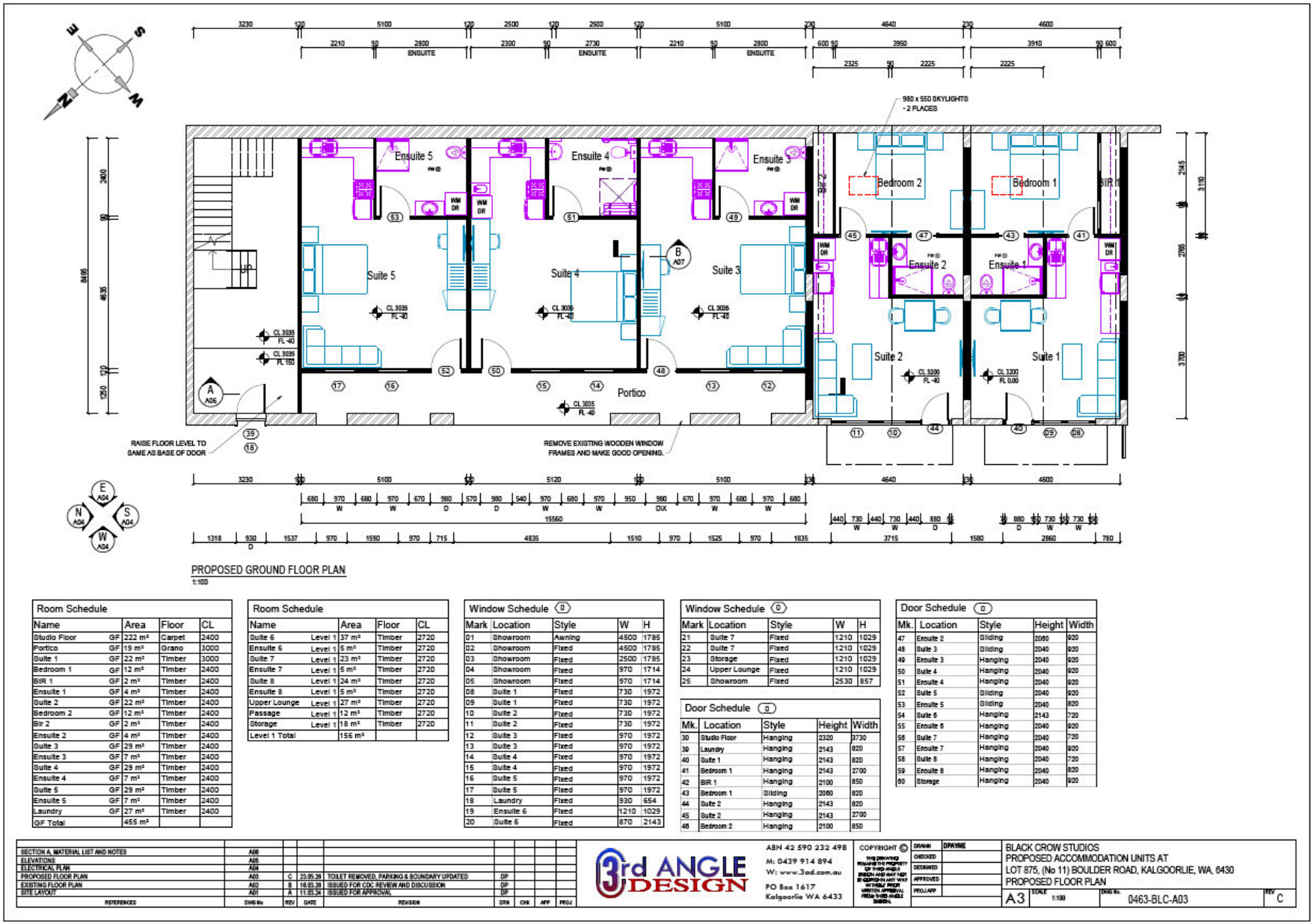



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PROPOSED GROUND FLOOR PLAN
1:100

Room Schedule

| Name | | Area | Floor | CL |
|---|---|---|---|---|
| Studio Floor | GF | 222 m² | Carpet | 2400 |
| Portico | GF | 19 m² | Grano | 3000 |
| Suite 1 | GF | 22 m² | Timber | 3000 |
| Bedroom 1 | GF | 12 m² | Timber | 2400 |
| BIR 1 | GF | 2 m² | Timber | 2400 |
| Ensuite 1 | GF | 4 m² | Timber | 2400 |
| Suite 2 | GF | 22 m² | Timber | 2400 |
| Bedroom 2 | GF | 12 m² | Timber | 2400 |
| Bir 2 | GF | 2 m² | Timber | 2400 |
| Ensuite 2 | GF | 4 m² | Timber | 2400 |
| Suite 3 | GF | 29 m² | Timber | 2400 |
| Ensuite 3 | GF | 7 m² | Timber | 2400 |
| Suite 4 | GF | 29 m² | Timber | 2400 |
| Ensuite 4 | GF | 7 m² | Timber | 2400 |
| Suite 5 | GF | 29 m² | Timber | 2400 |
| Ensuite 5 | GF | 7 m² | Timber | 2400 |
| Laundry | GF | 27 m² | Timber | 2400 |
| GF Total | | 455 m² | | |

Room Schedule

| Name | | Area | Floor | CL |
|---|---|---|---|---|
| Suite 6 | Level 1 | 37 m² | Timber | 2720 |
| Ensuite 6 | Level 1 | 5 m² | Timber | 2720 |
| Suite 7 | Level 1 | 23 m² | Timber | 2720 |
| Ensuite 7 | Level 1 | 5 m² | Timber | 2720 |
| Suite 8 | Level 1 | 24 m² | Timber | 2720 |
| Ensuite 8 | Level 1 | 5 m² | Timber | 2720 |
| Upper Lounge | Level 1 | 27 m² | Timber | 2720 |
| Passage | Level 1 | 12 m² | Timber | 2720 |
| Storage | Level 1 | 18 m² | Timber | 2720 |
| Level 1 Total | | 156 m² | | |

Window Schedule (D)

| Mark | Location | Style | W | H |
|---|---|---|---|---|
| 01 | Showroom | Awning | 4500 | 1785 |
| 02 | Showroom | Fixed | 4500 | 1785 |
| 03 | Showroom | Fixed | 2500 | 1785 |
| 04 | Showroom | Fixed | 970 | 1714 |
| 05 | Showroom | Fixed | 970 | 1714 |
| 08 | Suite 1 | Fixed | 730 | 1972 |
| 09 | Suite 1 | Fixed | 730 | 1972 |
| 10 | Suite 2 | Fixed | 730 | 1972 |
| 11 | Suite 2 | Fixed | 730 | 1972 |
| 12 | Suite 3 | Fixed | 970 | 1972 |
| 13 | Suite 3 | Fixed | 970 | 1972 |
| 14 | Suite 4 | Fixed | 970 | 1972 |
| 15 | Suite 4 | Fixed | 970 | 1972 |
| 16 | Suite 5 | Fixed | 970 | 1972 |
| 17 | Suite 5 | Fixed | 970 | 1972 |
| 18 | Laundry | Fixed | 930 | 654 |
| 19 | Ensuite 6 | Fixed | 1210 | 1029 |
| 20 | Suite 6 | Fixed | 870 | 2143 |

Window Schedule (D)

| Mark | Location | Style | W | H |
|---|---|---|---|---|
| 21 | Suite 7 | Fixed | 1210 | 1029 |
| 22 | Suite 7 | Fixed | 1210 | 1029 |
| 23 | Storage | Fixed | 1210 | 1029 |
| 24 | Upper Lounge | Fixed | 1210 | 1029 |
| 25 | Showroom | Fixed | 2530 | 857 |

Door Schedule (D)

| Mk. | Location | Style | Height | Width |
|---|---|---|---|---|
| 30 | Studio Floor | Hanging | 2320 | 3730 |
| 39 | Laundry | Hanging | 2143 | 820 |
| 40 | Suite 1 | Hanging | 2143 | 820 |
| 41 | Bedroom 1 | Hanging | 2143 | 2700 |
| 42 | BIR 1 | Hanging | 2100 | 850 |
| 43 | Bedroom 1 | Sliding | 2060 | 820 |
| 44 | Suite 2 | Hanging | 2143 | 820 |
| 45 | Suite 2 | Hanging | 2143 | 2700 |
| 46 | Bedroom 2 | Hanging | 2100 | 850 |

Door Schedule (D)

| Mk. | Location | Style | Height | Width |
|---|---|---|---|---|
| 47 | Ensuite 2 | Sliding | 2060 | 820 |
| 48 | Suite 3 | Sliding | 2040 | 820 |
| 49 | Ensuite 3 | Hanging | 2040 | 820 |
| 50 | Suite 4 | Hanging | 2040 | 820 |
| 51 | Ensuite 4 | Hanging | 2040 | 820 |
| 52 | Suite 5 | Sliding | 2040 | 820 |
| 53 | Ensuite 5 | Sliding | 2040 | 820 |
| 54 | Suite 6 | Hanging | 2143 | 720 |
| 55 | Ensuite 6 | Hanging | 2040 | 820 |
| 56 | Suite 7 | Hanging | 2040 | 720 |
| 57 | Ensuite 7 | Hanging | 2040 | 820 |
| 58 | Suite 8 | Hanging | 2040 | 720 |
| 59 | Ensuite 8 | Hanging | 2040 | 820 |
| 60 | Storage | Hanging | 2040 | 820 |

| REFERENCES | DWG No | REV | DATE | REVISION | DRN | CHK | APP | PROJ |
|---|---|---|---|---|---|---|---|---|
| SECTION A, MATERIAL LIST AND NOTES | A00 | | | | | | | |
| ELEVATIONS | A05 | | | | | | | |
| ELECTRICAL PLAN | A04 | | | | | | | |
| PROPOSED FLOOR PLAN | A03 | C | 23.05.26 | TOILET REMOVED, PARKING & BOUNDARY UPDATED | DP | | | |
| EXISTING FLOOR PLAN | A02 | B | 18.03.26 | ISSUED FOR CDC REVIEW AND DISCUSSION | DP | | | |
| SITE LAYOUT | A01 | A | 11.03.26 | ISSUED FOR APPROVAL | DP | | | |

3rd ANGLE DESIGN
ABN 42 590 232 498
M: 0439 914 894
W: www.3ad.com.au
PO Box 1617
Kalgoorlie WA 6433

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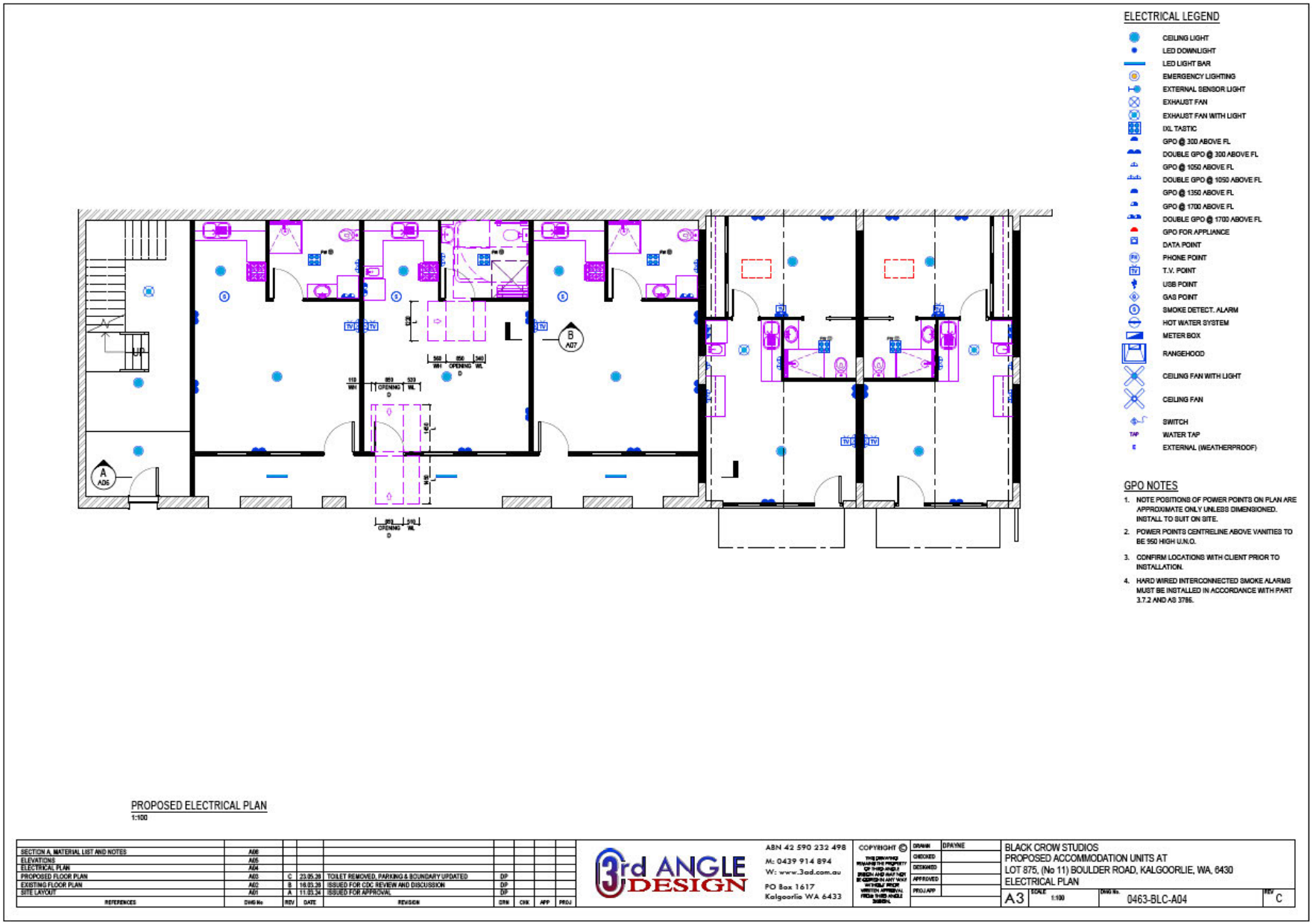
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DESIGNED:
APPROVED:
PROJ APP:

BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
PROPOSED FLOOR PLAN

A3 | SCALE 1:100 | DWG No. 0463-BLC-A03 | REV C

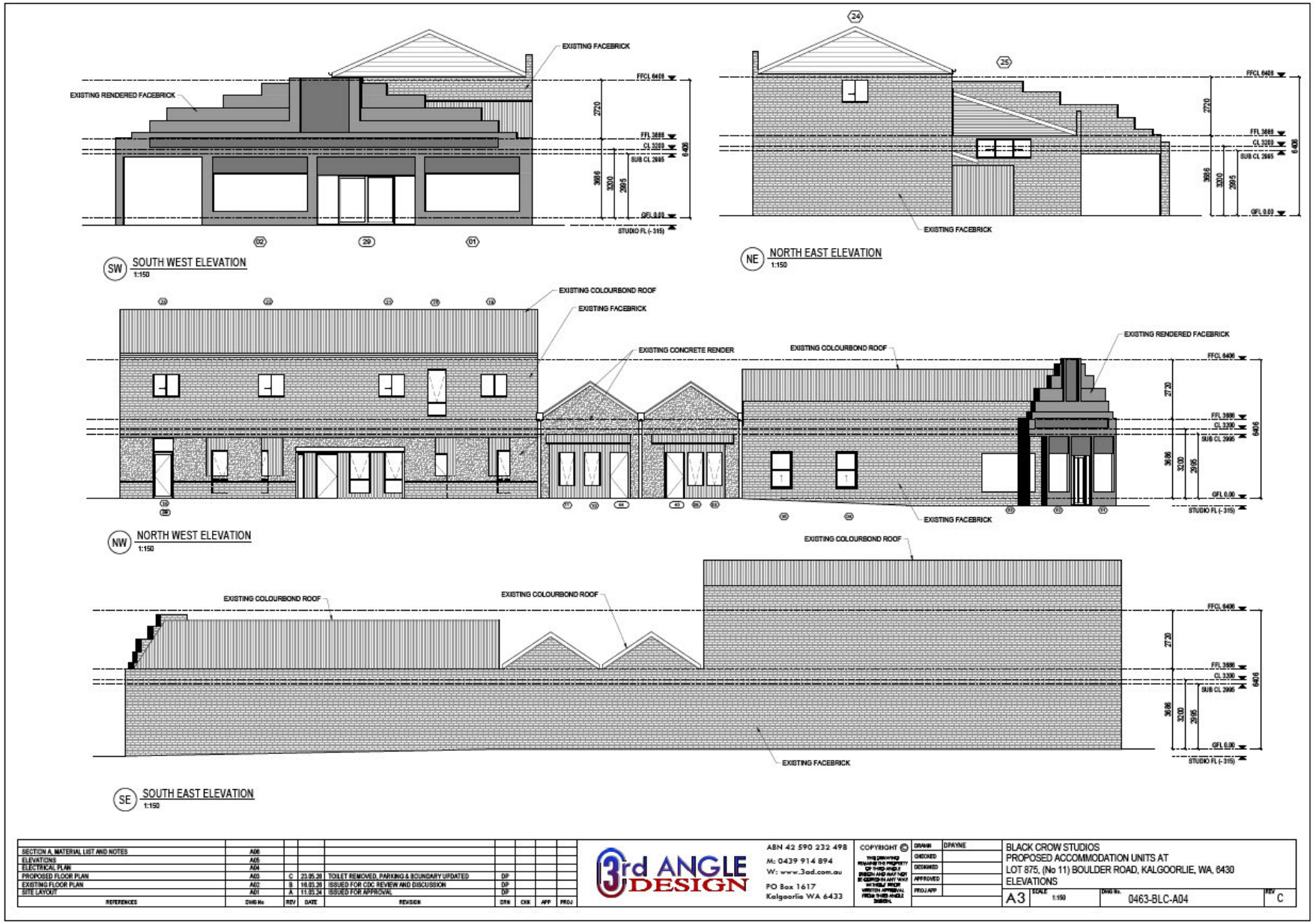


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## CONSTRUCTION

1. ALL WALLS TO BE TIMBER FRAMES WITH STUDS @ 600 CTRS. MAX. 10 GYPROCK - VILLABOARD TO WET AREAS
2. ROOFING TO BE CONSTRUCTED WITH COLOURBOND ROOFING AT PITCH AS SPECIFIED. TO BE CONSTRUCTED IN ACCORDANCE WITH AS1684 AND THE BUILDING CODE OF AUSTRALIA.
3. INSULATION TO EXTERNAL WALLS, CEILINGS AND ROOF.
4. NOTE POSITIONS OF ELECTRICAL ITEMS ON PLAN ARE APPROXIMATE ONLY UNLESS DIMENSIONED
5. ENSURE ALL MECHANICAL VENTILATORS ARE FUMED TO THE OPEN AIR. VENTILATORS INSTALLED AS PER MANUFACTURERS SPECIFICATIONS AND CARRIED TO THE OUTSIDE AIR AS DIRECTLY AS PRACTICABLE.
6. ENSURE ALL MECHANICAL EXTRACTORS ARE FUMED TO THE OPEN AIR. EXTRACTORS INSTALLED AS PER MANUFACTURERS SPECIFICATIONS AND CARRIED TO THE OUTSIDE AIR AS DIRECTLY AS PRACTICABLE.
7. ALL ELECTRICAL FIXTURES & FITTINGS AS SELECTED BY OWNER.
8. SMOKE DETECTOR LOCATION IS DIAGRAMMATIC ONLY & IS SUBJECT TO CHANGE BY LICENSED ELECTRICIAN IN ACCORDANCE WITH AS 3768. SMOKE DETECTORS TO BE HARD WIRED AND INTERCONNECTED AND INSTALLED IN ACCORDANCE WITH PART 3.7.2 AND AS 3786).
9. TILING OF WET AREAS MUST COMPLY WITH PART 3.8.1 OF THE APPLICABLE NCC VOLUME 2 EDITION.
10. CONSTRUCTION OF STAIRS SHALL ADHERE WITH PART 3.9 OF THE NCC VOLUME TWO. PARTICULARS INCLUDE-
    a. NOT MORE THAN 18 & NOT LESS THAN 2 RISERS IN EACH FLIGHT.
    b. GOING IN RISER DIMENSIONS IN ACCORDANCE WITH TABLE 3.9.1.1.
    c. CONSTANT GOING & RISER DIMENSIONS.
    d. NO OPENINGS GREATER THAN 125mm.
11. ALL TOILET ACCESS DOORS, WHERE THERE IS NOT A 1.2m CLEARANCE BETWEEN THE DOOR AND THE TOILET, WILL BE PROVIDED WITH LIFT-OFF HINGES
12. ROOFING TO BE CONSTRUCTED WITH COLOURBOND ROOFING AT PITCH AS SPECIFIED. TO BE CONSTRUCTED IN ACCORDANCE WITH AS1684 AND THE BUILDING CODE OF AUSTRALIA.
13. SELECTED METAL WALL/FAÇADE CLADDING MUST BE SELECTED AND INSTALLED IN ACCORDANCE WITH AS 1562.1.
14. SELECTED TIMBER & COMPOSITE WALL/FAÇADE CLADDING MUST BE SELECTED AND INSTALLED IN ACCORDANCE WITH PART 3.5.4 OF THE NCC.
15. THICKNESS AND TYPE OF GLAZING SHALL COMPLY WITH THE HUMAN IMPACT SAFETY REQUIREMENTS OF PART 3.6.4 OF THE NCC VOLUME TWO.
16. THICKNESS AND TYPE OF GLAZING SHALL COMPLY WITH THE HUMAN IMPACT SAFETY REQUIREMENTS OF PART 3.6.4 OF THE NCC VOLUME TWO.
17. WINDOW OPENINGS IN ROOMS OTHER THAN BEDROOMS, WHERE THE WINDOW SILL IS LESS THAN 865mm ABOVE THE FINISHED FLOOR LEVEL, MUST BE PROTECTED IN ACCORDANCE WITH PART 3.9.2.7 OF THE APPLICABLE NCC VOLUME 2 EDITION.
18. UPPER FLOOR BEDROOM WINDOWS, WHERE THE SILL IS LESS THAN 1.7m ABOVE THE FINISHED FLOOR LEVEL (OF THE EXTERNAL SURFACE) MUST BE PROTECTED IN ACCORDANCE WITH PART 3.9.2.6 OF THE APPLICABLE NCC VOLUME 2 EDITION.
19. ALL PRODUCTS TO BE INSTALLED AS PER MANUFACTURERS SPECIFICATIONS.

## GENERAL NOTES

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND AS DIRECTED BY LOCAL AUTHORITY REQUIREMENTS. ALL WORK TO CONFORM TO:-
   - AS 1684-1993 TIMBER FRAMING CODE
   - AS 3000 ELECTRICAL INSTALLATIONS
   - AS 3500 PLUMBING CODE
   - AS 3660 TERMITE PROTECTION
   - AS 3740 WATERPROOFING OF DOMESTIC WET AREAS
   - AS 2870 RESIDENTIAL FOOTINGS
2. CHECK ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.
3. DO NOT SCALE FROM DRAWING.
4. ALL STRUCTUAL MEMBERS AND FOOTINGS TO BE DESIGNED AND CERTIFIED BY A REGISTERED CIVIL/STRUCTUAL ENGINEER
5. ALL FIXTURES, FITTINGS AND FLOOR FINISHES TO BE SELECTED BY OWNER.
6. ENSUITE, BATHROOMS AND WCs TO HAVE OBSCURE GLASING.
7. FW INDICATES POSITION OF FLOOR WASTE. GRADE ALL FLOORS EVENLY TO FW SHOWER SETDOWN 50mm.
8. HOT WATER UNIT TYPE AND POSITION AS SPECIFIED BY OWNER.
9. GAS CONNECTIONS AS SPECIFIED BY OWNER.
10. CONNECT ALL DRAINS TO UNDERGROUND PIPE. STORM WATER TO BE DIRECTED TO THE FRONT OF THE BLOCK TO DRAIN INTO STREET. PROVIDE ANY ANTI-EROSION PROTECTION AS REQUIRED.

## GENERAL MATERIAL LIST

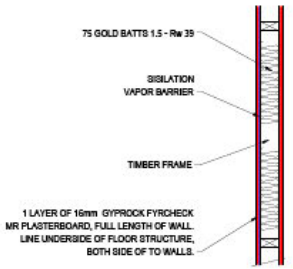
| | | |
|---|---|---|
| 1. | BOTTOM PLATE | 90x45 MGP10 PINE |
| 2. | STUDS & CRTs | 90x45 MGP10 PINE @ 600 CTRS. |
| 3. | CORNER STUDS | 90x45 MGP10 PINE |
| 4. | TOP PLATES | 90x45 MGP10 PINE |
| 5. | BRACES | SPEED BRACE |
| 6. | CEILING JOISTS & CRTs | 90x35 MGP10 PINE @ 600 CTRS. |
| 7. | HANGERS | 150x45, 240x35, AS 1684 |
| 8. | BEAMS & LINTELS | 150x45, 240x45, AS 1684 |
| 9. | RAFTERS & CRTs | 120x35 MGP10 @ 900 CTRS. |
| 10. | RIDGE | 150x35 MGP10 PINE |
| 11. | HIPS & VALLEYS | 150x35 MGP10 PINE |
| 12. | VALLEY BOARDS | 170x35 MGP10 PINE |
| 13. | UNDER PURLINS | 96x51 LVL |
| 14. | ROOF BATTENS | 50x35 MGP10 PINE |
| 15. | STRUTS | 65x63 MGP10 PINE |
| 16. | WIND BRACES | NA |
| 17. | COLLAR TIES | 170x35 MGP10 |
| 18. | FASCIA | METAL FASCIA |
| 19. | BARGES | FIBRE CEMENT BARGE BOARDS |
| 20. | GUTTERING | COLORBOND LYSAGHT COLONIAL |
| 21. | DOWN PIPES | COLORBOND 100x50 |
| 22. | WINDOWS | REFER TO SCHEDULE |
| 23. | DOORS | REFER TO SCHEDULE |
| 24. | ROOF COVER | CUSTOMORB COLOURBOND 42 |
| 25. | WALL EXTERIOR | AS SHOWN ON DRAWINGS |

## CIVIL NOTE

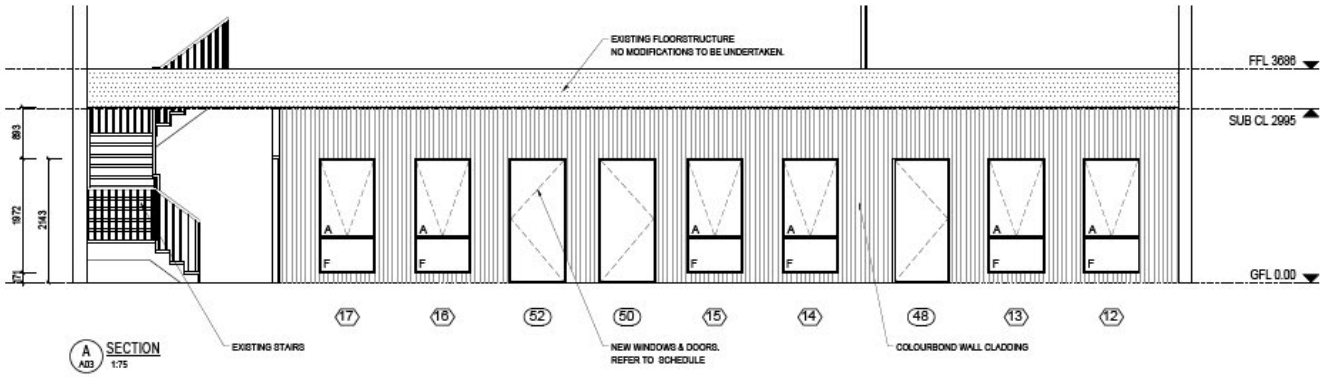
NEW FOUNDATIONS STRICTLY TO ENGINEERS SPECIFICATIONS.
IF SEPARATE MATERIAL SPECIFICATIONS ARE PROVIDED BY THE ENGINEER, THIS WILL TAKE PRECEDENCE OVER ALL MATERIAL SPECIFICATIONS NOMINATED ON THE DRAWING.

## PEST CONTROL NOTE

TERMITE BARRIERS SHALL BE IN ACCORDANCE WITH AS 3660.1 - 2000.
TERMITE BARRIER TO BCA VOLUME 2 PART 3.1.3.
THE TERMITE PROTECTION WILL BE:-
BI-FLEX CHEMICAL TREATMENT




FIREWALL DETAIL 90-90-90 RATING
B A03 SECTION 1:20




A A03 SECTION 1:75

| REFERENCES | DWG No | REV | DATE | REVISION | DRN | CHK | APP | PROJ |
|---|---|---|---|---|---|---|---|---|
| SECTION A, MATERIAL LIST AND NOTES | A06 | | | | | | | |
| ELEVATIONS | A05 | | | | | | | |
| ELECTRICAL PLAN | A04 | | | | | | | |
| PROPOSED FLOOR PLAN | A03 | C | 23.05.26 | TOILET REMOVED, PARKING & BOUNDARY UPDATED | DP | | | |
| EXISTING FLOOR PLAN | A02 | B | 16.03.26 | ISSUED FOR CDC REVIEW AND DISCUSSION | DP | | | |
| SITE LAYOUT | A01 | A | 11.03.26 | ISSUED FOR APPROVAL | DP | | | |

3rd ANGLE DESIGN
ABN 42 590 232 498
M: 0439 914 894
W: www.3ad.com.au
PO Box 1617
Kalgoorlie WA 6433

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DRAWN DPAYNE
CHECKED
DESIGNED
APPROVED
PROJ APP

BLACK CROW STUDIOS
PROPOSED ACCOMMODATION UNITS AT
LOT 875, (No 11) BOULDER ROAD, KALGOORLIE, WA, 6430
SECTIONS, MATERIAL LIST & NOTES

A3 | SCALE AS NOTED | DWG No. 0463-BLC-A06 | REV C



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# 15. APPENDIX B Swept Paths

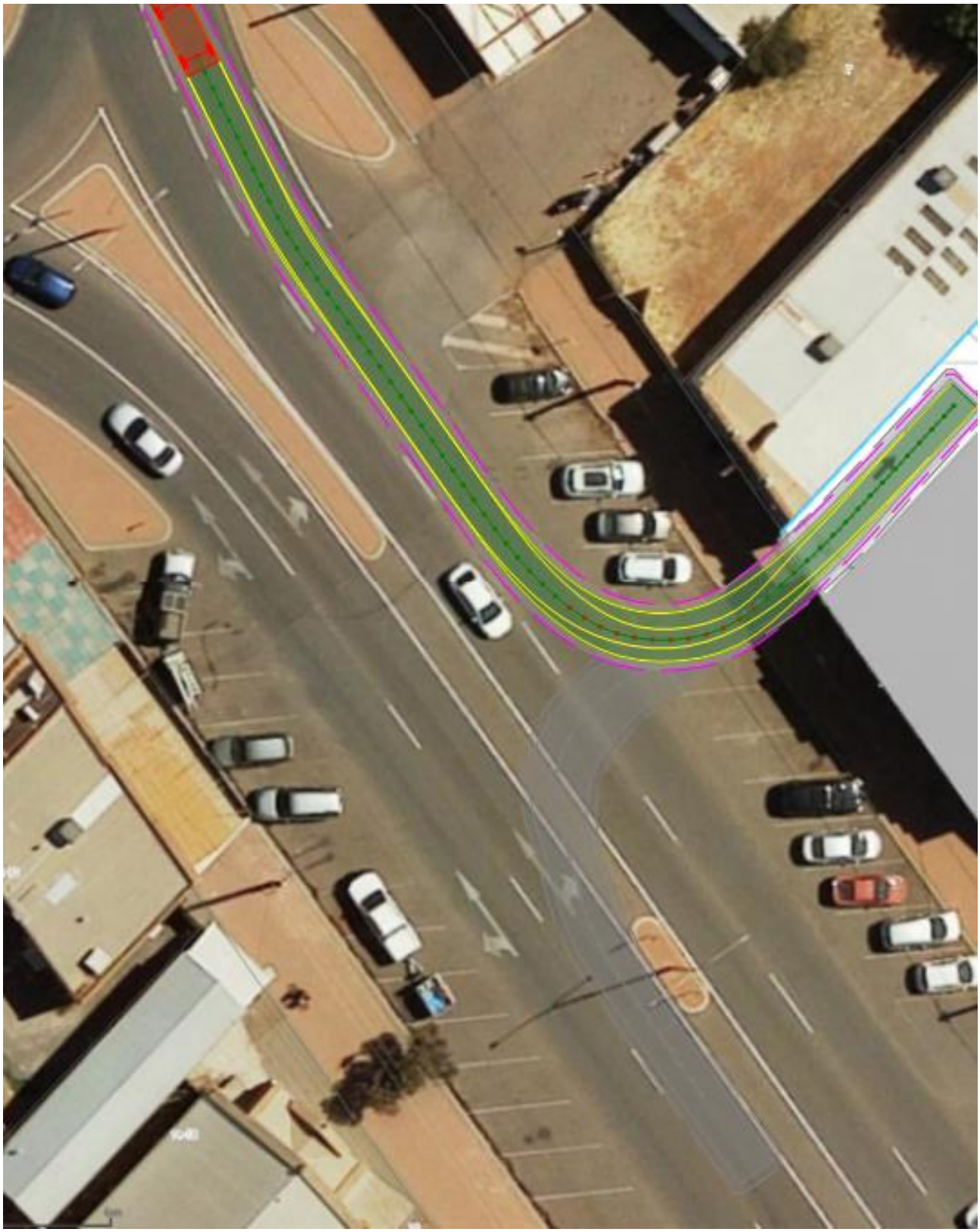


Figure 7 – Southbound B99 Design Vehicle turning left into the one-way IN access driveway



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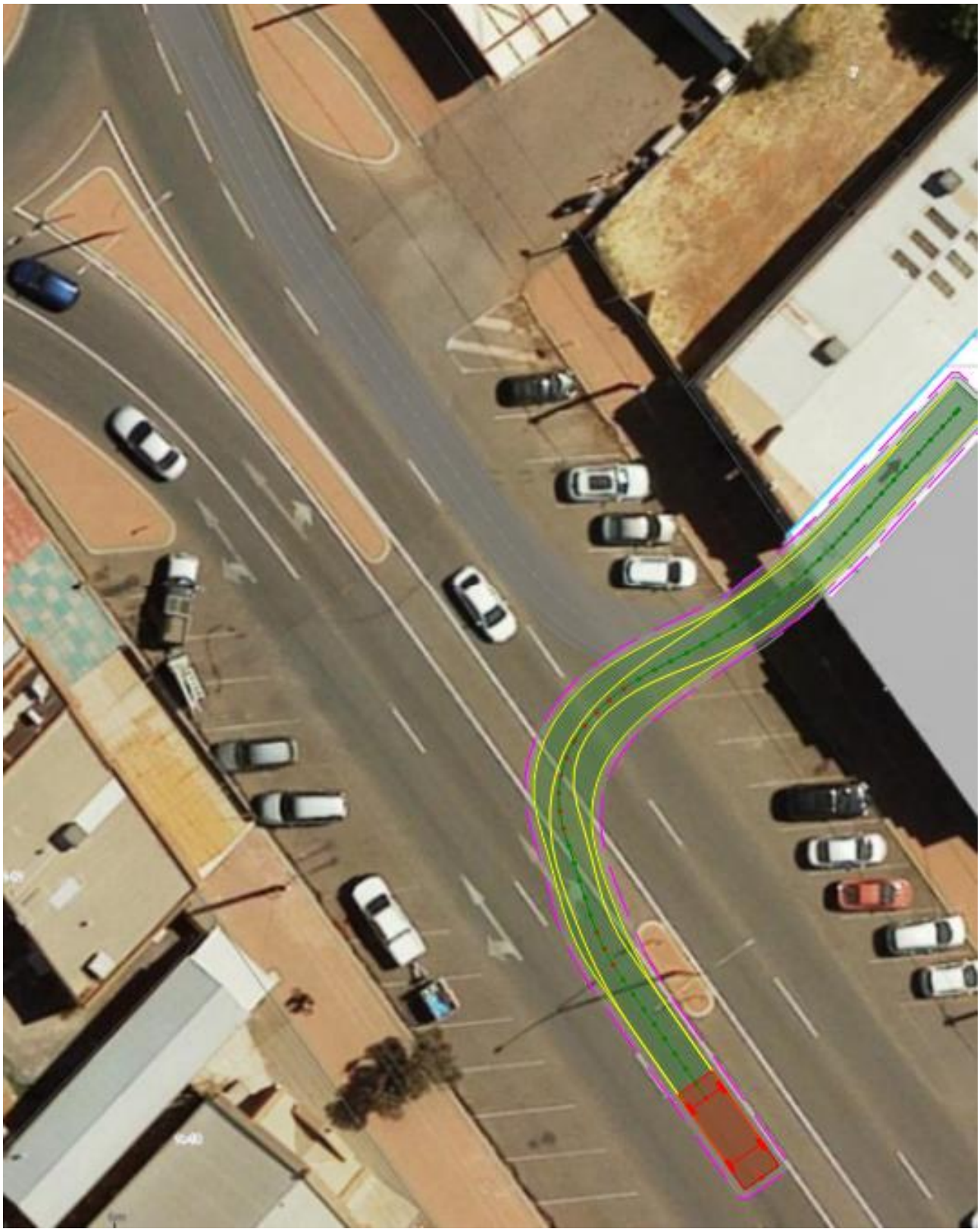


Figure 8 – Northbound B99 Design Vehicle turning right into the one-way IN access driveway



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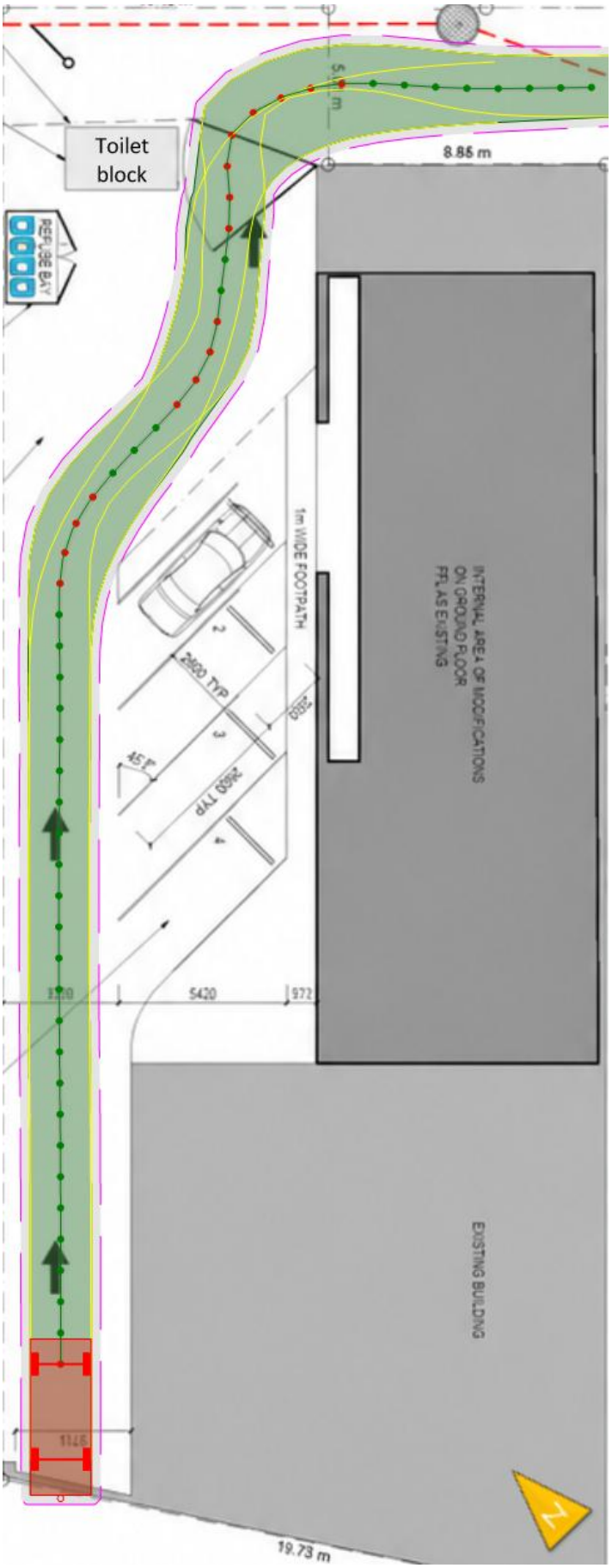



Figure 9 – Internal through movement by B99 Design Vehicle



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Figure 10 – Internal through movement by 8m Waste Collection Vehicle (not possible)



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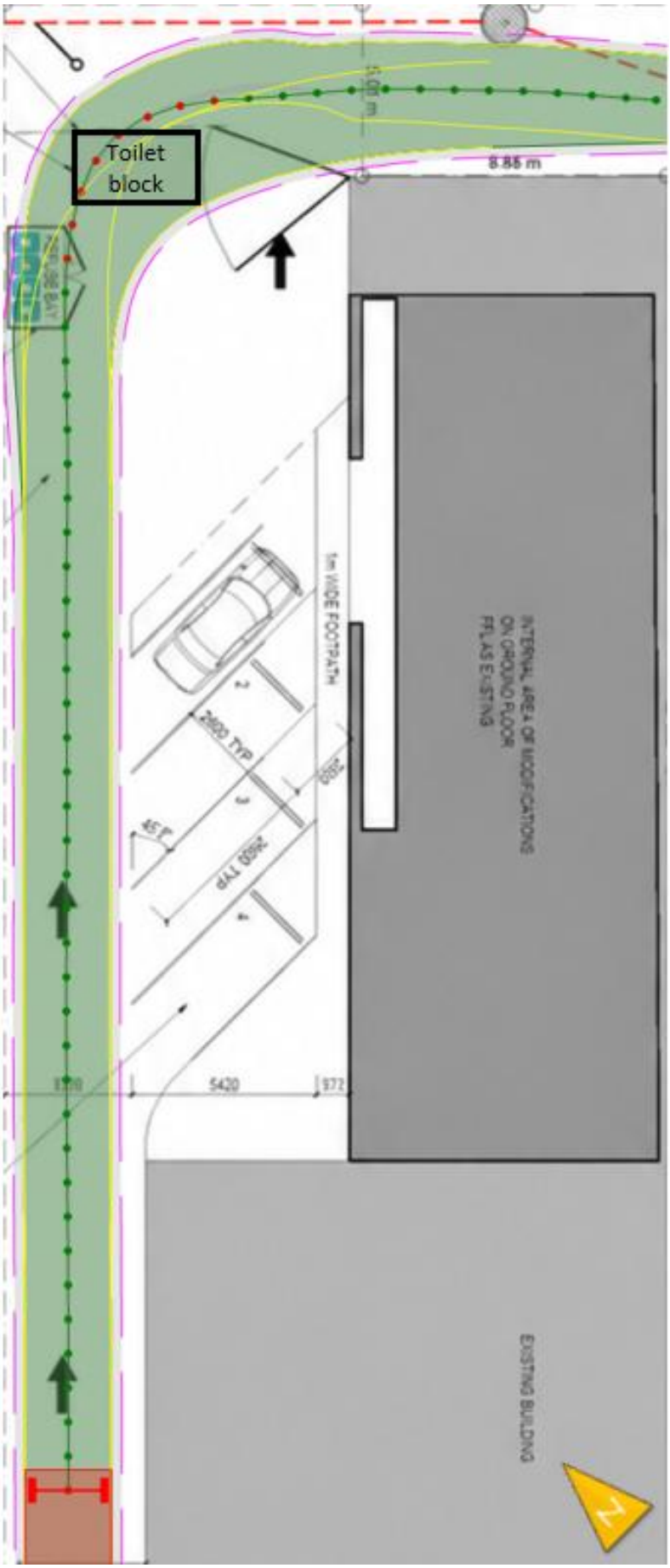



Figure 11 – Internal through movement by 8m Waste Collection Vehicle (requires removal of existing toilet block)



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# 16. APPENDIX C WAPC Transport Impact Statement Checklist

Checklist for a transport impact statement for individual development

- Mark ☒ for items for which information is provided.
- Leave ☐ if the item is not appropriate and enter reason in comment column.
- Provide brief comments on any relevant issues.
- Provide brief description of any proposed transport improvements, for example, new bus routes or signalisation of an existing intersection.

| ITEM | PROVIDED | COMMENTS |
|---|---|---|
| **Proposed development** | ☒ | Section 2, Page 6. |
| regional context | ☒ | Figure 2, page 7. |
| existing land uses | ☒ | Page 6. |
| proposed land use | ☒ | Page 6. |
| context with surrounds | ☒ | Page 6. |
| **Vehicle access and parking** | ☒ | Section 3, Page 8. |
| access arrangements | ☒ | Page 8. |
| public, private, disabled parking set down/pick up | ☒ | Page 10. |
| **Service vehicles (non-residential)** | ☐ | As per existing for Black Crow Studio. |
| access arrangements | ☐ | As per existing for Black Crow Studio. |
| on/off-site loading facilities | ☐ | As per existing for Black Crow Studio. |
| **Service vehicles (residential)** | ☒ | Section 4, Page 12. |
| rubbish collection and emergency vehicle access | ☒ | Page 12. |
| **Hours of operation (non-residential only)** | ☒ | Section 5, page 12. |
| Hours of operation | ☒ | Page 12. |
| **Traffic volumes** | ☒ | Section 6, page 13. |
| daily or peak traffic volumes | ☒ | Daily and Hourly: Page 13. |
| Type of vehicles (for example, cars, trucks) | ☒ | Page 14. |
| **Traffic management on frontage streets** | ☒ | Section 7, page 15. |
| Frontage streets details | ☒ | Figure 5, page 15. |
| **Public transport access** | ☒ | Section 8, page 16. |
| nearest bus/train routes | ☒ | Pages 17 & 18. |
| nearest bus stops/train stations | ☒ | Pages 17 & 18. |
| pedestrian/cycle links to bus stops/ train station | ☒ | Pages 17 & 18. |
| **Pedestrian access/ facilities** | ☒ | Section 9, page 18. |
| existing pedestrian facilities within the development (if any) | ☐ | None. |
| proposed pedestrian facilities within development | ☒ | Page 18. |
| existing pedestrian facilities on surrounding roads | ☒ | Page 18. |
| proposals to improve pedestrian access | ☐ | None warranted. |



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| ITEM | PROVIDED | COMMENTS |
|---|---|---|
| **Cycle access/ facilities** | ☒ | Section 10, page 19. |
| existing cycle facilities within the development (if any) | ☐ | None. |
| proposed cycle facilities within development | ☒ | Page 19. |
| existing cycle facilities on surrounding roads | ☒ | Page 19. |
| proposals to improve cycle access | ☐ | None warranted. |
| **Site specific issues** | ☒ | Section 11, page 20. |
| Describe any site specific issues | ☒ | Pages 20 to 22. |
| **Safety issues** | ☒ | Section 12, page 22. |
| identify issues | ☐ | None identified. |
| remedial measures | ☐ | None warranted. |

| | | | |
|---|---|---|---|
| **Proponent's name:** | David Casotti | | |
| **Company:** | Black Crow Studio Pty Ltd | **Date:** | |
| **Transport assessor's name:** | David Wilkins |  | |
| **Company:** | i3 consultants Pty Ltd | **Date:** | 29/09/2026 |



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Archer Consultants Pty Ltd

PH: 08 6275 6820 ABN: 79 661 164 683

11 Boulder Road, Kalgoorlie WA 6430

# OPERATIONAL WASTE MANAGEMENT PLAN

*Proposed Accommodation Units Development*

Client - Black Crow Studios

Revision - 1A

Prepared for - City of Kalgoorlie-Boulder Council - October 2026

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# INTRODUCTION

Archer Consultants Pty Ltd was engaged by Black Crow Studios prepare a Waste Management Plan (WMP) for approval of a proposed 8 accommodation units development at 11 Boulder Road, Kalgoorlie WA 6430.

The proposed development consists of demolishing the internal structures on site and constructing 8 accommodation units.

In the course of preparing this WMP, the subject site and its environs have been inspected, plans of the development examined, and all relevant council requirements and documentation collected and analysed.

This WMP has been prepared based on the following information:

- Architectural Plans provided by 3rd Angle Design.
- WALGA Commercial and Industrial Waste Management Plan Guidelines.


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# BACKGROUND & EXISTING CONDITIONS

The subject site is located on the eastern side of Boulder Road with the nearby land uses on all sides consisting mainly of commercial properties.

**Figure 1** provides an overview of the area, and its surrounding land uses whilst **Figure 2** provides an aerial view of the immediate area surrounding the subject site.




**Figure 1: Subject Site Location** *source: Google Maps*


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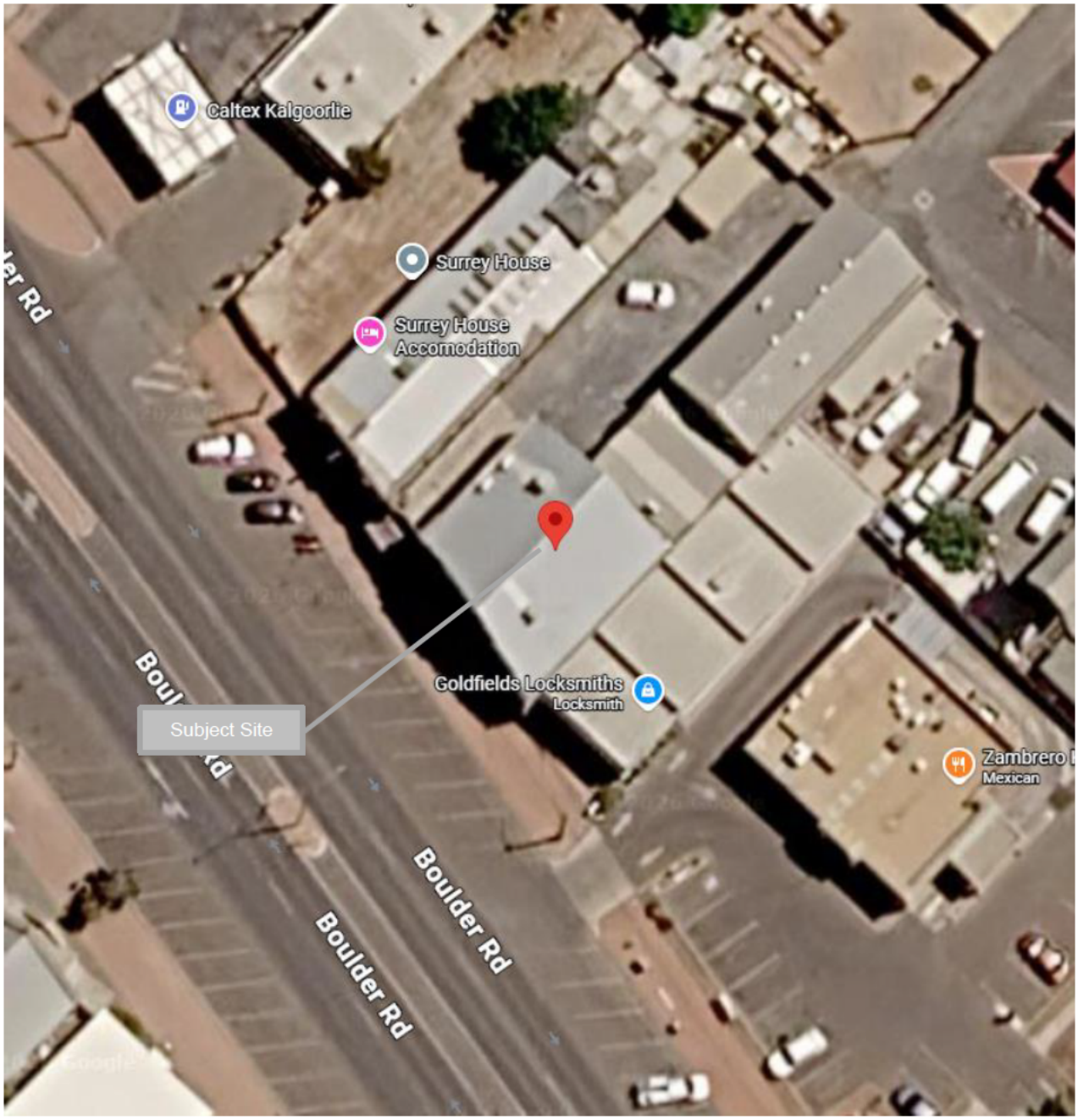



**Figure 2: Subject Site Aerial View** *source: Google Maps*


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# PROPOSED DEVELOPMENT

The proposed development consists of demolishing the internal structures on site and constructing 8 accommodation units.

Access to the units is via the car park at the rear and bin storage area is via the entry from McDonald Street.

The Mobile Garbage bins (MGB's) will be stored within the waste storage area on the ground floor (Refer Figure 5).


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# ANTICIPATED WASTE GENERATION, STORAGE & COLLECTION

Waste collection for the development will be provided by a private contractor.

## Waste Generation

As per the WALGA Multiple Dwelling Development Waste Management Plan Guidelines and the Commercial and Industrial Waste Management Plan Guidelines, the waste entitlement for the land uses of the development are shown below.

| Type of Premises | General Land Waste | Comingled Recycling Waste |
|---|---|---|
| Motel (without public restaurant) | 5L/bed/day | 1L/bed/day |

**Table 1: Typical General and Recycling Waste Generation Rates for Commercial Developments**

NOTE: Generation rates based on rates within the WALGA Commercial and Industrial Waste Management Plan Guidelines. Actual usage can vary and may be generated at a reduced rate. Management will monitor all waste requirements and handling, assessing any needs for waste management plan revisions.

## Waste within Overall Development

Using the general and recycling waste generation rates above, the following can be calculated;

**Accommodation Units (8 Units):**

- 8 x 5L x 7 general waste = 280L per week (uncompacted)
- 8 x 1L x 7 recycling waste = 56L per week (uncompacted)

NOTE: Kitchen Caddies can be used to store and transport food waste, so it can be composted or placed within the general waste MGB (Refer Figure 4).

## Waste Storage and Handling of Waste Streams

Based on the total waste generated by the development, the following Mobile Garbage Bins (MGB's) should be provided for each dwelling:

## Waste Storage Area

- 1 x 360L General Waste MGB – collected and emptied weekly.
- 1 x 240L Comingled Recycling Waste MGB – collected and emptied fortnightly.


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The following table illustrates the typical dimensions of the MGB's mentioned above.

| Size (L) | Height (mm) | Width (mm) | Depth (mm) |
|---|---|---|---|
| 360L | 1,100 | 680 | 848 |
| 240L | 1,060 | 585 | 730 |

**Table 2: Typical Measurements for (Mobile Garbage Bins) MGB's**

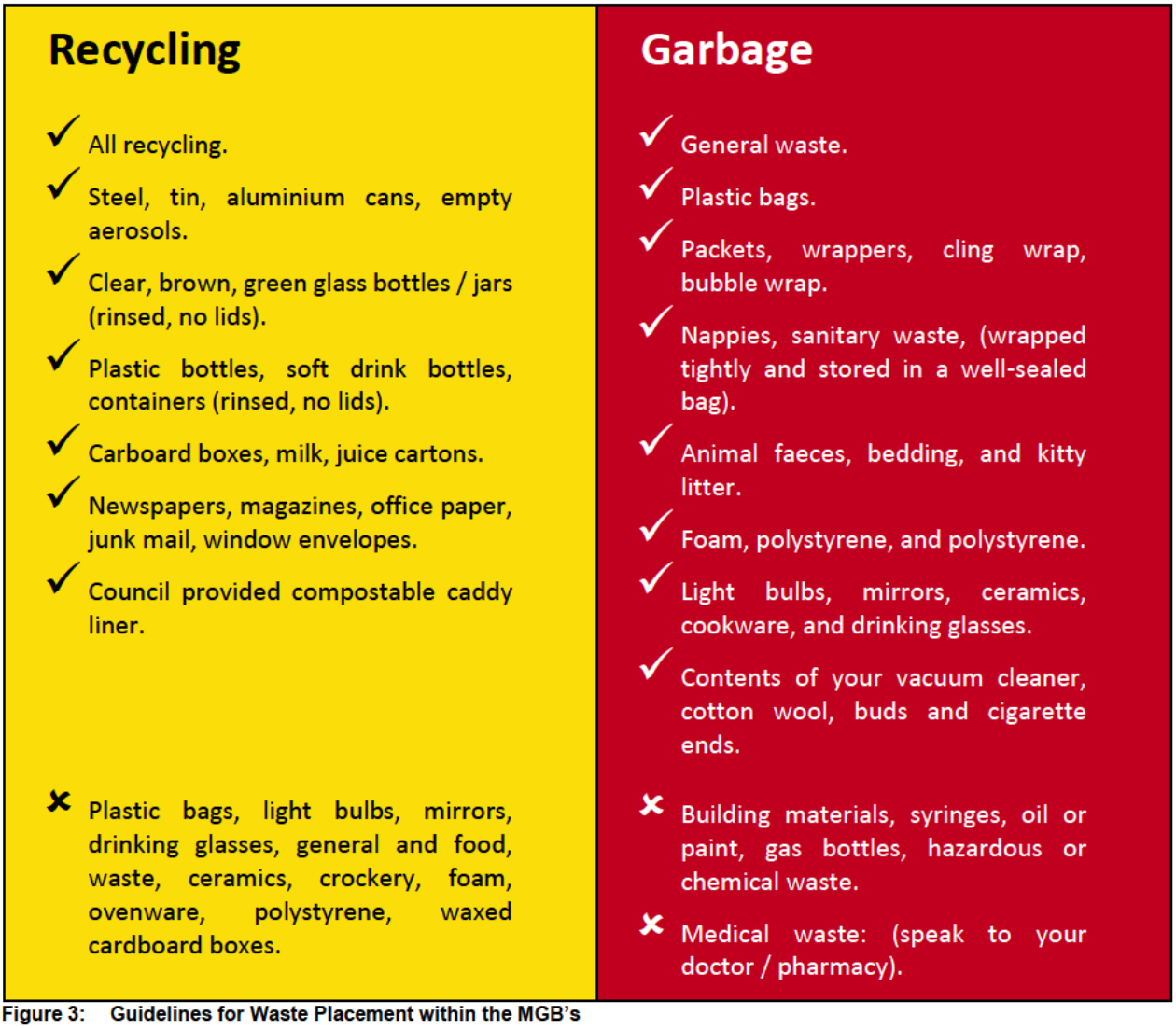



**Figure 3: Guidelines for Waste Placement within the MGB's**



The Kitchen Caddy is a convenient unit, designed specifically to capture, store and transport food waste, so it can be composted.

- 7 Litre Kitchen Caddy.
- Solid caddy featuring sturdy handle and locking mechanism.
- Lid features recycling instructions about food waste diversion.
- Modern design in neutral colour, sits conveniently on the kitchen bench, or can be hung of a door with rear mounting plate.

**Figure 4: Typical Kitchen Caddy**

The following figure illustrates a scaled diagram of the MGB's within the waste storage area.

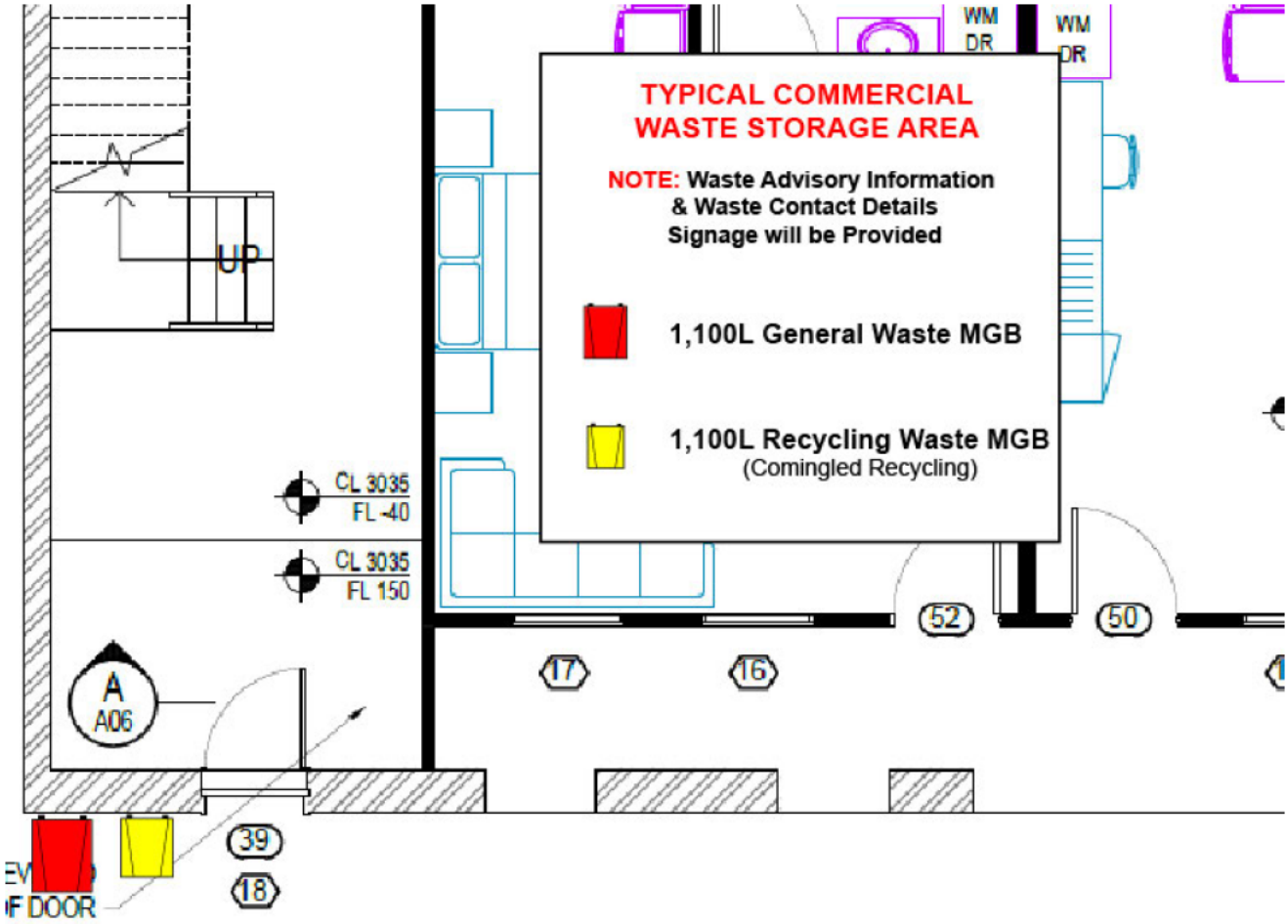



**Figure 5: Scaled Diagram of the MGB's within the Waste Storage Area**


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# WASTE COLLECTION

Waste collection for the development will be provided by a private contractor.

To help ensure collection runs smoothly and enables drivers to pick up, empty and replace the MGB's safely, it's important to:

- Ensure the MGB's are not overfilled with the lids are shut to avoid spills and to protect it from bugs and animals.

The waste collection vehicle will enter the rear of the site via MacDonald Street and the operator will walk to the waste storage area and ferry the MGB's to and from the waste storage area to the waste collection vehicle.

Once all the MGB's have been collected, emptied and returned to the waste storage area the waste vehicle will then exit the site in a forward direction back onto MacDonald Street.

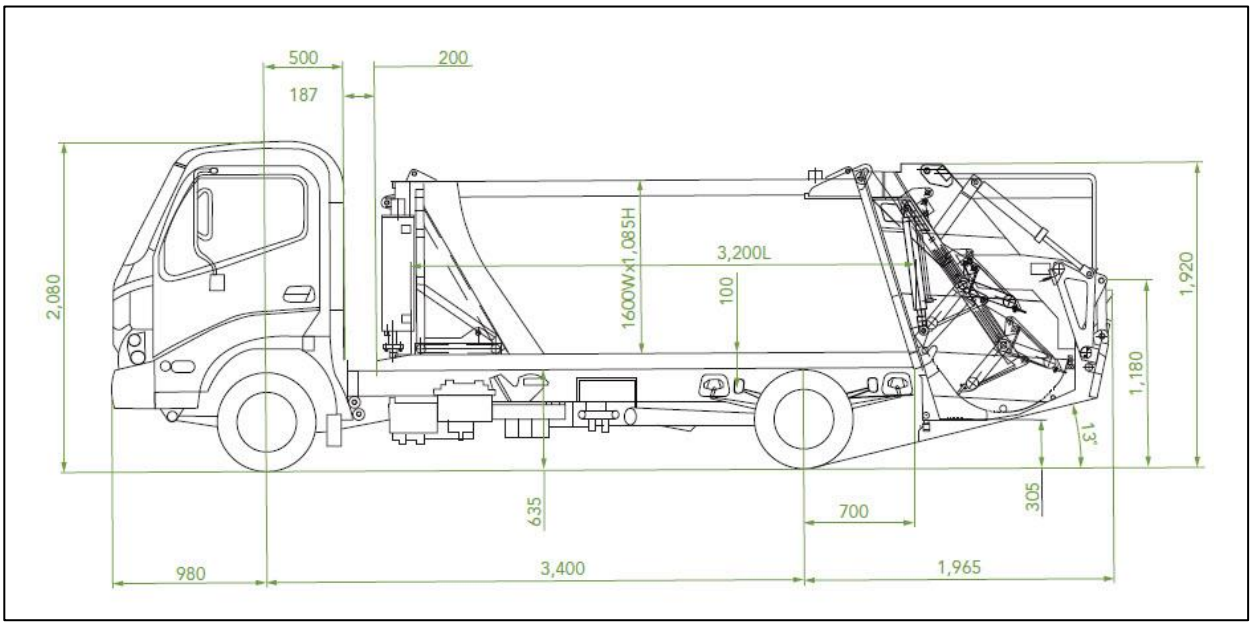



**Figure 6: Diagram of a Typical SRV Waste Collection Vehicle**


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# AMENITY

## Noise

The only noise generated from the waste management at the property will be that of the MGB's being wheeled to / from the waste vehicle emptying the MGB's. Any other noise related to the waste management will be kept to a minimum.

## Ventilation

The waste storage room will have ample ventilation.

## Security & Communication Strategy

All MGB's will be secured within the waste storage area.

Staff will receive detailed documentation detailing all necessary requirements for safe waste management and handling including all relevant contact information.

NOTE: It is recommended that all bins should have appropriate signage showing acceptable and non-acceptable items for each bin.

## Waste Storage Enclosures & Cleaning Facilities

Staff will be responsible for keeping the MGB's clean.

NOTE: It is recommended that the waste storage area consist of; **(1)** Smooth impervious coated/treated ground surface, ensuring the ground is graded to the sewer (100 mm diameter) floor drain outlet. **(2)** Tap and hose (hose cock must be protected from the waste containers) for use of cleaning the MGBs and waste area. **(3)** Waste educational signage with the body corporates contact details.

## Prevention of Vermin

All staff and residents will be advised to not overfill the bins so that the lids are closed at all times. It is suggested to place rat traps in the corners of the waste storage areas.


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# MISCELLANEOUS

## Composting Facilities

Organic waste is a problem in landfill as it produces methane, a harmful greenhouse gas that is 25 times more potent than carbon dioxide. Turning it into compost reduces the impact on the environment and allows waste to become a usable product. Existing landfill sites are also nearing capacity, and the creation of new sites can cause significant detrimental effects through land clearing, loss of habitat for local wildlife, and potential groundwater and soil contamination from the leaching of heavy metals and chemicals.

## Organic (Food/Green) Waste

Food and green waste will be placed within the general waste MGB's.

## Hard Bulky Waste

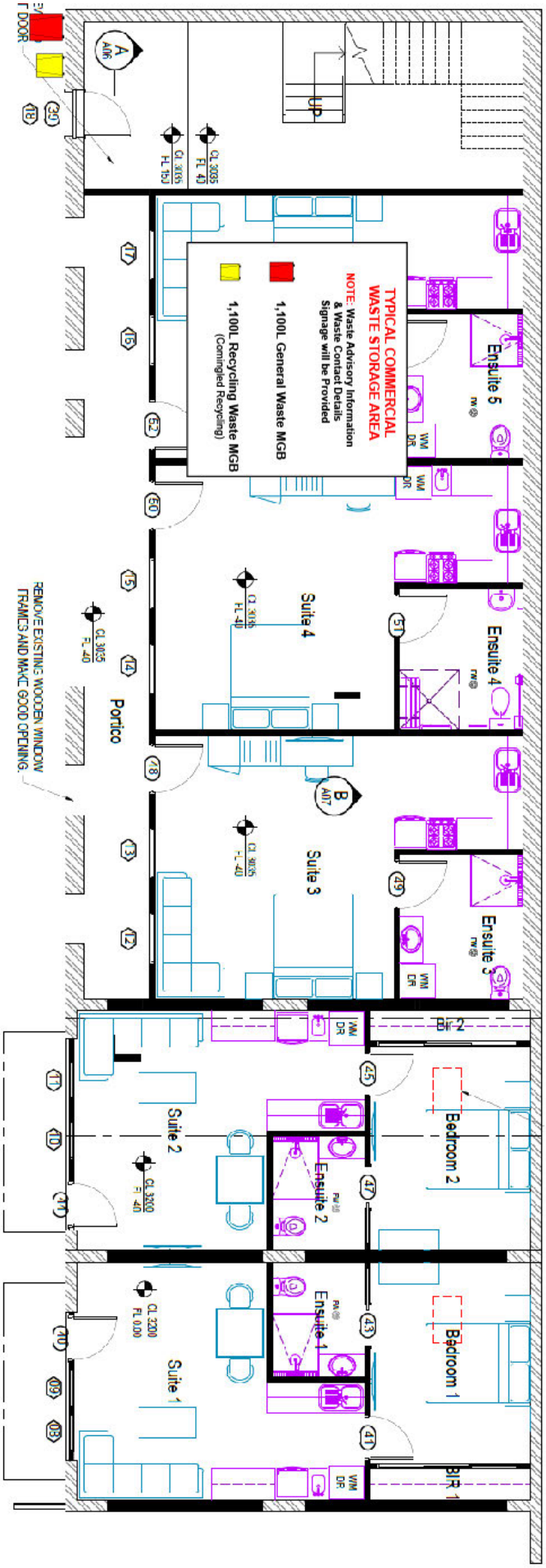
If hard waste is required to be collected, staff will contact the private contractor directly to organise collection.

## E-Waste

Recyclable electronic goods include batteries, equipment containing printed circuit boards, computers, televisions, fluorescent tubes and smoke detectors can be taken to an e-waste waste recovery centre. Some items can be left for free, other e-waste items may have a fee.


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# APPENDIX A – PROPOSED GROUND FLOOR PLAN





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# Operational Management Plan

Tourist Accommodation — Lot 875 (No. 11) Boulder Road, Kalgoorlie WA 6430

Final consolidated version for Council review | 25 October 2026

## 1. Purpose and scope

This plan describes the management of eight short-stay accommodation units, including three existing upstairs units, together with the retained Black Crow Studios shop. It responds to Item 5 of the City of Kalgoorlie-Boulder request for further information dated 4 May 2026. The final parking design is subject to Council feedback and subsequent architectural revision.

## 2. Accommodation and management

There will be eight accommodation units with a maximum of two guests per unit (16 guests overall). Stays may include extended short stays, but no residential leases are proposed. The owners are David Casotti and Monica Casotti. The operator is Black Crow Studio Pty Ltd, trading as Black Crow Studios. Monica Casotti is the 24-hour guest and emergency contact: [redacted] Guests and neighbours may report urgent issues or complaints using this number.

## 3. Shop hours, staffing and supervision

The retained shop operates Monday 10:00 am–5:00 pm; Tuesday–Friday 9:30 am–5:00 pm; Saturday 9:00 am–12:00 noon; closed Sunday. Owners attend during trading hours, generally from approximately one hour before opening until 30 minutes after closing on weekdays and during Saturday trading. No resident caretaker is proposed. One cleaner attends between guest stays and as required; common areas are cleaned twice weekly. Owners remain contactable after hours. MCM Security assists with lockouts and access problems.

## 4. Bookings, arrivals and departures

Guests receive booking instructions and individual access codes before arrival. Self check-in is available from 2:00 pm, including after 5:30 pm. Check-out is before 10:00 am. Arrivals or departures during quiet hours (8:00 pm–7:00 am) must be conducted quietly. Access codes are managed for the booking period. Instructions explain site access, parking, waste separation, quiet hours and emergency contacts. Extended-stay guests remain subject to the same house rules and receive weekly cleaning.

## 5. House rules and site security

Quiet hours are 8:00 pm–7:00 am. Smoking, pets, parties, antisocial behaviour and unregistered visitors are prohibited. Guests must use only their booked accommodation and lawful parking, keep gates and doors secure, and avoid disturbing neighbours. Coded gate and door access,



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CCTV and security lighting support site management. Oversized vehicles and trailers are not permitted in the guest parking bays.

## 6. Complaints and incident management

Management records the time and nature of each complaint, contact details where supplied, actions taken and outcome. The owner contacts the relevant guest promptly, directs any offending behaviour to cease, and attends or arranges assistance as required. Neighbour complaints follow the same process. Serious or repeated breaches may result in termination of the stay and referral to security or police where appropriate.

## 7. Parking, access and vehicles

Four on-site guest parking spaces are shown in the current proposal, allocated during booking subject to availability. Guests without an allocated on-site space are directed to lawful public parking on Boulder Road or nearby streets, subject to actual availability and signs; public bays are not reserved for the business. No parking is permitted in accessways, on footpaths or on neighbouring land. The proposed one-way arrangement is entry from Boulder Road and forward exit through the rear laneway, subject to Council confirmation of the rear access arrangements. The applicant seeks Council feedback on demolishing the existing external toilet block to improve parking and manoeuvring space. If it is retained, the current bays are proposed to be widened to at least 2.5 m, subject to final design compliance. The applicant also seeks clarification on accessible parking requirements and recommends Council consider an on-street accessible bay on Boulder Road if required. Final bay allocation and markings will be updated following Council feedback.

## 8. Cleaning, linen and laundry

Accommodation is cleaned between stays and weekly during extended stays. Clean and used linen are stored separately. Goldfields Laundry Services washes accommodation linen off-site; owners or cleaners transport linen by vehicle. Each of the eight accommodation units will contain one washing machine and one clothes dryer within its bathroom.

## 9. Waste and recycling

Waste handling, storage, collection and recycling will be managed in accordance with the Operational Waste Management Plan prepared by Archer Consultants Pty Ltd, Revision 1A, October 2026, which supersedes all earlier bin and collection proposals. Guest waste is separated and transferred to the designated shared waste storage area by the cleaning/management team.

## 10. Retained shop and deliveries

The reduced Black Crow Studios shop remains at the Boulder Road frontage. Small shop deliveries are made through the front shop entrance using lawful frontage parking. Shop stock and materials remain within the retained shop/workshop and designated internal storage areas. A new internal toilet serves the retained shop; the external toilet block is not required for normal



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shop staff amenities. Linen, cleaning and maintenance visits are scheduled outside principal guest arrival and departure periods where practicable. Service vehicles must not obstruct Boulder Road, footpaths, site access or the rear laneway.

## 11. Management review and updates

The owners will review guest conduct, parking use, complaints, cleaning and waste collection arrangements and make operational adjustments as required. Following Council feedback, the final parking layout and any associated access instructions will be incorporated into this plan. Where Council or the relevant building authority requires changes, the final approved drawings and conditions of approval will govern.

## Supporting documents

3rd Angle Design architectural drawings; i3 Consultants Transport Impact Statement (Final 1, 29 September 2026); Archer Consultants Operational Waste Management Plan (Revision 1A, October 2026); City of Kalgoorlie-Boulder Request for Further Information (4 May 2026).



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