AGENDA
DEVELOPMENT ADVISORY UNIT MEETING

NOTICE OF MEETING

I respectfully bring to the attention of Committee Members that a Development Advisory Unit Meeting will be held in the Melville Civic Centre, 10 Almondbury Road, Booragoon on Monday, 20 April 2026 commencing at 9:30AM.

Kate Bainbridge
Manager Development Approvals

The City of Melville acknowledges the Bibbulmun people as the Traditional Custodians of the land on which the City stands today and pays its respects to the Whadjuk people, and Elders past, present and future.

Use this link to access the City of Melville Council Meetings YouTube channel to watch the live stream or access the recordings of public Council meetings.

Development Advisory Unit

1. **The DAU is not a decision making forum – it is an operational meeting to inform the recommendation to the Manager Statutory Planning on Development Applications and other planning proposals.**

2. **Should any Elected Member wish to discuss the content of any item included as part of the attached agenda, please contact Kate Bainbridge, Manager Statutory Planning and Building. Contact should be established as soon as possible after the publication of the agenda to the City of Melville website. Contact details are as follows: Tel 9364 0626 or via the Elected Members Portal.**

3. **Should an Elected Member propose that an item on this agenda be referred to Council for determination, a request to that effect must be made to the Chief Executive Officer (CEO). This request shall be made in accordance with the requirements set out by DAU Terms of Reference contained within Local Planning Policy LPP 1.1 'Planning Process and Decision Making'.**

4. **Should any applicant or adjoining property owner object to any proposal included as part of this DAU agenda, then an opportunity exists to request that the application be determined by Council. All such requests should be referred to an Elected Member of Council for the Ward within which the development application is located. An Elected Member may request that the application be determined by Council. Any call up request from an Elected Member shall be made in accordance with the requirements set out by DAU Terms of Reference contained within Local Planning Policy LPP 1.1 'Planning Process and Decision Making'.**

5. **In the absence of any referral request, a decision on any application included as part of this DAU agenda can take place under delegated authority to the Manager Statutory Planning and Building, after midday on the second Monday after the Friday publication of the minutes to the City's website. In the event that the DAU Agenda is not published to the City's website until the Monday after the DAU meeting, a decision on the application can still take place the following Monday.**

DISTRIBUTED: 29 MAY 2026

Contents

1 ATTENDANCE AND APOLOGIES

In Attendance

Officer	Role
Ms K Bainbridge	Manager Statutory Planning
Mr T Cappellucci	Principal Statutory Planner
Mr G Davey	Statutory Planner
Mr C Sturges	Acting Senior Statutory Planner
Mr J Caracciolo	Senior Statutory Planner
Mr L Johnson	Senior Statutory Planner
Ms S Meloncelli	Principal Building Surveyor
Mr T Nguyen	Senior Environmental Health Officer

Apologies

Nil

2 BUSINESS

	Matters for consideration	Notes from meeting
UP26/112	DA-2025-1168 – Alterations and Additions to Existing Tavern (Raffles Hotel) – 70-72 Cannning Beach Road, Applecross	

3 OUTCOMES

The following items are to have recommendations created and included in the next agenda:

- Nil

The following items are to be deferred to the next DAU and represented with more information:

- Nil

4 ITEMS

UP26/112 Alterations and Additions to Existing Tavern (Raffles Hotel) - No.70-72 Canning Beach Road, Applecross

Ward	Applecross – Mount Pleasant
Category	Operational
File Number:	
Responsible Officer:	Manager Development Approvals
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	None
Application Number:	DA-2025-1168
Applicant:	Urbis
Owner:	Raffles Hotel Freehold PTY LTD
Proposal:	Alterations and Additions to Existing Tavern (Raffles Hotel)
Attachments:	1. Development Plans 2. Acoustic Report 3. Traffic Statement

COUNCIL'S ROLE

Quasi-Judicial: When the Council determines an application/matter that directly affects a person's rights and interests. The judicial character arises from the obligation to abide by the principles of natural justice.

SUMMARY

- Development approval is sought for Alterations and Additions to the Existing Tavern (Raffles Hotel) at Lot 1 (Nos.70-72) Canning Beach Road, Applecross. The proposal primarily comprises of internal works within the existing building to provide an additional floor area as a sports bar. The area subject of the proposed additional floor area is currently in use as storage and back of house facilities such as a freezer and cool rooms.
- The subject development application has been assessed against Local Planning Scheme No.6 (LPS6), relevant local planning policies including Local Planning Policy 1.1 – Planning Processes and Decision Making (LPP 1.1) and the Canning Bridge Activity Centre Plan (CBACP).
- The proposed sports bar is an expansion of the existing Tavern land use which is not a preferred land use under the CBACP (i.e. discretionary land use).
- This required that the application was advertised in accordance with the provisions of LPP 1.1 and the *Planning and Development (Local Planning Schemes) Regulations 2015* to assist the City in determining the appropriateness of the additional land use area at the subject site.
- In response, four submissions of objection and one support was received. As a result of the objections received, the application is required to be referred to DAU. Concerns raised by the submitters related to pedestrian safety crossing Canning highway, anti-social behaviour and customer access to the new Sports Bar on-site via the lobby within the subject building.

- Accordingly, this application was discussed in accordance with LPP 1.1 at the Development Advisory Unit (DAU) meeting held on 20 April 2026.
- At the above DAU meeting, it was identified that the initially submitted Acoustic Impact Statement (AIS) was inadequate for the nature of the expanded land use and immediate context of the site. Therefore, a subsequent report (Attachment 2) was requested and then provided to the City for review. The City's Environmental Health team has reviewed this report and has supported the report, subject to specific conditions being recommended as part of this report.
- Following the final assessment (which has considered objections received, external agency comments from the Department of Planning, Lands and Heritage and Main Roads WA, internal comments received and the planning framework assessment) it is considered that the development is acceptable and appropriate for approval.
- It is recommended that the development application is approved subject to conditions, including conditions to ensure the acoustic aspects of the development are controlled when the use commences on-site.

OFFICER RECOMMENDATION

That the Development Advisory Unit recommend approval of the Alterations and Additions to Existing Building (Raffles Hotel), subject to the following conditions:

Conditions:

1. **This Development Approval requires the development to be undertaken in accordance with the submitted application stamped as approved.**

2. **The maximum number of patrons permitted within the new portion of the Tavern (Sports Bar) premises at any one time is strictly limited to 150 patrons, with a maximum distribution of 130 patrons in the indoor areas and 20 patrons in the outdoor seating areas.**

3. **No live music is permitted within the new portion of the Tavern (Sports Bar) premises. Ambient background music and television audio must be set at a level that does not exceed or dominate patron noise emissions, ensuring compliance with the *Environmental Protection Noise Regulations 1997*.**

4. **All external sliding doors, windows, and operable facade elements must be closed during the broadcasting of major live sporting events.**

5. **All Noise control requirements and recommendations contained within the acoustic report prepared by Stantec (Ref: 301270876) for the development to achieve compliance with the *Environmental Protection (Noise) Regulations 1997* are to be implemented and complied with at all times to the satisfaction of the City. Where any changes outside of these recommendations are proposed or where equipment specifications and locations could not be determined at the design stage for accurate noise modelling, further assessment by an acoustic consultant is to be completed and submitted to the City prior to construction commencing to confirm compliance with the *Environmental Protection (Noise) Regulations 1997 .***

6. **Prior to the initial occupation of the development, a Waste Management Plan is to be submitted to and approved by the City. Once approved, the development is to be constructed and operated in accordance with the Waste Management Plan, to the satisfaction of the City.**

PURPOSE

The purpose of this report is to provide an outline of the key matters of consideration for the proposed development, outline where discretion is required to be exercised and appropriateness of this discretion against the relevant performance criteria and provide an officer recommendation.

STRATEGIC ALIGNMENT

Outcome	3	Sustainable, connected development and transport infrastructure across our City.
	4	Economic prosperity and vibrant resilient communities and businesses.
Objective	3	Sustainable and Connected Development
	3.1	Facilitate enhanced and sustainable urban development and amenity.
	3.4	Protect and promote the City's character and heritage.
	4	Vibrant and Prosperous
	4.1	Facilitate vibrant activated local places and centres.
	4.2	Increase awareness of Melville as a tourism and eco-tourism destination.
	4.4	Support local business growth and resilience.

BACKGROUND

This development application seeks approval for Alterations and Additions to Tavern (Raffles Hotel) at Lot 1 (Nos.70-72) Canning Beach Road, Applecross. The site is known as the Raffles Hotel and already consists of an existing Tavern on the ground floor and a restaurant on the first floor. The subject application proposes a new Sports Bar to be located on the ground floor within the existing building, which is an extension of the Tavern land use. Currently, the area subject of this application is being used as storage and back of house facilities such as a freezer and cool rooms. Prior to being used as a storeroom/cool room, this area had been approved to be used as a liquor store.

The City of Melville Local Planning Scheme No. 6 (LPS6) sets land use permissibility. Under Table 3 – Zoning Table of LPS6 the site is zoned Centre C2 and as per Clause 18 (7) of LPS6, land use per permissibility defers to the CBACP. As Tavern is not specifically listed as a preferred land use within the Q1 quarter of the M15 Zone of the CBACP, advertising of the proposal was undertaken in accordance with Clause 3.4 of LPP1.1 and the *Planning and Development (Local Planning Schemes) Regulations 2015*. Advertising commenced on 6 February 2026 and concluded on 24 February 2026 (14 days) and was undertaken via written correspondence to the owners/occupiers of the properties within a 200m radius of the site. Publication of the development plans and supporting documents initially provided as part of the application were listed on the City's website.

Since advertising occurred, as part of the City's assessment of the application, it was identified that the initially submitted Acoustic Impact Statement (AIS) was inadequate for the nature of the proposed sports bar given the immediate context of the site. Therefore, the City requested a more detailed Acoustic Report to demonstrate that the impact of the Sports Bar will have no additional adverse impact on noise sensitive premises. The applicant has subsequently provided an Acoustic Report (Attachment 2) which has been reviewed and supported, subject to specific conditions recommended as part of this report.

Five submissions were received during the advertising period, four objecting to the proposal and one supporting the proposal. A summary of the submissions, along with the officer's comments, is tabled below. As a result of the objections received, the application has progressed through the City's DAU process with a recommendation that the development be supported subject to conditions.

Figure 1. Subject site (outlined in red) aerial image

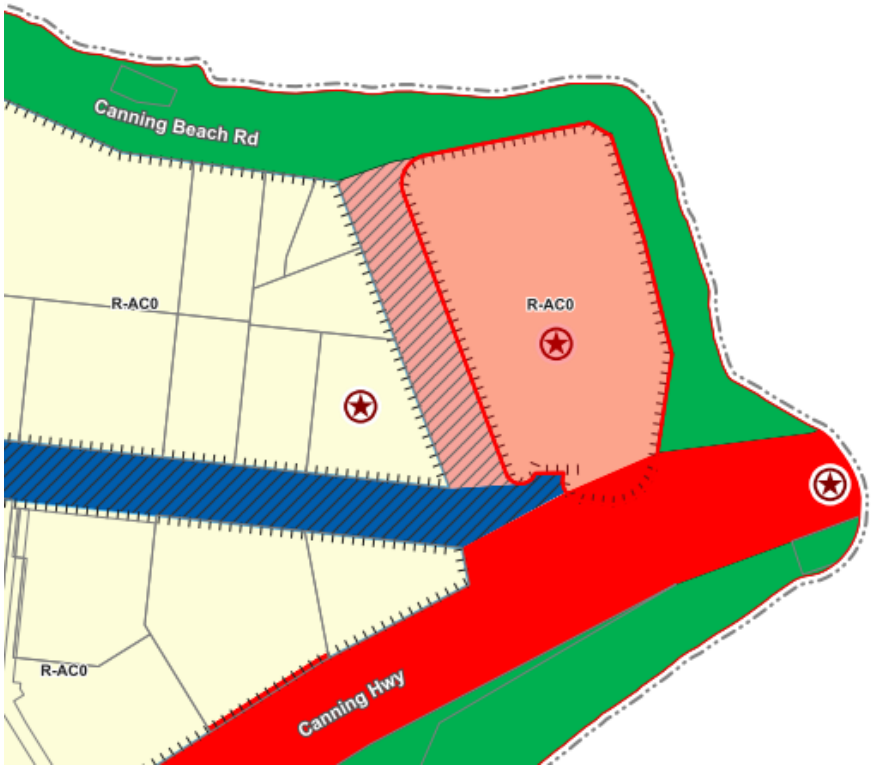


Figure 2. LPS6 zoning context map with subject site outlined in red

Scheme Provisions

MRS Zoning		Urban
LPS Zoning		C2 – District Centre
R-Code		R-ACO
Use Type		Tavern
Use Class		LPS6 defers to the CBACP for land use permissibility – however the CBACP has not specifically listed the use as a preferred land use (note: Small Bar is a preferred land use)

Site Details

Lot Area		8567m²
Retention of Existing Vegetation		N/A
Street Tree(s)		Yes
Street Furniture (drainage pits etc.)		Yes
Site Details		Existing Mixed-Use Development including the Raffles Hotel which includes a Tavern and Restaurant. The subject building is also on the State Heritage List, and Local Heritage List.

CONSIDERATION

The application has been assessed against the provisions of LPS6, CBACP and relevant Local Planning Policies. The proposal complies with all the relevant development requirements except for those matters listed below, for which a performance assessment is required.

The development application has also been referred to and assessed by Main Roads WA (MRWA) due to potential impact on the primary regional road reservation and the Department of Planning Lands and Heritage (DPLH) as the building is on the State Heritage List. Both the MRWA and DPLH have provided no objection or comment to the proposal and neither require any additional conditions of development approval.

Local Planning Scheme and Local Policy Requirements

City of Melville Local Planning Scheme No. 6 and Canning Bridge Activity Centre Plan

As the subject site is located within the Q1 quarter of the CBACP, it is within the C2 (District Centre) zone of LPS6. Therefore, in accordance with the provisions of Table 3 – Zoning Table and Clause 18 (7) of LPS6, the proposed new land use tenancy on-site of 'Tavern' is not specifically listed as a preferred land use within the Q1 quarter of the CBACP and therefore due regard must be given to the provisions of the CBACP. However, it should be noted that Small Bar is a preferred land use on the ground floor within the CBACP which has a similar operation and amenity considerations.

In considering a proposed discretionary land use and any expansion of an existing discretionary land use, it is necessary to take into consideration the objectives of the CBACP and the Desired Outcome for the Q1 Quarter under Element 1 – Land Use.

The objectives of the 'CBACP' are as follows:

1. Meet district levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community.

2. Support the activity centre hierarchy as part of a long-term and integrated approach to the development of economic and social infrastructure.

3. Support a wide range of retail and commercial premises and promote a competitive retail and commercial market.

4. Increase the range of employment within the CBACP area and contribute to the achievement of sub-regional employment self-sufficiency targets.

5. Increase the density and diversity of housing in and around the CBACP to improve land efficiency, housing variety and affordability and support the facilities in the area.

6. Ensure the CBACP area provides sufficient development intensity and land use mix to support and increase high frequency public transport.

7. Maximise access to and through the CBACP area by walking, cycling and public transport while reducing private car trips.

8. Plan development in the CBACP area around a legible street network and quality public spaces.

9. Concentrate activities, particularly those that generate steady pedestrian activation, within the CBACP area.

In addition, for the Q1 quarter of the CBACP, the applicable desired outcomes under DO1.1 that need to be considered are as follow:

- Q1 will be the premier retail and entertainment destination within the CBACP area; and
- Retail, entertainment and food and beverage outlets are encouraged at the ground floor, visually interacting with pedestrians, cyclists and vehicle passers-by.

Also, as the proposed land use is not specifically listed as a preferred land use under the Q1 quarter, desired outcome DO1.7 of the CBACP provides the following additional desired outcomes for all quarters that need to be considered as part of this application:

- All Quarters will comprise a mix and variety of development;
- Housing should be diverse and affordable, with a mix of options in all areas; and
- Innovative land uses which support the Desired Outcome of each Quarter will be encouraged.

The proposed new Tavern appropriately addresses the objectives of the CBACP and desired outcomes under DO 1.1 and DO1.7 for the following reasons:

- Quarter 1 of the ACP is identified as the ‘premier retail and entertainment destination’ within the CBACP area as per the desired outcomes of the ACP. This means that retail, entertainment and food and beverage outlets are encouraged to be provided at the ground floor to allow for visual interaction with pedestrians, cyclists, and vehicle passers-by;
- The proposed Tavern is considered to appropriately activate the public realm in providing for street level activation, increasing foot traffic, social interactions, and vibrancy in the area, particularly in the evenings. This is due to the proposed alfresco areas extending into the on-site courtyard area;
- The creation of a new Tavern within an activity centre, in conjunction with the continued operation of the existing Tavern at the subject site and uses of this nature nearby are anticipated and contributes to the mix of compatible land uses in the CBACP;
- High frequency public transport is available in proximity to the subject site on Canning Highway and at the Canning Bridge Station;
- The operation of the use is recommended to be limited by conditions of development approval, which will appropriately address noise generation from the Tavern. Conditions regarding the following will ensure compliance with noise legislation:

  - Capping maximum number of patrons at any one time in the indoor and outdoor seating areas;
  - Requiring all external doors and windows be closed during broadcasting of major live sporting events,
  - No live music permitted from the sports bar (besides ambient background music and television audio being at a level that does not exceed or dominate patron noise emissions);
  - Ensuring the requirements and recommendations of the submitted acoustic report (Attachment 2) compliance with the *Environmental Health (Noise) Regulations 1997* are adhered to; and
  - Access to the Tavern now being from outside of the building as previously, access was from the internal lobby to the apartments within the building.
- These conditions are both considered to ameliorate amenity impacts from the operation of the use, but also appropriately control potential sports bar operators on the site, who would require further development approvals/an updated acoustic report to modify these conditions;
- The site will remain subject to the requirements of the *Environmental Health (Noise) Regulations 1997*, and as such should the site operate contrary to these requirements including noise emission limits, then the City's Environmental Health Officers are able to take compliance action;
- The target patron demographic remains the same as the existing Tavern on-site, as such, significant adverse impacts to the character of the locality is not anticipated;
- In respect to parking, the new Tavern does not result in any additional car parking bays being required on-site, as per the car parking requirements within the CBACP (Element 18.4) for non-residential development. This is because there is a surplus of required car parking provided on site.
- The submitted Traffic Statement (Attachment 3) has been reviewed by the City's Traffic and Road Safety team and while it's acknowledged that there is potential for increased traffic generation associated with the increased patronage on-site from the development, the statement has sufficiently demonstrated that the potential increase in traffic can be accommodated within the existing traffic network; and
- Given the site's location and land use type as a Tavern use; a licensed premises which serves alcohol, is expected to generate a portion of patrons who would choose to not drive to the site and would use alternate transport modes (public transport, walking, taxi/ride share services etc.) which are all available in close proximity to this site.

Engagement

Advertising Required	Yes
Neighbour's Comment Supplied	Yes
Reason	Required pursuant to LPP1.1 Planning Process and Decision Making Clause 3.4 (c)
Support/Object	1 Support & 4 Objections

A summary of the content of the submissions received and a response is provided in the table below:

Submission Number	Summary of Submission	Support / Objection	Officer's Comment
1	I would love to see this go ahead at raffles and think it would have a lot of interest from the local community.	Support	Noted
2	Concerns that the development	Objection	The traffic impact from the

	will increase already heavy pedestrian traffic across Canning Highway.		additional capacity is less than an additional 100 vehicle movements per day and the Traffic Statement (Attachment 3) provided by the applicant and reviewed by the City has demonstrated that the potential additional traffic generated from the proposal can be accommodated within the existing road network. There are two pedestrian crossings, the first being the underpass at Canning River Bridge to the east, approximately 60m away and the other being the overpass near Ogilive Road, approximately 330m to the west. MRWA are the authority which governs primary regional roads such as Canning Highway. They have reviewed the proposal and did not raise concerns in relation to unacceptable risk to pedestrian safety.
3	Concerns regarding a recent incident where drunken patrons caused late-night noise and disruptive behaviour. They are concerned that a Tavern would increase alcohol-related disturbances.	Objection	See justification of the proposed land use against LPS6 and CBACP above.
4	Concerns in regard to the shared common lobby area and access area with the Raffles Hotel, and the hotel has no legal authority to alter this common property without approval from the Council of Owners.	Objection	The strata body provided consent for the lodgement of the development application to the applicant to enable the City to accept the application. In addition to this, the owner may be required to obtain any required approvals under applicable strata by-laws and the strata title legislation for the works – this is outside of the planning process. Regarding concerns regarding the lobby, an amended floorplan was provided following advertising which shows direct access to the sports bar now being via an external door.
5	Concerns in regard to noise, staff movements and pedestrian access to the Raffles Water Front Apartments entry from Canning Beach Road.	Objection	See justification of the proposed land use against LPS6 and CBACP above. In relation to concerns relating to noise, the City requested and obtained additional information to

			demonstrate that the sports bar addition is capable of complying with the applicable noise legislation subject to conditions which have been included in the recommendation.

SUSTAINABILITY IMPLICATIONS

There are no direct sustainability implications for the City relating to this proposal.

LEGISLATIVE AND POLICY ALIGNMENT

This proposal has been assessed in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (P&D Regs) and LPS6. The requirements of the P&D Regs and LPP1.1 necessitated the advertising of this application, and receipt of objections requires, as per DA-20 and LPP1.1, that this application is required to go through the Development Assessment Unit (DAU) process prior to determination at either Council or by officers under delegation.

FINANCIAL IMPLICATIONS

There are no direct financial implications for the City relating to this proposal.

CONSEQUENCE

This application is proposed to be approved under delegation through the Development Advisory Unit (DAU) Process. However, should Elected Members have an alternative view, the DAU 'call-up' procedures provide opportunity to call this matter up for formal Council consideration and determination.

If this application is not called up, this application will be determined in accordance with the officer recommendation under delegation.

BRIEFING FORUM – FURTHER INFORMATION

This section may be updated following the Agenda Briefing Forum to include any Elected Members questions and responses, or requests for further information.

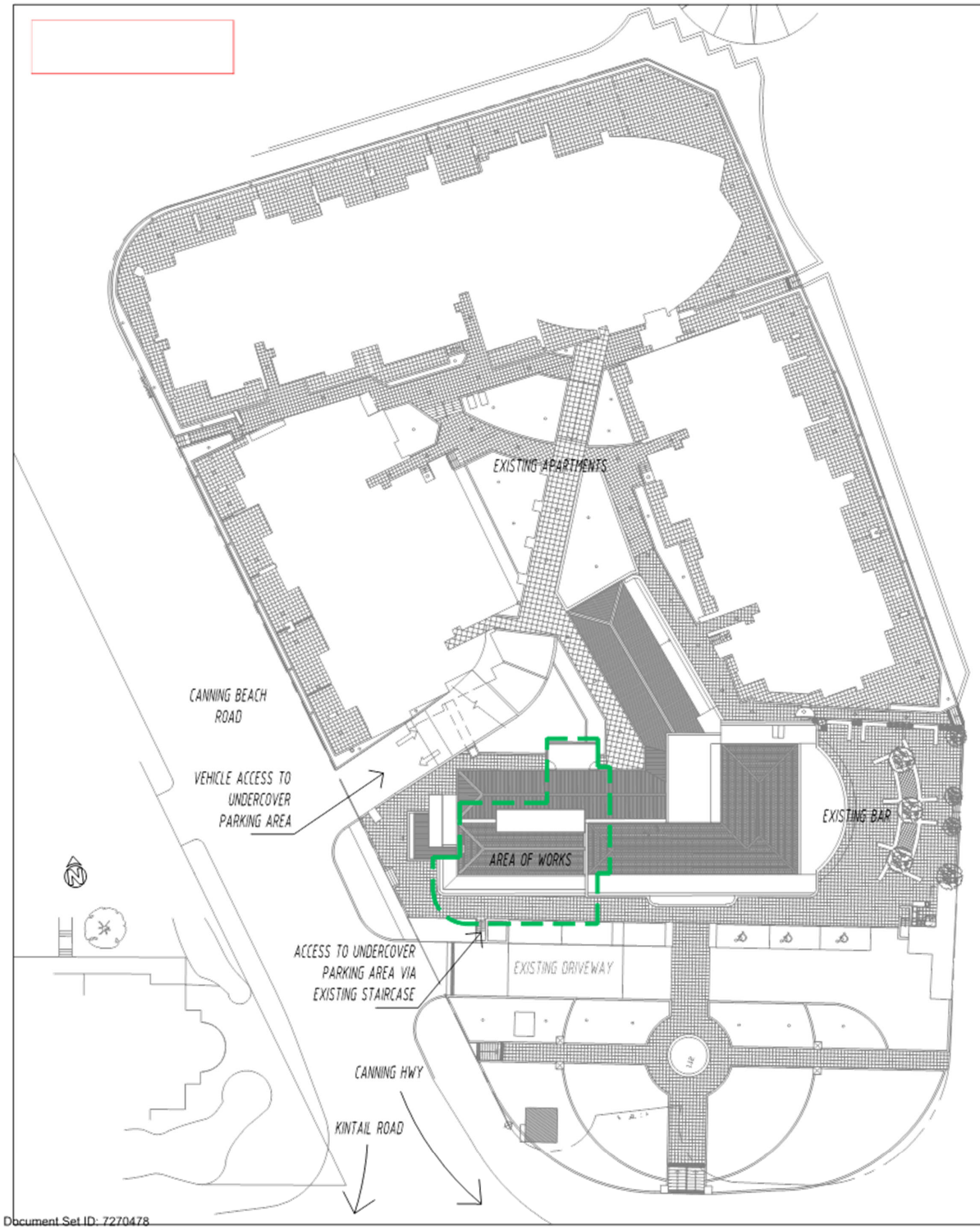
5 OUTCOMES FOLLOWING CALL UP PERIOD

This section will be updated following the closure of the call up period – please refer to the DAU Terms of Reference for further information.

6 CLOSURE – 10.30 AM

DATE REV
30.10.25 P00 ISSUE FOR DA APPLICATION

It is the responsibility of the Builder / Applicant to incorporate all conditions of the Planning Approval into revised documentation submitted to support an application for a Building Permit.

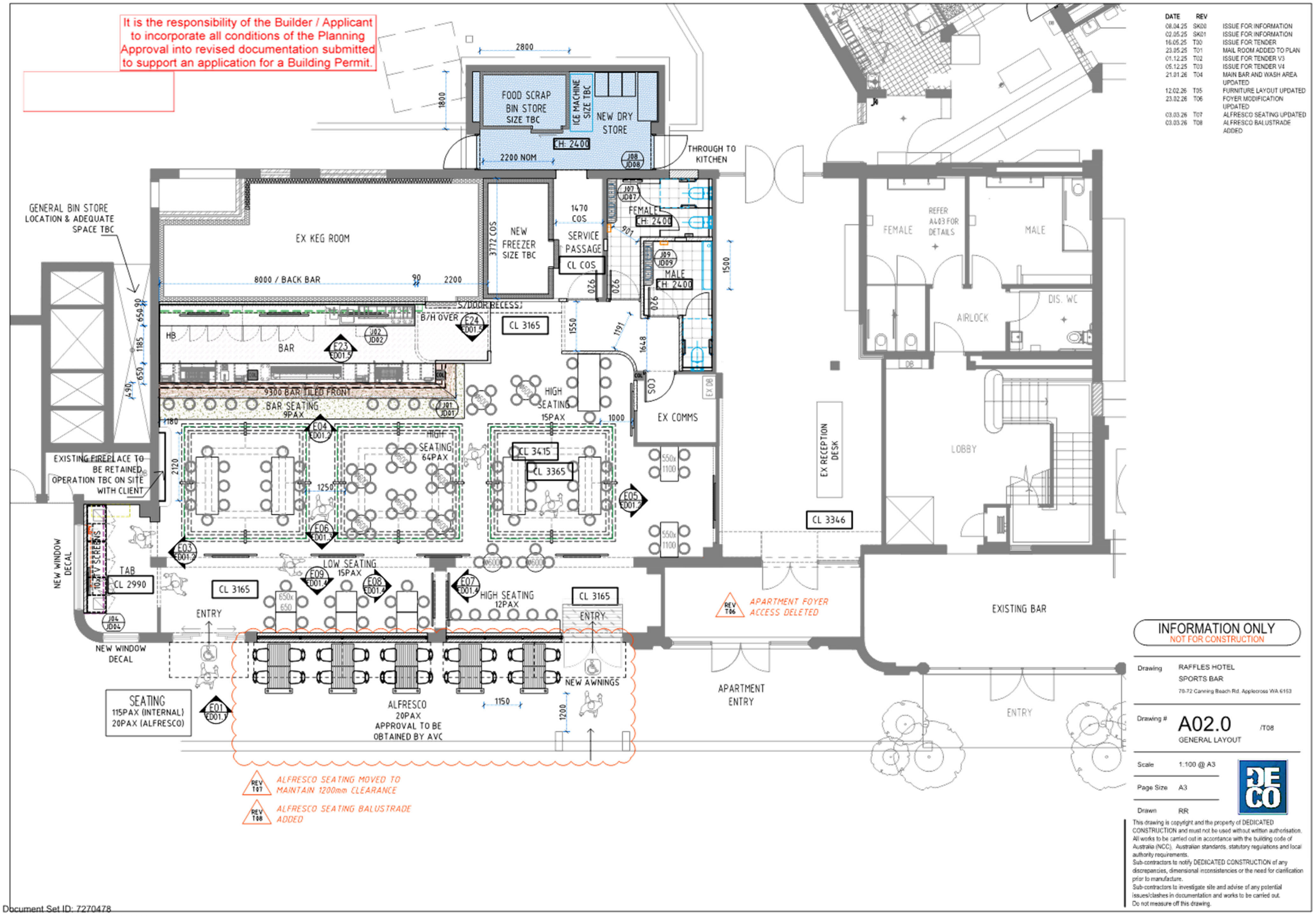


DA APPLICATION

Drawing RAFFLES HOTEL
SPORTS BAR
70-72 Canning Beach Rd. Applecross WA 6153

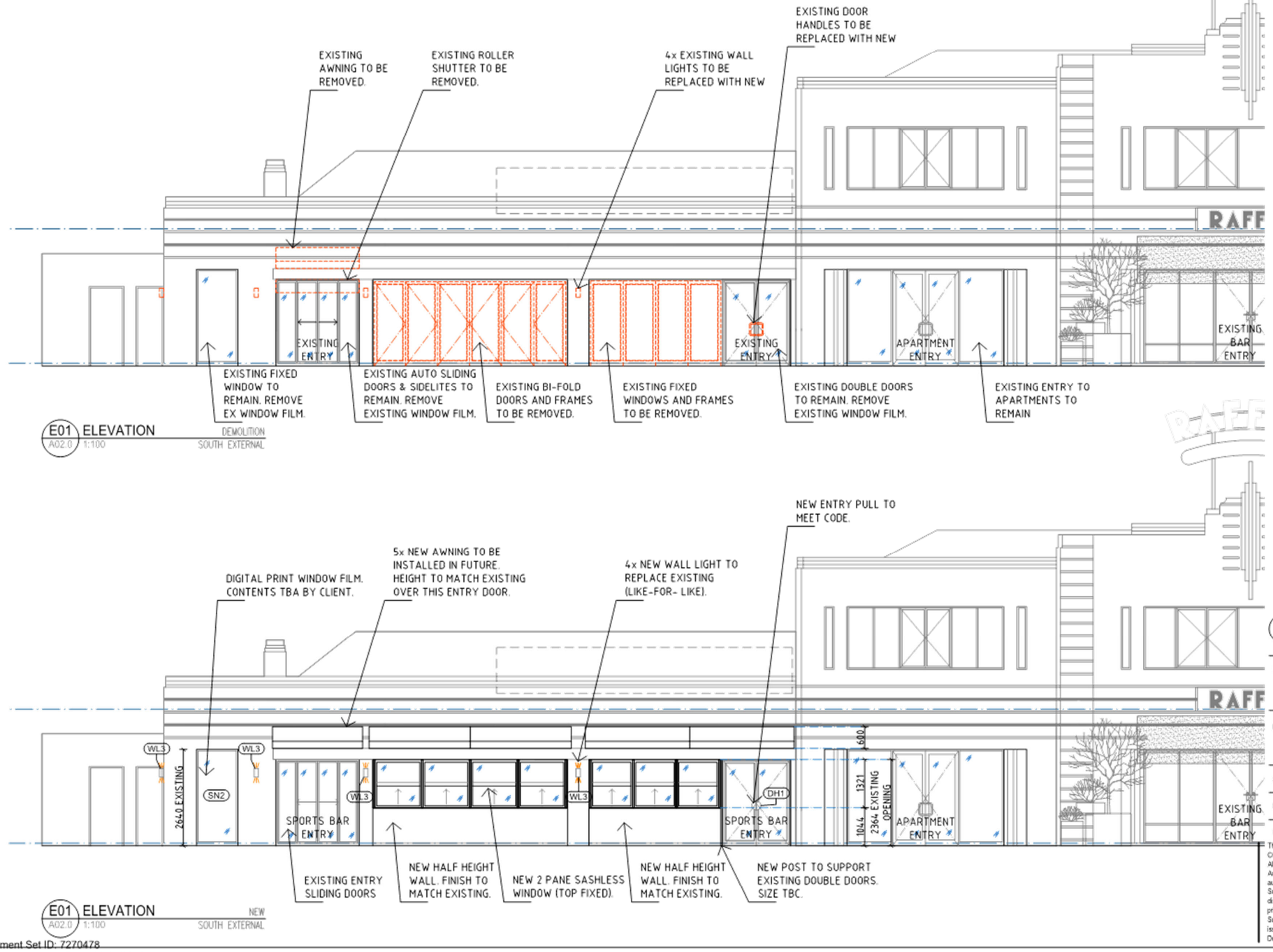
Drawing # CD01.0 /P00
SITE PLAN

Scale 1:500
Page Size A3
Drawn RR



It is the responsibility of the Builder / Applicant to incorporate all conditions of the Planning Approval into revised documentation submitted to support an application for a Building Permit.

DATE	REV	
03.06.25	T00	ISSUE FOR INFORMATION
30.10.25	P00	ISSUE FOR DA APPLICATION



DA APPLICATION

Drawing RAFFLES HOTEL
SPORTS BAR
79-72 Canning Beach Rd. Applecross WA 6153

Drawing # ED01.1 /P00
ELEVATIONS

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Page Size A3
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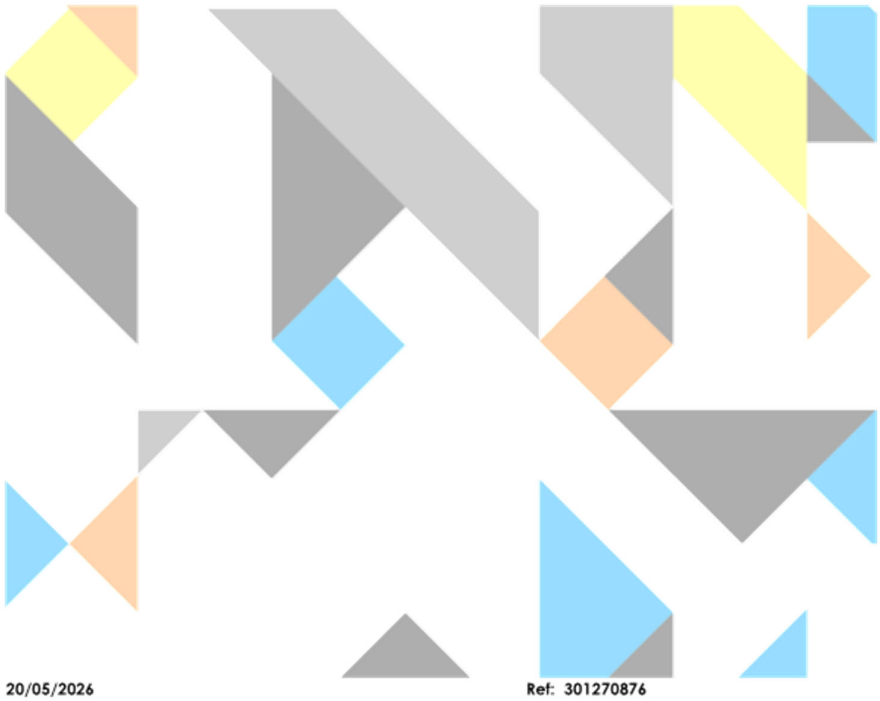
The Raffles Hotel – Sports Bar

Acoustic Services

Development Application Report



20/05/2026 **Ref: 301270876**

PREPARED FOR:	**PREPARED BY:**
AVC Operations Pty Ltd	Prasad Kumar and Ben Martis

Stantec

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
C01	2026.05.20	Development Application	NPK	BEM	BEM	BEM

Disclaimer

The conclusions in the report are Stantec's professional opinion, as of the time of the report, and concerning the scope described in the report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The report relates solely to the specific project for which Stantec was retained and the stated purpose for which the report was prepared. The report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from the client and third parties in the preparation of the report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein. This report is intended solely for use by the client in accordance with Stantec's contract with the client. While the report may be provided to applicable authorities having jurisdiction and others for whom the client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Contents

Executive Summary

Stantec were commissioned by AVC Operations Pty Ltd to undertake an acoustic assessment in support of the Development Application for a new Sports Bar to be located on the Raffles Hotel site, 70-72 Canning Beach Rd, Applecross WA 6153. The proposed Sports Bar includes indoor and alfresco seating area.

The new venue will be located within the heritage Raffles Hotel building and accommodates up to 150 pax, with inclusive of a 20-seat alfresco area. It is surrounded by mixed-use developments including residential and commercial use, as well as being in proximity to Canning Hwy and the main entrance to The Raffles parking.

As part of the development approval process for the development, an acoustic assessment has been carried out in order to satisfy the current Legislation, Codes, Regulations, State and Local Government Policies, Australian Standards and Guidelines that apply to the project.

Continuous, unattended noise monitoring was undertaken over a weekend at the site, to establish the existing acoustic environment. In summary, the existing background noise levels (L_{A90}) were found to be 6 dB above the EPNR L_{A10} criteria during the most stringent time periods, typically due to the surrounding commercial developments and major traffic corridors.

To support the DA application, a 3D noise model was developed using the software package SoundPLAN v9.0, with noise emissions assessed for all operational periods. Based on the predicted noise emissions, the Sports Bar is not expected to have a significant impact on acoustic amenity of the community. The following is recommended for compliance with the EPNR:

- Patron capacity management (150pax total):
  - Total patronage has been considered as a maximum of 150 patrons, distributed across indoor (130 pax) and outdoor area (20pax).
  - The proposed development at maximum patronage and new windows/doors (Sliding door) open is predicted to achieve compliance at all operational hours.
- Music:
  - Typical ambient music in Indoor/Outdoor seating areas must be set such as not to become audible over patron noise and attract Regulatory adjustments to the received level, which may result in non-compliance;
  - Live music is not proposed to be played in the venue.
- Building fabric –
  - Compliance is predicted for a worse-case scenario with maximum patronage, with all doors and windows open. Minimum performance requirements for façade elements are detailed in Section 4.1.1
  - It is noted majority of the components are masonry (brick wall or concrete), which is considered adequate. Any air gaps present in the building facades (e.g. air gaps between the roof and the building walls) must be treated with equivalent mass and acoustically sealed.
- Mechanical plant supporting the new freezer room is not expected to increase environmental noise emissions over the existing rooftop plant. Therefore, no new management measures are recommended.
- Deliveries and waste collection activities are not expected to change with the proposed sports bar and will continue to operate as part of the existing Raffles Hotel.

In summary, in view of the available information, we consider that the Sports Bar will be able to comply with the EPNR and not adversely impact acoustic amenity. The predictions in this report consider that the assumptions and recommendations provided will be fulfilled and implemented.

1 Introduction

Stantec were commissioned by Australian Venue Co Ltd to undertake an acoustic assessment in support of the Development Application for a new Sports Bar at The Raffle Hotel located at 70-72 Canning Beach Rd, Applecross WA 6153. The proposed Sports Bar includes indoor and alfresco seating area.

As part of the development approval process for the development, an acoustic assessment has been carried out in order to satisfy the current Legislation, Codes, Regulations, State and Local Government Policies, Australian Standards and Guidelines that apply to the project.

1.1 Referenced Documentation

1.2 Regulations, Policies, Standards and Guidelines

The following documents detailed in Table 1 are relevant to the project and are referred to throughout this report.

Table 1: Applicable regulations, policies, standards and guidelines referenced in this report

Title	Abbreviation
REGULATIONS AND LOCAL COUNCIL POLICIES	
Western Australian Environmental Protection (Noise) Regulation 1997	EPNR 1997
PROJECT RELATED DOCUMENTS	
Architectural drawings provided to Stantec on 11 May 2026	-
301270876-STN-XX-XXX-AC-ME-000001_C01 Memo provided by Stantec on 11 June 2025	-

1.3 Site Description

The proposed development is a new Sports Bar at The Raffle Hotel located at 70-72 Canning Beach Rd, Applecross WA 6153. The project site is immediately surrounded by commercial tenancies and residential developments. It is noted Canning Hwy (Major Road) is approximately 50m of project site.

The project site and other areas identified above have been provided in **Figure 1**.

Source: Metromap

Figure 1: Project location

2 Acoustic Criteria

2.1 Western Australian Environmental Protection (Noise) Regulations 1997

The acoustic criteria applicable to the scope of work are derived from the following documentation:

- Western Australian Environmental Protection (Noise) Regulations 1997 (EPNR).

Environmental noise impacts resulting from the noise emissions from the project are addressed through the Environmental Protection Act 1986, with the regulatory requirements detailed in the Environmental Protection (Noise) Regulations 1997 (EPNR).

The EPNR establishes the maximum permissible noise emission levels (assigned levels) to be received at all adjacent noise-sensitive premises during specific periods of the day as a result of the cumulative noise emissions from all sources proposed for the project site. Compliance to relevant noise limits outlined in the EPNR is compulsory.

The EPNR states noise emissions from any premises are considered not to *significantly contribute to* the noise at a receiver if the noise emissions are 5 dB or below the assigned levels.

In brief, the assigned levels are determined by considering of the amount of commercial and industrial zones, as well as main transport corridors and sporting venues surrounding the noise sensitive premises. In addition, the Environmental Protection (Noise) Regulations 1997 identify the following in Schedule 3, clause 2A:

"If the land within either of the circles is categorised on the land use map as land in respect of which mixed uses are permitted, the use of that land that results in the highest influencing factor is to be used in the determination of the influencing factor."

The nearest noise sensitive receivers have been considered as the residential properties in the surrounding the area, these include the following:

- 70-72 Canning Beach Rd, Applecross WA 6153;
- 59-65 Canning Beach Rd;
- 4 Kintail Road, Applecross and
- 3 Kintail Road, Applecross (Apartments).

The Local Planning Scheme 6 (LPS6) for the City of Melville and the Local Planning Scheme from The Department of Planning, Lands and Heritage were used in the determination of the influencing factor.

Traffic data for roads surrounding the nearest noise sensitive receiver were obtained from Main Roads Western Australia (MRWA) on the 12th May 2026. The available traffic data has been presented in Table 2 below.

Table 2:Traffic count data (MRWA)

Transport Corridors	EPNR Classification [1)]	Average Daily Traffic Volumes					
		2020/21	2021/22	2022/23	2023/24	2024/25	20205/26
Canning Hwy East of Sleat Rd	Major Road	49,388	-	-	-	52,059	-

1) As defined by the EPNR. Secondary roads have between 6000-15000 vehicles per day. Major roads have greater than 15000 vehicles per day.

2.1.1 INFLUENCING FACTOR

The influencing factor for nearest noise sensitive receivers results from identifying major roads, commercial and industrial areas for all nearest noise sensitive receivers is summarized in Table 3 below.

Table 3: Influencing factor (IF) noise sensitive

Noise Sensitive Premises	Commercial Zones	Industrial Zones	Transport Corridors	Influencing Factor
70-72 Canning Beach Rd	20 % within a 100 m radius 16 % within a 450 m radius	0 % within a 450 m radius	Canning Hwy within a 100m radius	**8 dB**
59-65 Canning Beach Rd	57 % within a 100 m radius 22 % within a 450 m radius	0 % within a 450 m radius	Canning Hwy within a 450m radius	**6 dB**

Figure 2: Zoning map of areas surrounding 70-72 Canning Beach Rd

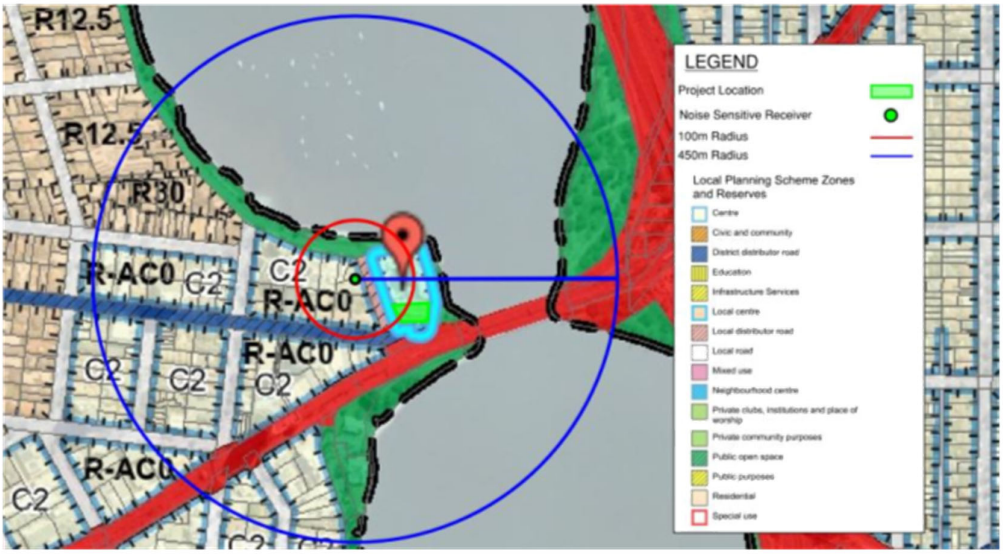


Figure 3: Zoning map of areas surrounding 59-65 Canning Beach Rd

Source: *The Department of Planning, Lands and Heritage*

2.1.2 ASSIGNED LEVELS FOR NEAREST SENSITIVE RECEIVER

The table below summarises the assigned levels at the nearest noise sensitive premises, which is added to the influencing factor calculated for the receiver detailed in Table 4. It is required that all noise emissions from the development are below the assigned level for all defined periods of the day and at the lot boundary of the receiver or 15m from any associated building. It is noted that the EPNR assigned levels only apply at the premises receiving the noise only and not to noise within the site.

Table 4: Assigned levels at nearest receivers

Type of premises receiving noise	Time of day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: Highly sensitive area	0700 to 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 to 1900 hours Sunday & public holidays	40 + IF	50 + IF	65 + IF
	1900 to 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	35 + IF	45 + IF	55 + IF
Noise sensitive premises: any area other than highly sensitive areas	All Hours	60	75	80
Commercial premises	All Hours	60	75	80
Industrial and utility premises	All Hours	65	80	90

2.1.3 NOISE CHARACTER ADJUSTMENT

Regulation 7 states that the noise character must be "free" of annoying characteristics, namely —

- Tonality, e.g. whining, droning;
- Modulation, e.g. like a siren; and
- Impulsiveness, e.g. banging, thumping.

Regulation 9 (1) establishes the methodology for determining noise characteristics. If these characteristics cannot be reasonably and practicably removed, a series of adjustments to the measured levels are required, indicated in Table 5 below.

Table 5: Noise character adjustment

Adjustment where noise emission is not music (Cumulative to a maximum of 15 dB)			Adjustment where noise emission is music	
Where tonality is present	Where modulation is present	Where impulsiveness is present	Where impulsiveness is not present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

2.1.4 NOISE EMISSIONS – MECHANICAL SERVICES

Mechanical equipment serving the development is required to meet the assigned levels of the EPNR nearest sensitive receivers. It is important that noise emissions from the site do not present any form of tonality, modulation or impulsiveness (as defined by the EPNR).

Stantec note that:

- The only new plant proposed is to support 1 freezer room.
- Additional plant is not expected to increase noise emissions from the existing plant deck on the roof of the building.

3 Noise Survey

Unattended noise measurement was conducted at the project site to ascertain the typical noise levels at the existing development.

Measurements were conducted between 08th May 2026 to 12th May 2026 at the location shown in Figure 4

Figure 4: Measurement location (external to nearest apartment)

3.1.1 EQUIPMENT DETAILS

Unattended measurements have been conducted using instrumentation equivalent to an integrating sound level meter equipped with one octave and one-third octave band filters, and an omni-directional condenser microphone. All instrumentation meets Type 1 specifications as per ANSI S1.4 and ANSI S1.43.

All sound level meters were calibrated by an authorised NATA (National Association of Testing Authorities) laboratory less than 2 years ago and have successfully passed all IEC 61672- 2019, IEC 61260-2019, DIN 45657-2005, and ISO/IEC 17025-2018 standards and specifications.

The time constant for the RMS detector were set to a slow response (1 sec) for all measurements on all sound level meters. The sound level meters were calibrated before and after each measurement session using a Type 1 acoustic calibrator. The calibrator was also calibrated less than 2 years ago and is in compliance with AS IEC 60942-2004.

A complete schedule of all equipment used during for acoustic measurements is provided in Table 6. A copy of calibration certificates for the relevant instrumentation may be provided upon request.

Table 6: Equipment and calibration details

Manufacturer / Model	Serial Number
Brüel & Kjær 4231 - Calibrator	3005155
Svantek 977C – Sound Level Meter	98064

In determining the impact on the acoustic amenity of the area, the existing acoustic environment must be considered. During night-time hours, especially on Friday through Sunday, background noise levels (L_{90}) from the surrounding mixed-use, commercial developments and major traffic corridors have been measured to be more than 6 dB above the assigned levels of the EPNR.

The noise levels obtained from the unattended noise measurements have been provided in Appendix C.

4 Noise Emission Assessment

Noise emissions from the proposed development will be primarily due to Patron activities (Indoor/outdoor seating area). Noise emissions from the proposed development were calculated using 3D noise modelling software (SoundPLAN 9.0).

4.1.1 Noise Modelling Parameters

Patron Capacity and Operating Hours

- Maximum patron capacity is advised to be 150 patrons in total (130pax indoor and 20pax outdoor)
- The proposed venue will operate under the same operating hours as the existing Raffles Hotel.
- Live music – It is advised that live music will not be played in the venue.

Building Envelope

- Glazing - New high-windows to be minimum 6.38mm laminated glass (R_w33) and all existing glazing are assumed to be minimum 4mm thick glass.
- Roof - Existing roofing assumed to be conventional sheet metal with insulation (min 60mm Anticon);
- Façade – It is noted majority of the components are masonry (concrete), which is considered adequate.

The assessment has considered even distribution of patrons within the seating areas of the proposed development. It is assumed that the noise emitted through the building façade and roof are at least 10dB below the outdoor patron noise (Alfresco) and therefore does not significantly contribute to the overall levels.

A worse-case scenario with patrons at full capacity within Indoor and Alfresco area have been modelled with entry doors and high windows open as a conservative approach.

4.1.2 NOISE MODELLING INPUTS

Noise Propagation Algorithm

The CONCAWE algorithm has been selected to model meteorological conditions. Conditions approximating the worst-case weather conditions for enhancement of sound propagation have been considered (*Draft Guideline: Environmental Noise for Prescribed Premises, WA Department of Environment Regulation 2021*).

Table 7: Meteorological Conditions Used for Noise Modelling

Parameter	Day (0700 – 1900)	Evening / Night (1900 – 0700)
Wind Speed (m/s)	4	3
Temperature (C)	20	15
Relative Humidity (%)	50	50
Pasquill Stability Class	E	F
Wind Direction	Source to Receiver	Source to Receiver

Topography

Topographical and elevation data for the project site and surrounding areas was based on data imported and modelled from data obtained from the Intergovernmental Committee on Surveying and Mapping online database. The model was calibrated using the latest satellite imagery obtained from Metromap.

Ground absorption varies from a value of 0 to 1, with 0 being fully reflective ground and 1 for absorbent ground such as grass. Roads / car parks / hardstand areas were modelled as fully reflective (ground condition of 0).

Receivers

All noise receivers were located at 1.4m above ground and each floor level and 1m away from buildings associated with highly sensitive uses. Figure 1 represents the nearest noise sensitive receivers from the proposed development.

All existing and potential future buildings including commercial and residential have been considered in the noise assessment.

4.2 Patron and Music Activities

Based on the area of indoor seating area and outdoor areas as indicated in the site plan provided to Stantec, the total patron capacity (150pax) with 130pax within the indoor area and 20pax in Alfresco are considered for the assessment.

Indoor and Outdoor Seating Area

The technical research paper '*Prediction of Noise from Small to Medium Sized Crowds*' (Hayne et al., November 2011), was used to estimate patron noise levels within the Indoor seating area. L_{10} patron Sound Power Levels are approximated by the formula *15*Log(N)+67*, where N is the number of patrons.

Patron noise levels used in the noise emissions assessment have considered the following:

- Sound level associated with speech from a 50% mixture of male and female patrons;
- Even distribution of patrons within the indoor seating area.

The paper referenced also notes that larger crowds of patrons tend not to exhibit tonal characteristics, hence no adjustments to the received noise level for intrusive characteristics will be applied.

Any outdoor music level must be set such as not to become audible over patron noise and attract adjustments to the received level per the EPNR criteria.

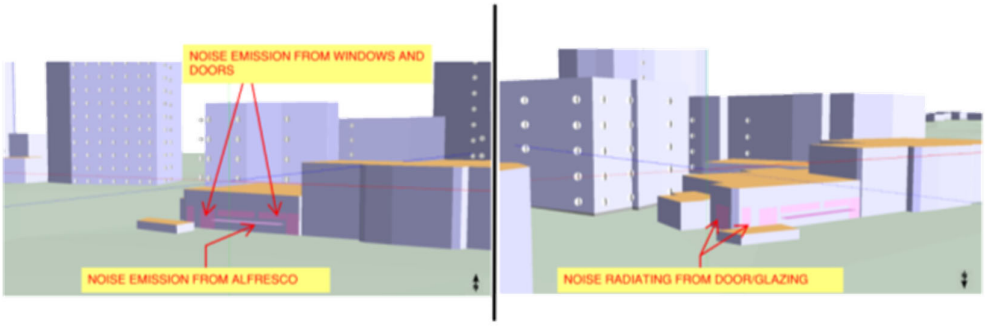


Figure 5: An image from the noise model

In typical operations, all music and entertainment will be background in nature. Live music is not to be played within the proposed sports bar.

Music Sound Power Levels were modelled as follows:

- Typical ambient music, under full patron capacity must be set such as not to become audible over patron noise and attract adjustments to the received level.

Patron and ambient music noise inputs to the noise model are presented in Table 8.

Table 8: Sound Power Levels used in the model

Area	Number of Patrons	Overall Sound Power Level, dB(A)
Indoor seating area	130	99
Alfresco	20	87

4.2.1 Noise Model Results

The highest noise level at the nearest receivers generated by patron (indoor and outdoor seating area) and music activity has been summarized in Table 9. Refer to Table 8 for sources included in each scenario.

Table 9: Highest Predicted Noise Levels at Nearest Receivers (All Doors and Windows Open)

Most Stringent Assessment Period	Receiver	Highest Predicted Noise Level L_{A10}, dB(A)	EPNR Criteria L_{A10}, dB(A)	EPNR L_{A10} Comparison	Measured L_{90} dB(A)	Acoustic Amenity Impact
2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	70-72 Canning Beach Rd (Raffles Waterfront Apartments)	43	43	Complies	**49**	Insignificant
	3 Kintail Road (Apartments)	43			-	
	4 Kintail Road	39			-	
	65 Canning Beach Rd (Future Receiver)	41	41		-	
	63 Canning Beach Rd	37			-	
	57 Canning Beach Rd (Riviere residence)	33			-	
	Canning Bridge Express Library (Commercial)	48	60 (Commercial premises)		-	
	Ampol Foodary Applecross (Commercial)	50			-	
	The Tivoli Club of WA Inc (Commercial)	54			-	

Note 1): Ambient music level set such that music does not become audible over patron noise at the receivers.

Predicted noise levels are compliant to the most stringent EPNR assigned noise levels at all surrounding nearby receivers and based on the measured background noise levels (L_{A90}) found to be at least 6 dB above the EPNR L_{A10} criteria during the most stringent time periods, the project is not expected to have a significant impact on acoustic amenity of the community. Therefore, no further treatment is required

5 Noise Management

5.1.1 PATRONS AND MUSIC

Indicative measures to comply with the EPNR have been provided, where noise emissions include audible music, adjustments to measured noise levels are required per the EPNR that would likely result in non-compliance.

The following is recommended for any music / PA system used:

- General music and entertainment to be background in nature, must be set such as not to become audible over patron noise and attract adjustments to the received level;
- The system should incorporate a frequency equalizer that is set to control low frequency sound (bass);
- The speakers used should not be directly attached to the lightweight roof structure via hard connections, in order to reduce noise transmission through the roof. Anti-vibration mountings are recommended; and

In addition, the following administrative controls are recommended:

- Given the movement of patrons between indoor and outdoor areas, noise emissions from the venue should be managed, ensuring that they do not become a dominant source of noise at the site boundaries at any time;
- Patrons in outdoor areas will be advised to keep noise to a minimum, venue staff are to monitor dispersal of patrons and manage any noise issues arising.

5.1.2 DELIVERIES / LOADING BAY

The following is recommended:

- Deliveries are recommended to occur during Monday to Saturday between the hours of 0700-1900, to minimise amenity impact.

5.1.3 OUTDOOR ALFRESCO

The following is recommended:

- General music and entertainment to be background in nature, must be set such as not to become audible over patron noise and attract adjustments to the received level;
- Patrons capacity should be strictly monitored, and this is to be managed by the venue staff.

5.1.4 WASTE COLLECTION

Under the EPNR Regulation 14A, the assigned noise levels of Regulation 7 do not apply to waste collection (including commercial sources), provided:

- The works are carried out in the quietest reasonable and practicable manner;
- The equipment used to carry out the works is the quietest reasonable available; and
- In the case where a noise management plan is required (e.g. works are to occur outside of 0700 – 1900 hours Monday through Saturday or 0900 – 1900 hours Sundays and public holidays), the plan is submitted and approved, with works carried out according to the plan.

The following administrative measures are recommended:

- It is recommended that waste collection occur between the hours 7am – 7pm Monday to Saturday.
- An effort should be made to avoid the waste collection and recycling trucks being on site at the same time;
- If a truck is waiting in the carpark for bin access, the engine should be switched off; and
- Glass recycling trucks should not crush the bottles on premises but rather at a less noise sensitive location.

5.1.5 EMPTYING OF BINS

The emptying of bins, especially when filled with glass bottles, can be an occupational peak noise hazard to the operator, as well as significant source of environmental noise.

The follow administrative measures are recommended:

- The handling of bins full of glass bottles should occur during daytime hours where possible to minimise disruption to the community;
- Venue staff should take care to reduce the drop height of glass onto glass when filling bins.

6 Conclusion

Stantec were commissioned by Australian Venue Co Ltd to undertake an acoustic assessment in support of the Development Application for a new Sports Bar at The Raffle Hotel located at 70-72 Canning Beach Rd, Applecross WA 6153. The new venue will be located within the heritage Raffles Hotel building and the proposed Sports Bar includes indoor and alfresco seating areas.

To support the Development Application, a 3D noise model was developed using the software package SoundPLAN 9.0, with noise emissions assessed for the operational periods.

This report assesses the noise emissions from the proposed development in accordance with *WA Environmental Protection (Noise) Regulations 1997*" (EPNR) as part of development application report to City of Melville.

Continuous unattended noise monitoring was undertaken in order to establish the existing acoustic environment and assess the impact to acoustic amenity.

An assessment has been carried out to determine the noise impact of the establishment on the nearest noise sensitive receivers. Patron noise from the proposed development was assessed for compliance to the EPNR criteria and for impact to the acoustic amenity of the area.

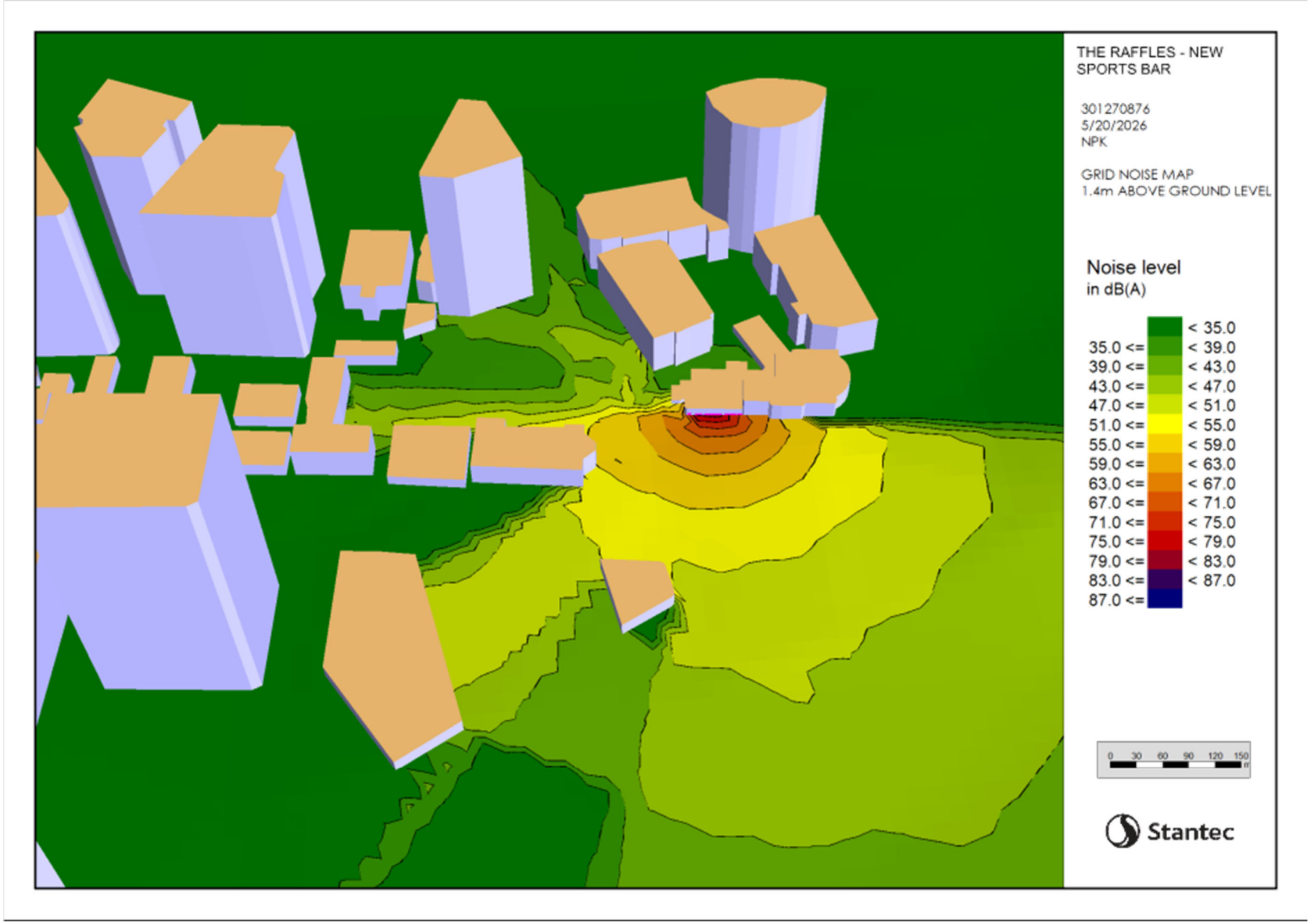
In summary, the development will be able to comply with the EPNR given that the assumptions and recommendations provided will be fulfilled and implemented.

Appendix A Glossary of Acoustic Terms

NOISE	DESCRIPTION
Acceptable Noise Level:	The acceptable LAeq noise level from industrial sources, recommended by the EPA (Table 2.1, INP). Note that this noise level refers to all industrial sources at the receiver location, and not only noise due to a specific project under consideration.
Adverse Weather:	Weather conditions that affect noise (wind and temperature inversions) that occur at a particular site for a significant period of time. The previous conditions are for wind occurring more than 30% of the time in any assessment period in any season and/or for temperature inversions occurring more than 30% of the nights in winter).
Acoustic Barrier:	Solid walls or partitions, solid fences, earth mounds, earth berms, buildings, etc. used to reduce noise.
Ambient Noise:	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Assessment Period:	The period in a day over which assessments are made.
Assessment Location	The position at which noise measurements are undertaken or estimated.
Background Noise:	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the L90 noise level.
Decibel [dB]:	The units of sound pressure level.
dB(A):	A-weighted decibels. Noise measured using the A filter.
Extraneous Noise:	Noise resulting from activities that are not typical of the area. Atypical activities include construction, and traffic generated by holidays period and by special events such as concert or sporting events. Normal daily traffic is not considered to be extraneous.
Free Field:	An environment in which there are no acoustic reflective surfaces. Free field noise measurements are carried out outdoors at least 3.5m from any acoustic reflecting structures other than the ground
Frequency:	Frequency is synonymous to pitch. Frequency or pitch can be measured on a scale in units of Hertz (Hz).
Impulsive Noise:	Noise having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
Intermittent Noise:	Level that drops to the background noise level several times during the period of observation.
LAmax	The maximum A-weighted sound pressure level measured over a period.
LAmin	The minimum A-weighted sound pressure level measured over a period.
LA1	The A-weighted sound pressure level that is exceeded for 1% of the time for which the sound is measured.
LA10	The A-weighted sound pressure level that is exceeded for 10% of the time for which the sound is measured.
LA90	The A-weighted level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
LAeq	The A-weighted "equivalent noise level" is the summation of noise events and integrated over a selected period of time.

NOISE	DESCRIPTION
LAeqT	The constant A-weighted sound which has the same energy as the fluctuating sound of the traffic, averaged over time T.
Reflection:	Sound wave changed in direction of propagation due to a solid object met on its path.
R-w:	The Sound Insulation Rating R-w is a measure of the noise reduction performance of the partition.
SEL:	Sound Exposure Level is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain Leq sound levels over any period of time and can be used for predicting noise at various locations.
Sound Absorption:	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound Level Meter:	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound Pressure Level:	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone.
Sound Power Level:	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Tonal noise:	Containing a prominent frequency and characterised by a definite pitch.

Appendix B Noise Contour


THE RAFFLES - NEW SPORTS BAR
301270876
5/20/2026
NPK
GRID NOISE MAP
1.4m ABOVE GROUND LEVEL
Noise level in dB(A)
< 35.0
35.0 <= < 39.0
39.0 <= < 43.0
43.0 <= < 47.0
47.0 <= < 51.0
51.0 <= < 55.0
55.0 <= < 59.0
59.0 <= < 63.0
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67.0 <= < 71.0
71.0 <= < 75.0
75.0 <= < 79.0
79.0 <= < 83.0
83.0 <= < 87.0
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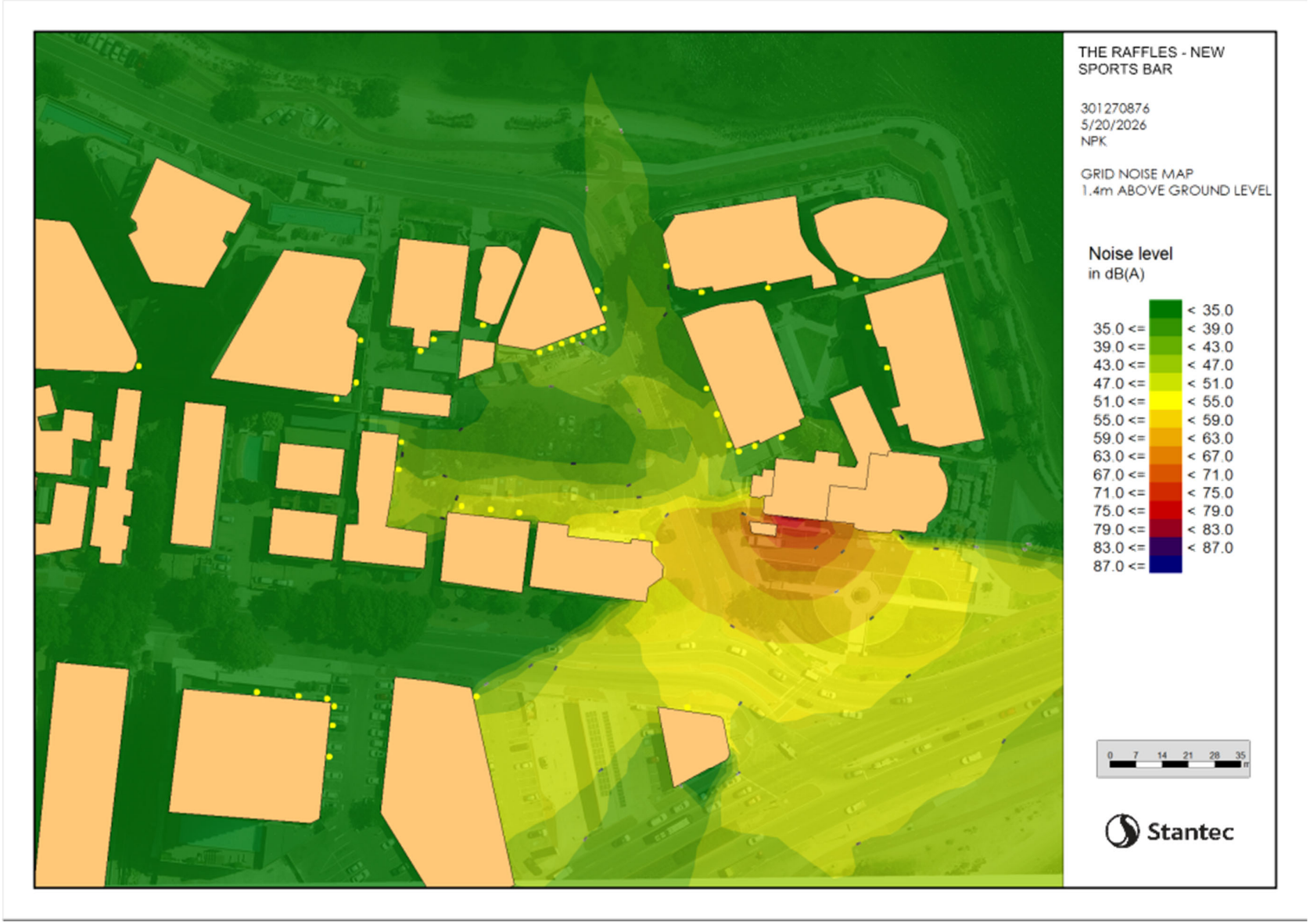
Stantec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1.4m ABOVE GROUND LEVEL
Noise level
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< 35.0
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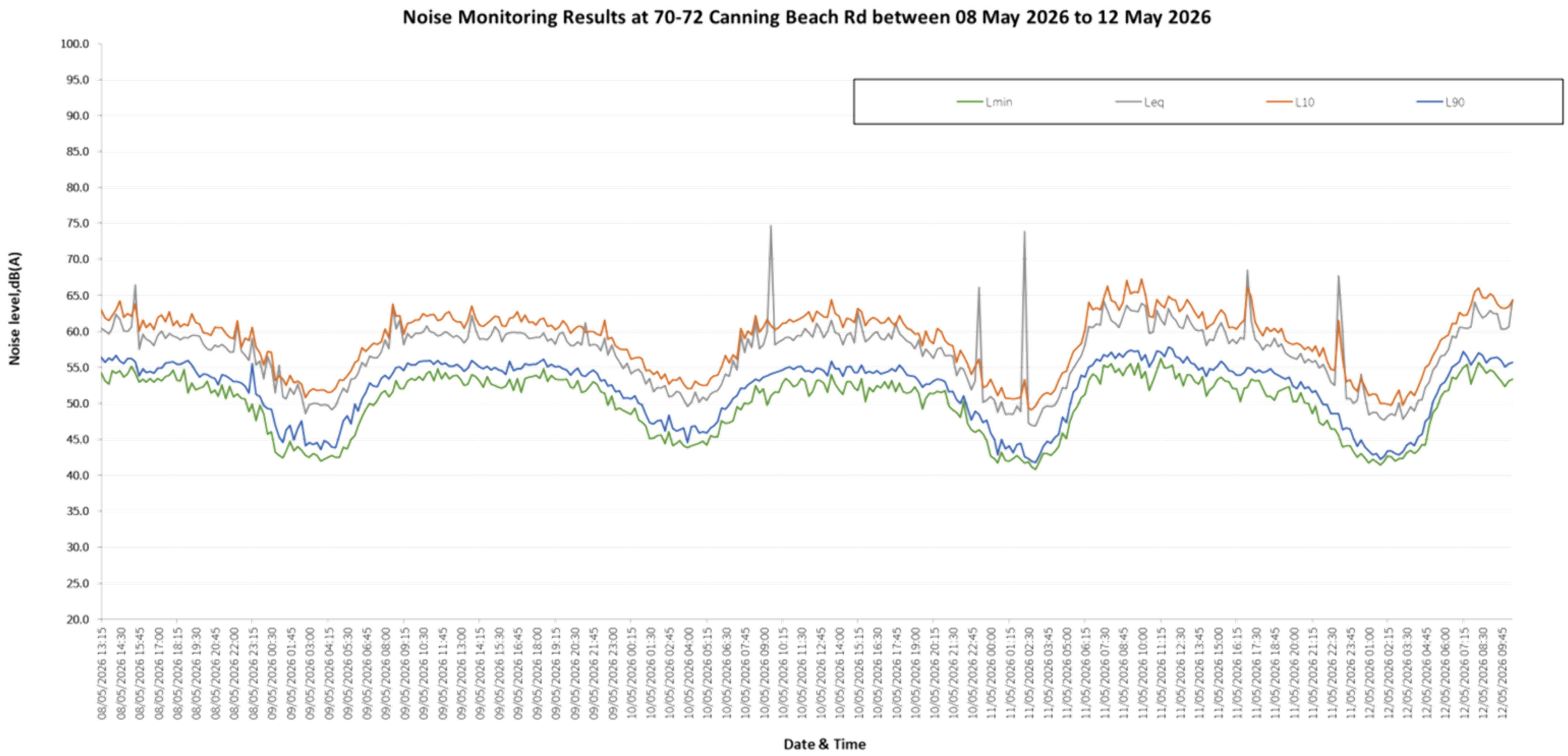
71.0 <= < 75.0
75.0 <= < 79.0
79.0 <= < 83.0
83.0 <= < 87.0
87.0 <=
0 7 14 21 28 35 m
Stantec

Appendix C Measured Noise Levels


Noise Monitoring Results at 70-72 Canning Beach Rd between 08 May 2026 to 12 May 2026
Lmin
Leq
L10
L90
Noise level,dB(A)
100.0
95.0
90.0
85.0
80.0
75.0
70.0
65.0
60.0
55.0
50.0
45.0
40.0
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12/05/2026 06:00
12/05/2026 07:15
12/05/2026 08:30
12/05/2026 09:45
Date & Time

The Raffles – New Sports Bar Noise Contour

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Our ref: 2026AU584761-WSP-PAM-LTR-001 RevB.docx

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Project Manager
Australian Venue Co
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Dear Matt

70-72 Canning Beach Road, Applecross (Raffles Hotel)
Traffic Engineering Traffic Impacts Review

1. Background

WSP has been engaged to undertake a traffic review of the proposed tavern (Raffles Hotel) expansion located at 70-72 Canning Beach Road, Applecross in response to queries raised by the City of Melville.

> *What measure will be in place to ensure traffic does not impact the flow of traffic around the intersection of Kintail Road, Canning Beach Road & Canning Highway.*

This letter has been prepared to respond specifically to the points outlined above.

2. Proposal

The proposed development seeks to refurbish a section of the existing building to accommodate a sports bar area and to increase the maximum capacity of patrons permissible on site by an additional 150 patrons (i.e. from 269 to 419 patrons). No change is proposed to increase floor area for the proposed sports bar or to accommodate additional car parking.

3. Site description

The Site is currently occupied by Raffles Hotel (70-72 Canning Beach Road, Applecross), an existing tavern, located on the north-west corner of Canning Beach Road and Kintail Road within the Canning Bridge Activity Centre. A summary of the existing conditions is as follows:

- Caters for a maximum capacity of 269 patrons
- 109 on-site car spaces (including 3 ACROD bays) are provided across the site within an at-grade carpark and basement carpark for shared used between staff and patrons.
- Operating hours:
  - Monday-Friday: 11am – 10pm
  - Saturday-Sunday: 11am-11pm
- Vehicle access to the Site is currently facilitated from Canning Beach Road at two locations
  - Southern boundary: Double-width crossover to an at-grade parking generally for loading purposes
  - Northern boundary: Double-width crossover providing access to basement carpark

4. Car parking

4.1 Local planning policies

4.1.1 Local Planning Scheme 6 (LPS6)

The proposal for limited provision of car parking on the site and the below resources discussed in Section 6 promotes sustainable transport options and minimises the traffic impacts on the road. This approach is appropriate for the Site and aligns with the aims of LPS6 in reducing car reliance and promotes use of sustainable transport modes: walking and cycling, public transport use and taxi/rideshare modes.

4.1.2 Canning Bridge Activity Centre Structure Plan Amendment

The City of Melville's Canning Bridge Activity Centre Plan (date endorsed 17 May 2021) provides a set of objectives and goals for ongoing developments. The Structure Plan includes the following related to parking management:

4.3.3 Parking Management

- *Focus on people access not vehicle access;*
- *Provide efficient and effective alternatives to car access;*
- *Parking policy and strategy must support sustainable transport;*
- *The appropriate amount of parking for a centre will be well below the unconstrained demand for parking; and*
- *The provision of parking requires a demand management, not a demand satisfaction approach.*

Parling approaches within the CBACP area move away from the "predict ad provide" approach to consider initiatives that focus on management and an "appropriate" supply of car parking.

4.1.3 Riseley and Canning Bridge Activity Centres Parking Management Plan

A Parking Management Plan (PMP) dated 22 March 2016 was prepared for the City of Melville to manage public-owned car parking spaces and commercial parking on private land.

As part of the study area, parking occupancy surveys and origin-destination (OD) surveys were conducted to determine the existing conditions and usage of the available parking facilities. The study identified that parking in the immediate vicinity of the Site was in low occupancy inclusive of the Site's basement carpark.

The parking occupancy surveys for the Canning Bridge Centre were undertaken on Friday 20 and Saturday 21 March 2015 between 8:00am to 6:00pm at hourly intervals. The survey results identified the following:

> *It has been found from the parking occupancy surveys that the current parking supply tends to be underutilised as a whole, and that there is theoretically sufficient parking supply to accommodate the Centre's observed peak parking activity and demand. At peak of activity, (1–2pm weekdays), an average occupancy of only 60% was observed.*

It was also observed that parking occupancy within the Raffles Hotel carpark is occupied at a significantly lower rate and did not exceed 26 spaces. It was noted the following:

> *This is presumably a result of a combination of lack of awareness, accessibility issues and the parking price that is levied.*

An excerpt of the hourly occupancy rates for the Raffles Hotel is provided below. While this represents only historic demand, observations confirm that current behaviour is largely consistent.

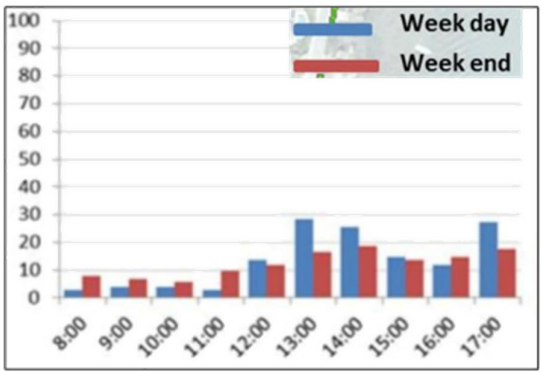

Figure 4.1 Raffles Hotel basement carpark hourly occupancy (2016)

Source: City of Melville's Riseley and Canning Bridge Activity Centres Parking Management Plan

4.2 Existing car parking facilities

A review of the publicly available car parking facilities via aerial imagery in the vicinity of the Site has been undertaken, with the locations identified below.

Figure 4.2 Car parking facilities

Source: Nearmap

4.2.1 Existing parking demand and supply analysis

A total of 109 car spaces is provided across the Site (Location A).

The Raffles Hotel has provided anecdotal information in regard to its basement carpark, in addition to patronage occupancy numbers for the week of 2-8 March 2026. It was observed that the public basement carpark does not experience any queuing issues, even during the peak periods or as a result of large events/functions.

However, the operators have noted feedback in regard to insufficient or unclear signage. This feedback aligns with the findings from the Riseley and Canning Bridge Activity Centres Parking Management Plan. Recommendations have been provided to support improved utilisation of the existing parking supply.

Table 4.1 provides a summary of hotel patronage data across the surveyed week (2-8 March 2026). This represents the maximum patronage within the hotel (for all purposes). The results show a substantial variation over the week, representing a weekday daytime peak of less than 40% of capacity, and an after-hours peak at 50-80% of capacity (depending on events).

Table 4.1 Raffles Hotel Patron Occupancy Numbers

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open-6pm	25	16	63	54	97	90	110
6pm-Close	13	-	220	80	131	69	56

The low demand for parking was corroborated by the City of Melville (the car park operators), which provided data regarding daily parking sessions for the preceding 12 month period (see Figure 4.3. Across this period, the median parking demand was 34 sessions *per day,* for an average of 136 minutes per session.

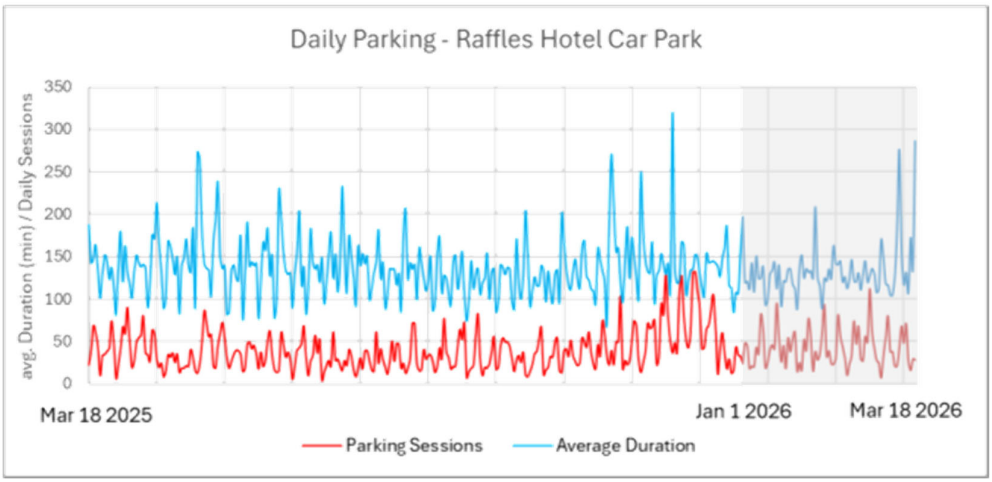

Figure 4.3 Raffles Hotel basement carpark daily parking demand (2025/26)

Data Source: City of Melville

The availability of parking should also be considered in the context of the anticipated hourly demand for parking by the Site. ITE's *Parking Generation 4th ed.* provides a profile for parking generation of a bar/tavern use; accordingly, the profile below has been scaled to match observations for the existing maximum building occupancy (269 patrons).

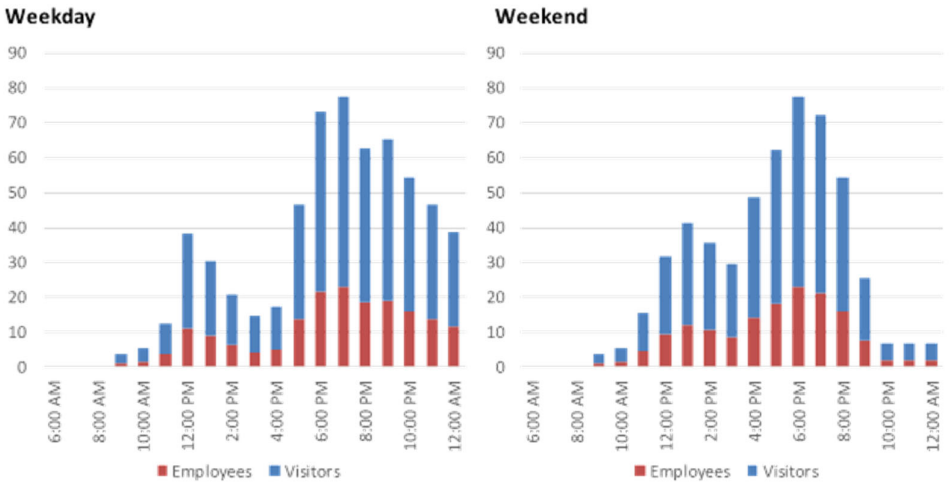

Figure 4.4 Modelled parking demand profile for the existing Site uses (max occupancy)

4.2.2 Projected parking demand

The proposal anticipates a maximum capacity of 419 patrons. Applying this growth directly to the modelled behaviour results in the following parking demand profile for the redeveloped Site.

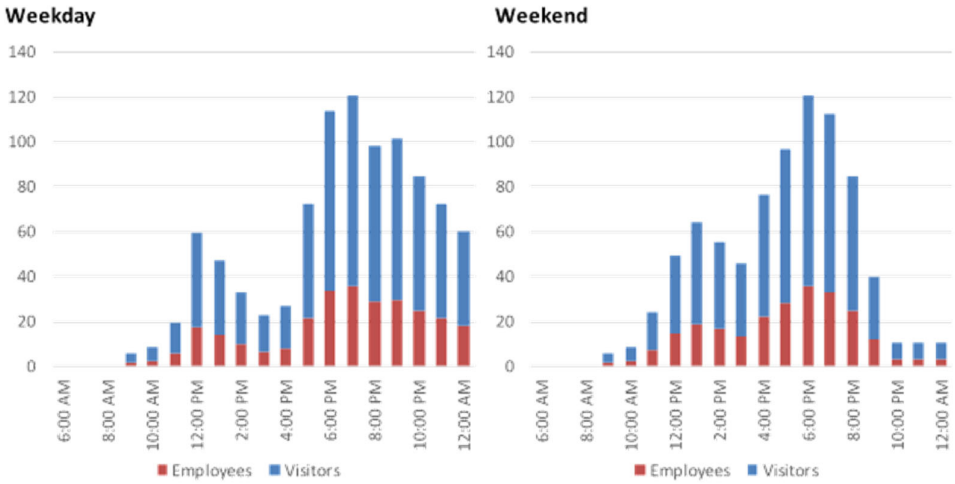

Figure 4.5 Modelled parking demand profile for the proposed redevelopment

The redevelopment is therefore anticipated to increase parking demand by approximately 20 spaces during the daytime, and 42 spaces during the busiest evening peak. This demand can easily be accommodated within the existing car parking provision on-site and in the adjacent public supply (see Section 4.3 below).

4.2.3 Off-site car parking

A review of aerial imagery[1] has been undertaken of the available public car parking facilities in the vicinity of the site within approximately a 400m walking distance.

The publicly available car parking facilities are listed below with parking fees and restrictions can be found at City of Melville's website[2].

- On-street parking
  - (Location B) Canning Beach Road waterfront: **[31]** 90-degree angled '3P' spaces
  - (Location C) Raffles Hotel, Canning Beach Road: **[7]** '2P' spaces
  - (Location D) Moreau Mews: **[5]** indented kerbside P Ticket parking spaces
- Off-street parking
  - (Location E) Canning Bridge Library Car Park: **[51]** P Ticket parking spaces
  - (Location F) Moreau Mews Carpark: **[36]** P Ticket parking spaces
  - (Location G) Aurora and Sabina Parking Station (3 Kintail Road): Number of car spaces unknown

The supply of external car parking, when combined with the 109 on-site basement parking spaces, significantly exceeds the anticipated demand for parking by the proposed redevelopment. This indicates that the proposal would not result in an undue impact on the current provision

5. Traffic impacts

Given the Site's location and land use type as a tavern use; a licensed premises which serves alcohol, is expected to generate a large proportion of patrons who would choose to not drive to the site and would use alternate transport modes (public transport, walking, taxi/ride share services etc.). It is also noted that the Site is likely to attract a substantial percentage of its patronage from local residents and employees who will walk or cycle to the Site.

In particular, Canning Bridge Railway Station is located within 550m walking distance from the Site and the closest bus stop is located 100m walking distance on Kintail Road, providing access to three bus routes.

Furthermore, as the Site is currently occupied and operating, the anticipated traffic generation as a result of the proposed redevelopment comprises only the difference between the existing and proposed operation.

Due to the nature of the proposed redevelopment, it is expected that the critical time period for review is coincident with the network PM peak period (5:00-6:00pm). During this period, observations of existing patronage shows that the venue operates at 40% or less of capacity (representing an increase in usage of 60 patrons or less as a result of the proposed intensification).

It is noted that the tavern does not operate during AM road network peak hour (8:00-9:00am) and would therefore have a negligible impact on the nearby road network, in particular to the intersection of Kintail Road, Canning Beach Road and Canning Highway.

6. Sustainable transport access

6.1 Pedestrian and cycle access/facilities

The existing pedestrian network within the vicinity of the Site provides excellent pedestrian accessibility in the form of footpaths, pram ramps and passive pedestrian crossings. This allows building occupants to safely walk to key nodes, including public transport stops.

1 Aerial imagery sourced from Nearmap dated Jan 21, 2026

2 https://www.melvillecity.com.au/our-city/about-our-city/parking-and-getting-around/parking-areas-and-fees

Whilst it is unlikely that a large proportion of patrons will cycle to the Site given the type of use, there are numerous cycling facilities located proximate to the Site. This includes the Melville Historical Heritage Trail shared path running adjacent to the waterfront providing a safe and efficient connection to Canning Bridge Railway Station and various surrounding suburbs.

Cycling access is therefore a key benefit for the Site, and incidental activity from recreational cycling forms a key component of peak period demands.

6.2 Public transport access

The Site is located within 550m walking distance of Canning Bridge Railway Station and 100m of a bus stop on Kintail Road. The bus stop services three bus routes and provides direct connections to a number of railway stations as shown in the below figure.

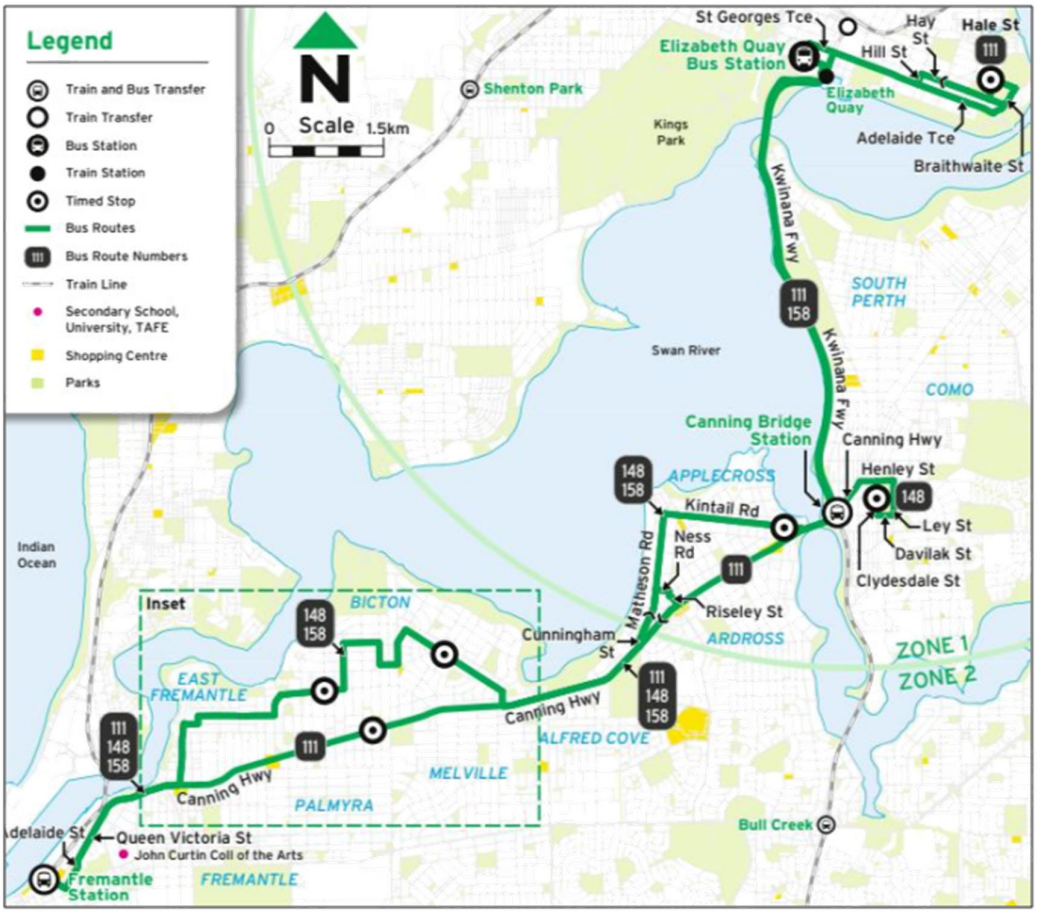

Figure 6.1 Transperth Bus Timetable 39

Source: Transperth

Given the location and public transport access in the locality, the existing Site location supports work->hospitality->home trip chains that leverage accessible public transport options to minimise driving modes and parking requirements.

7. Mitigation measures

Notwithstanding the above, a range of mitigation measures may be implemented to mitigate potential traffic overflow/ congestion issues, particularly in the event the car park is full. These are discussed further below:

7.1 Alternative car parking

As discussed in Section 4.2, alternative car parking resources are available in the nearby vicinity. These include a combination of on-street car parking, open off-street parking and covered off-street parking facilities.

All facilities are accessible without impacting the intersection of Kintail Road/Canning Beach Road/Canning Highway, since patrons would travel north along Kintail Road and Canning Beach Road to reach alternative parking.

7.2 Availability of alternative modes

As discussed in Section 6, the Site is well serviced by a number of sustainable transport modes, including the Canning Bridge Railway Station and bus stop on Kintail Road. It is expected that the intensification of activity on the Site would be facilitated by ongoing uptake of these modes.

7.3 Provision of signage and parking control systems

As discussed in Section 4, it was observed that the Raffles Hotel carpark is currently underutilised.

Improvements to advanced wayfinding signage and parking control systems could be implemented to inform drivers of the availability of on-site car parking. This could include the provision of signage along the Site's frontage to inform drivers of parking availability.

The provision of advanced signage would be used to inform drivers of the on-site parking condition, and thereby reduce the need for drivers to circulate to find available car parking.

7.4 Provision of a pickup/dropoff area

The existing timed ticket '2P' on-street parking area located adjacent to the Site could be converted to a designated pick-up/drop-off area servicing the Site and locality. This area is highly accessible, with excellent access to the Primary Road network.

This improved pick-up/drop-off area would assist in meeting the objectives for alternative transport as identified in the Canning Bridge ACSP, encouraging the uptake of alternate transport modes and to reduce car usage.

With consideration to the above, the retained and improved transport and parking environment is considered to be in alignment with the engineering and planning principals of the Activity Centre Structure Plan. Evaluation of the intended function of the access and parking regime does not suggest an undue impact on the adjacent road network, or nearby intersections.

Yours sincerely

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