



City of
Melville

MINUTES
DEVELOPMENT ADVISORY UNIT MEETING

09:30AM Monday, 20 April 2026

Held in the Melville Civic Centre, 10 Almondbury
Road, Booragoon

The City of Melville acknowledges the Bibbulmun people as the Traditional Owners and custodians of the lands on which the City stands today and pays its respect to the Whadjuk people, and Elders both past, present and emerging.



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Development Advisory Unit

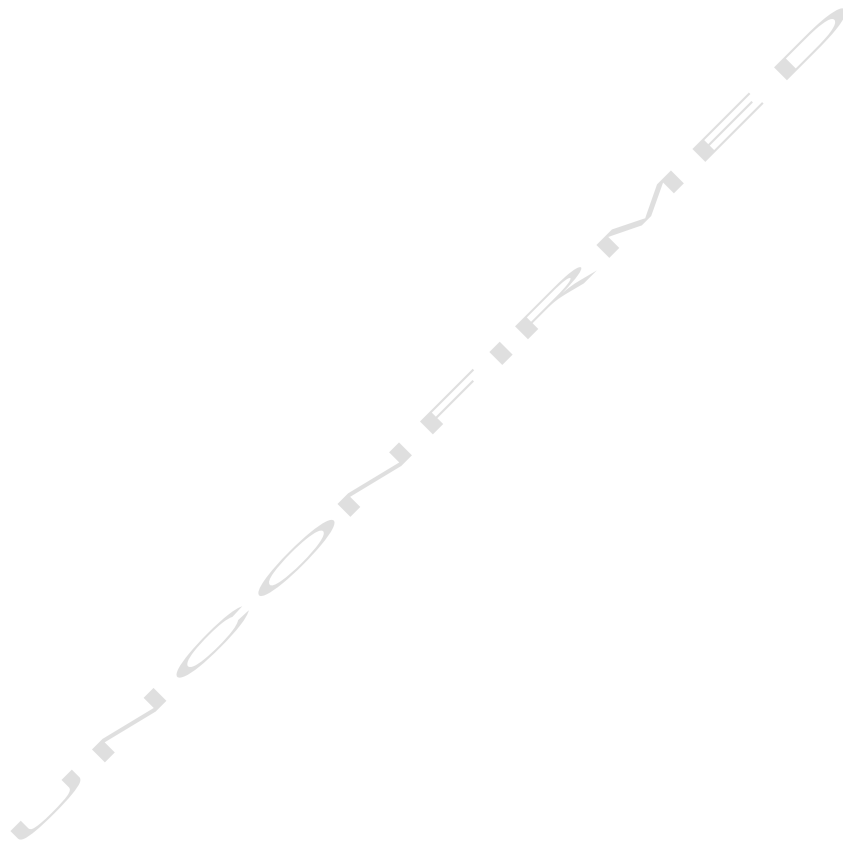
- 1. The DAU is not a decision making forum – it is an operational meeting to inform the recommendation to the Manager Statutory Planning on Development Applications and other planning proposals.**
- 2. Should any Elected Member wish to discuss the content of any item included as part of the attached 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: 09 June 2026

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OFFICIAL**1 ATTENDANCE AND APOLOGIES****In Attendance**Members

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

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.

OFFICIAL**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:	<ol style="list-style-type: none"> 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.

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- 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.**

OFFICIAL**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.

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



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

OFFICIAL**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	8567m ²
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 RequirementsCity 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.

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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:

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- 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 will increase already heavy	Objection	The traffic impact from the additional capacity is less than an additional 100 vehicle movements

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	pedestrian traffic across Canning Highway.		<p>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.</p> <p>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 Ogilvie 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.</p>
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	<p>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.</p> <p>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.</p>
5	Concerns in regard to noise, staff movements and pedestrian access to the Raffles Water Front Apartments entry from Canning Beach Road.	Objection	<p>See justification of the proposed land use against LPS6 and CBACP above.</p> <p>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</p>

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			with the applicable noise legislation subject to conditions which have been included in the recommendation.
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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.

OFFICER RECOMMENDATION

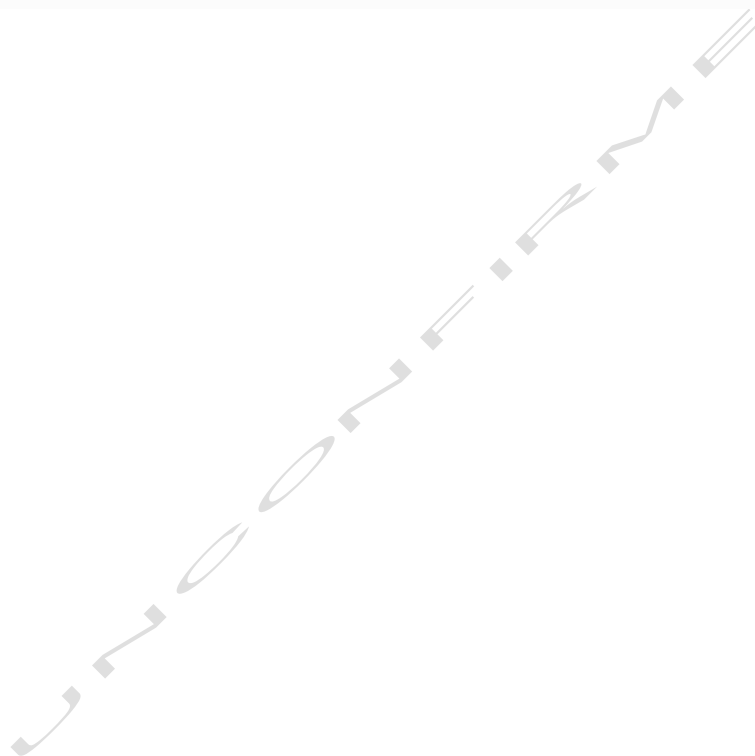
That the Development Advisory Unit recommend approval of the Alterations and Additions to Existing Building (Raffles Hotel), subject to the following conditions:

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*.**

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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.



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5 OUTCOMES FOLLOWING CALL UP PERIOD

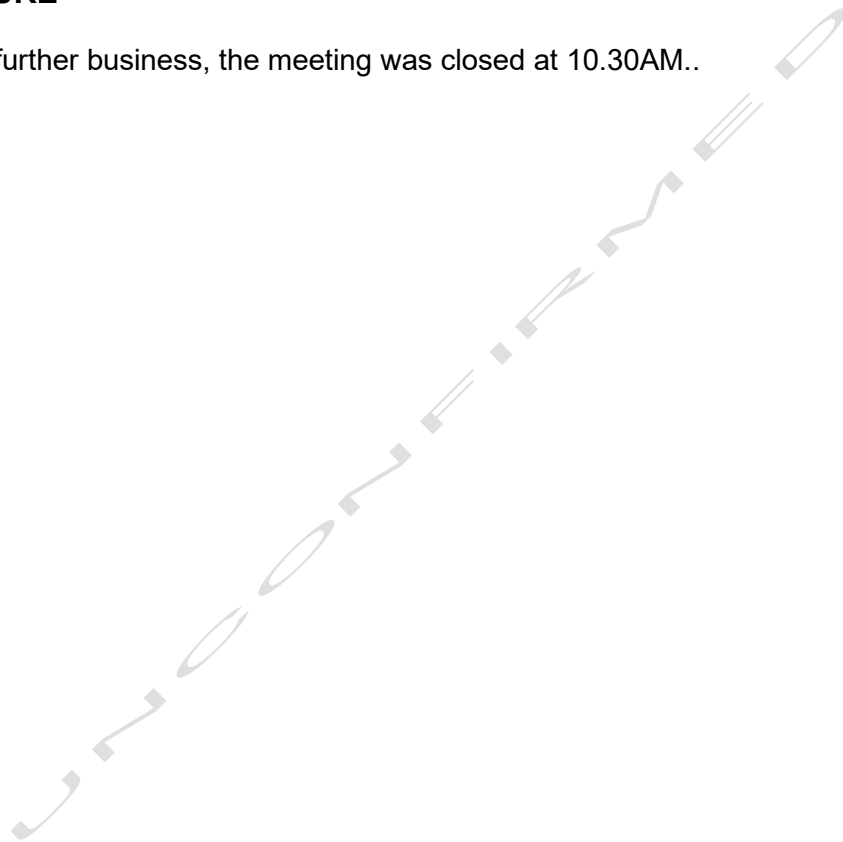
Following the call up period – there were no requests to call up items:

- **Nil.**

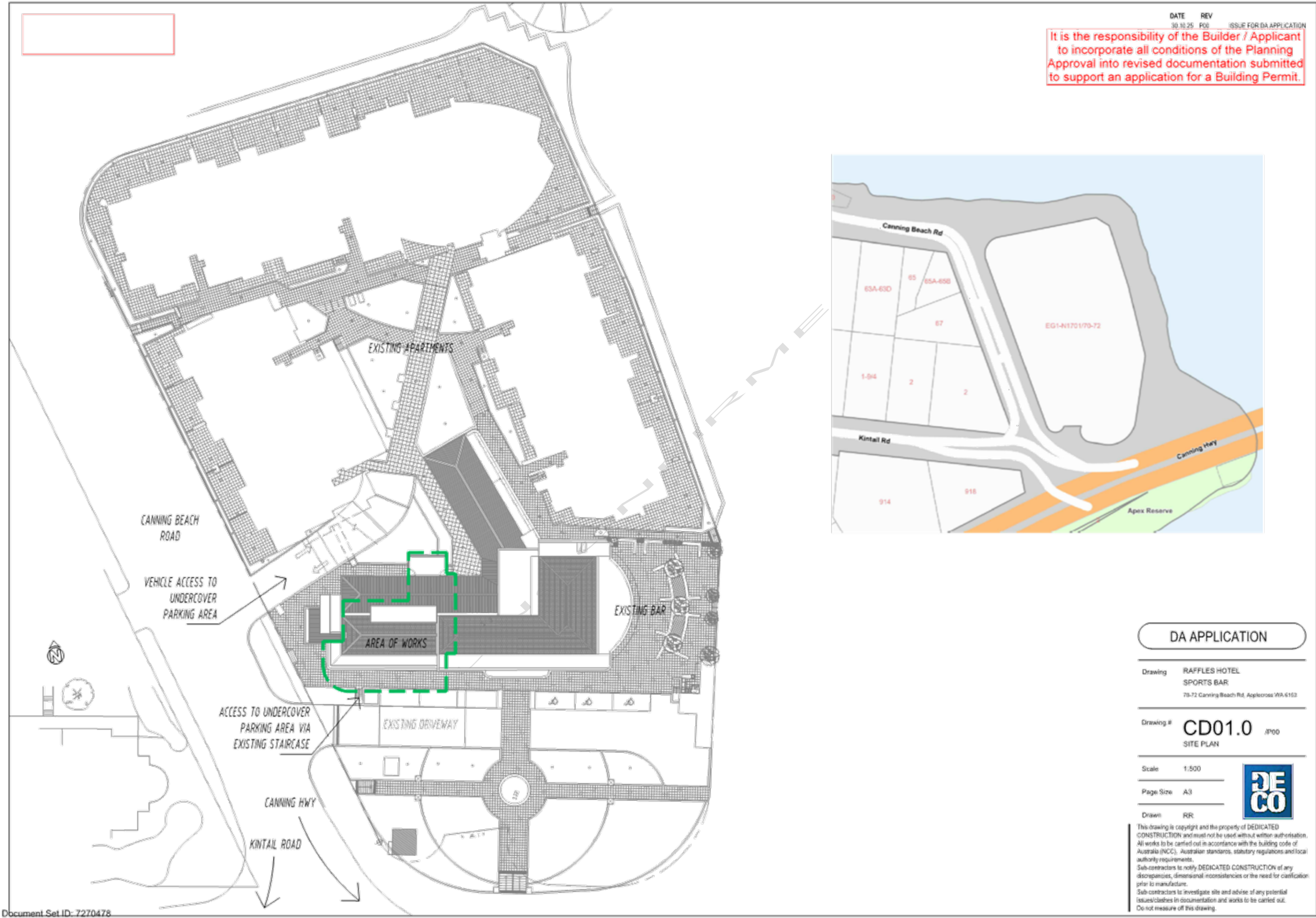
by Elected Members and therefore the application will be determined under delegation in accordance with the officer recommendation from the DAU meeting dated Type date.

6 CLOSURE

There being no further business, the meeting was closed at 10.30AM..



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DATE 30.10.25 REV P00 ISSUE FOR DA APPLICATION

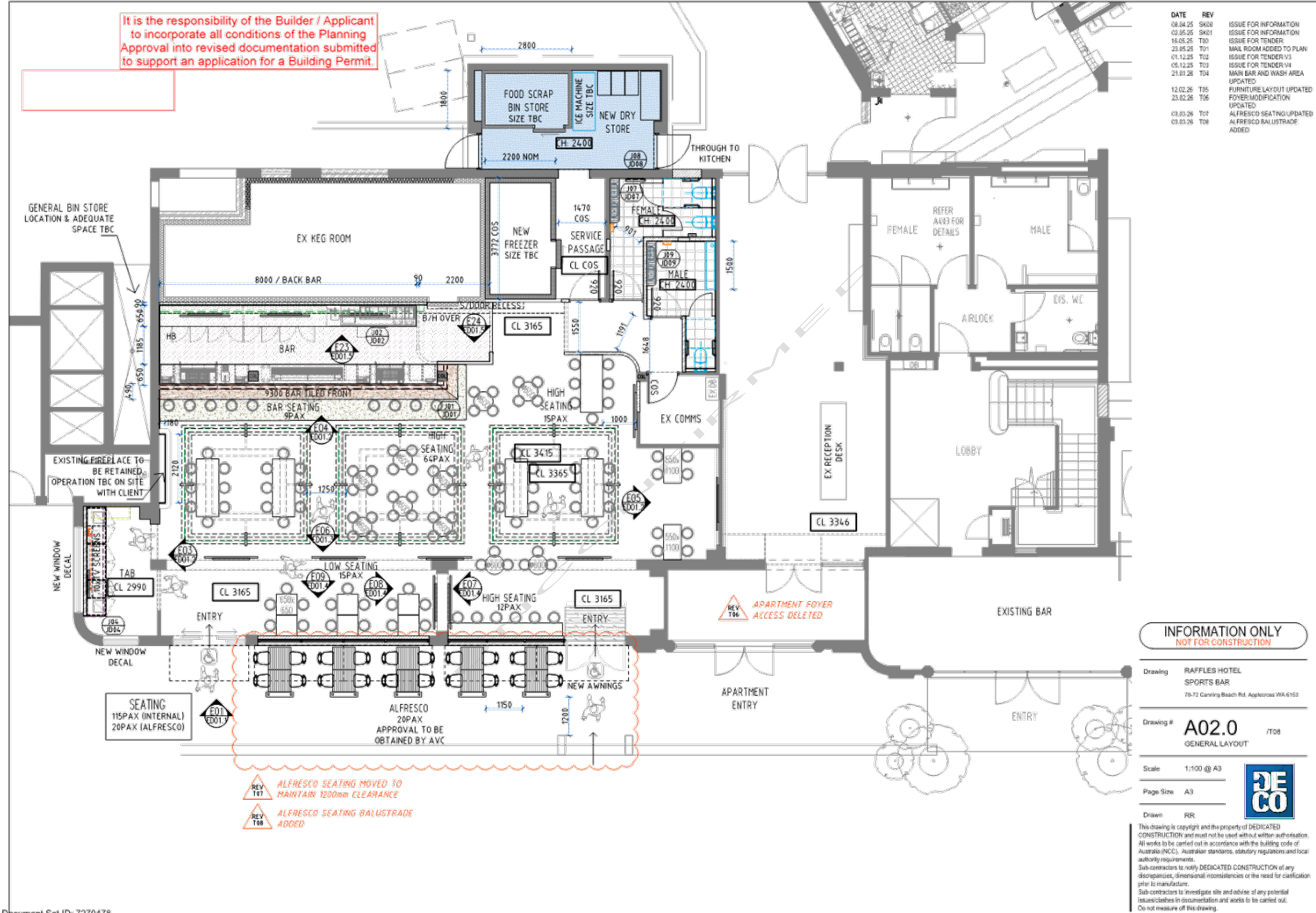
It is the responsibility of the Builder / Applicant to incorporate all conditions of the Planning Approval into revised documentation submitted to support an application for a Building Permit.

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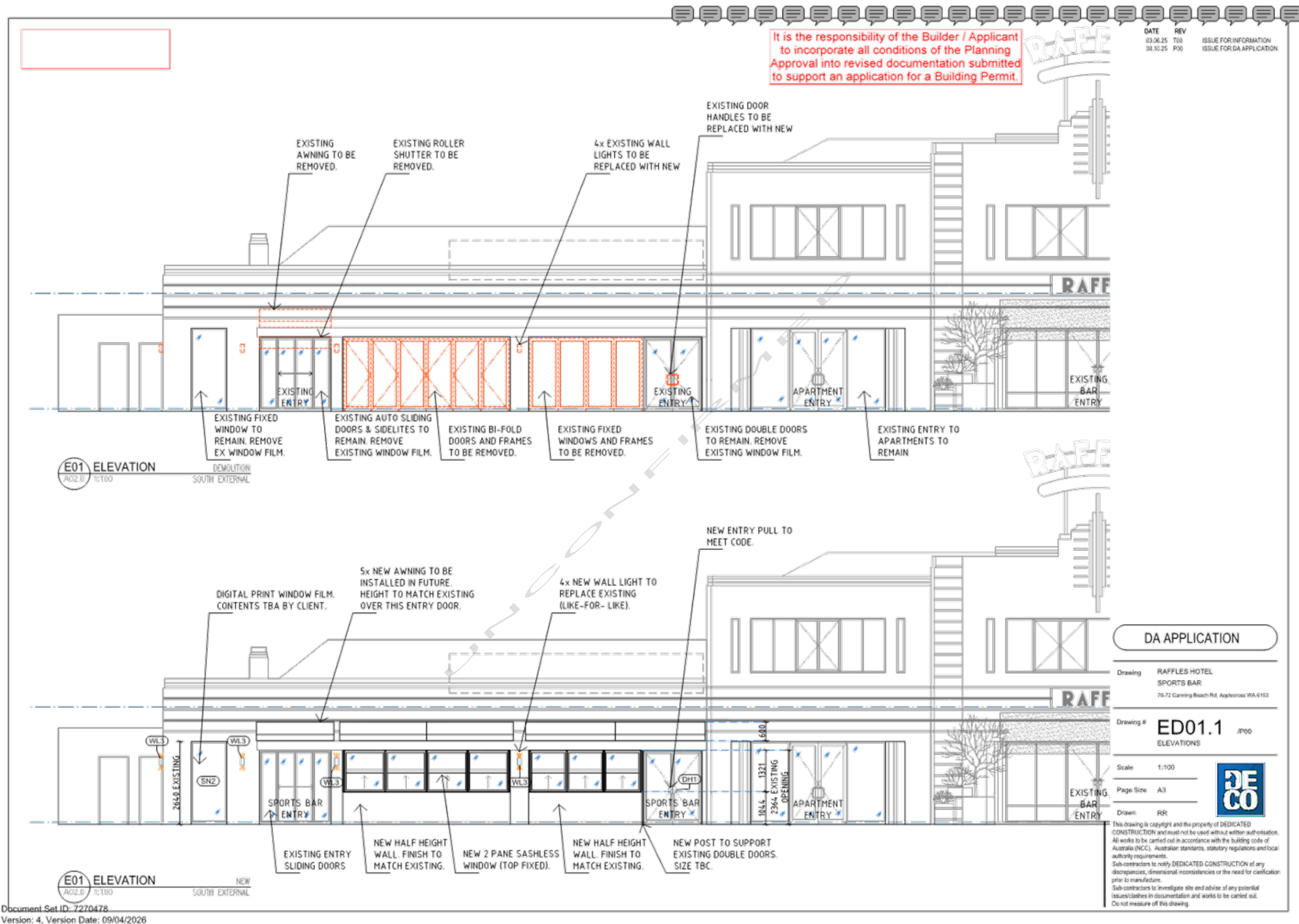
It is the responsibility of the Builder / Applicant to incorporate all conditions of the Planning Approval into revised documentation submitted to support an application for a Building Permit.

DATE	REV	ISSUE
08.04.25	SK00	ISSUE FOR INFORMATION
02.05.25	SK01	ISSUE FOR INFORMATION
16.05.25	T00	ISSUE FOR TENDER
23.05.25	T01	MAIL ROOM ADDED TO PLAN
01.12.25	T02	ISSUE FOR TENDER V3
05.12.25	T03	ISSUE FOR TENDER V4
21.01.26	T04	MAIN BAR AND WASH AREA UPDATED
12.02.26	T05	FURNITURE LAYOUT UPDATED
23.02.26	T06	FOYER MODIFICATION UPDATED
03.03.26	T07	ALFRESCO SEATING UPDATED
03.03.26	T08	ALFRESCO BALUSTRADE ADDED



Document Set ID: 7270478
Version: 4, Version Date: 09/04/2026

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Document Set ID: 7270478
Version: 4, Version Date: 09/04/2026

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 Marlis



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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.



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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

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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 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 Sleaf 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

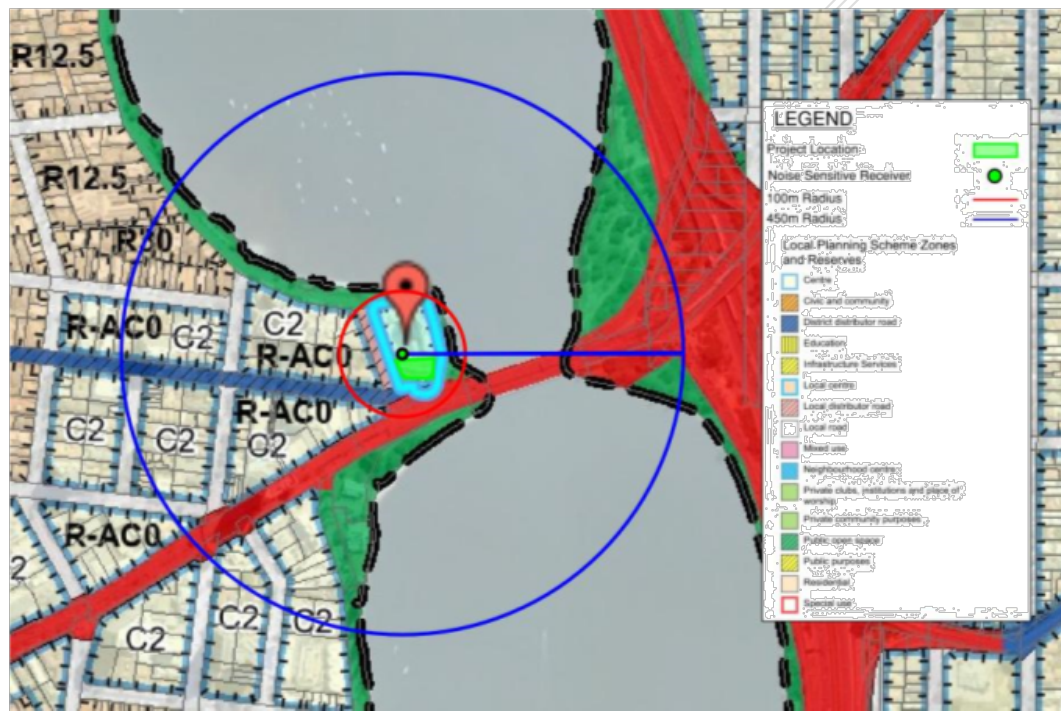


Figure 2: Zoning map of areas surrounding 70-72 Canning Beach Rd



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)		
		LA10	LA1	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

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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

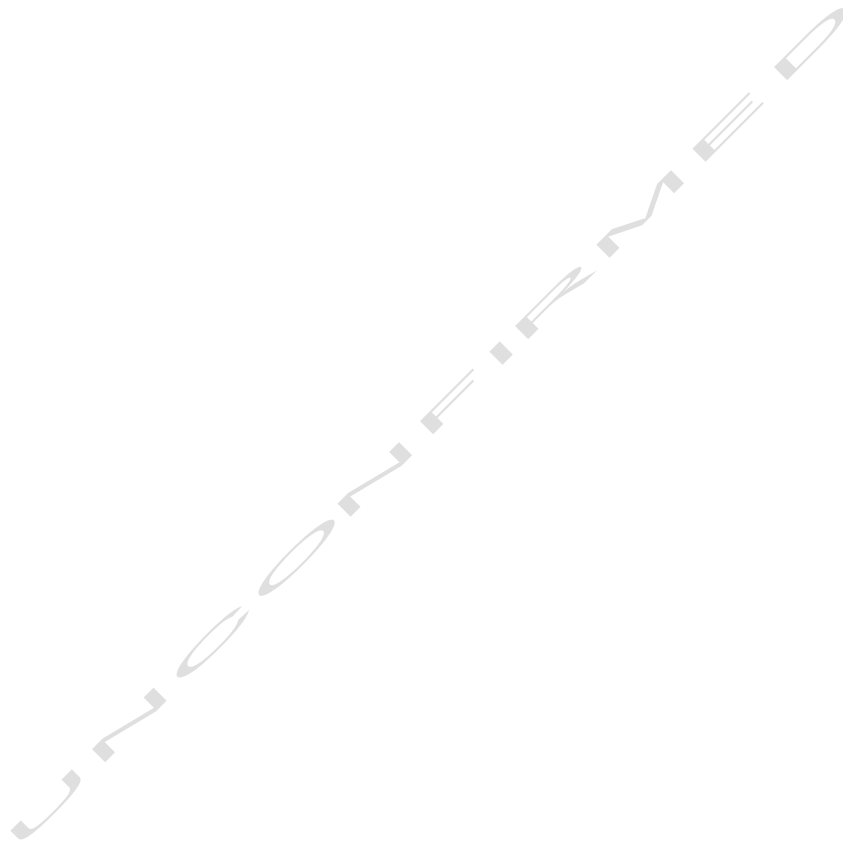
Mechanical equipment serving the development is required to meet the assigned levels of the EPNR nearest sensitive receivers. It is important that noise emissions from the site do not present any form of tonality, modulation or impulsiveness (as defined by the EPNR).

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.



Appendix B Noise Contour

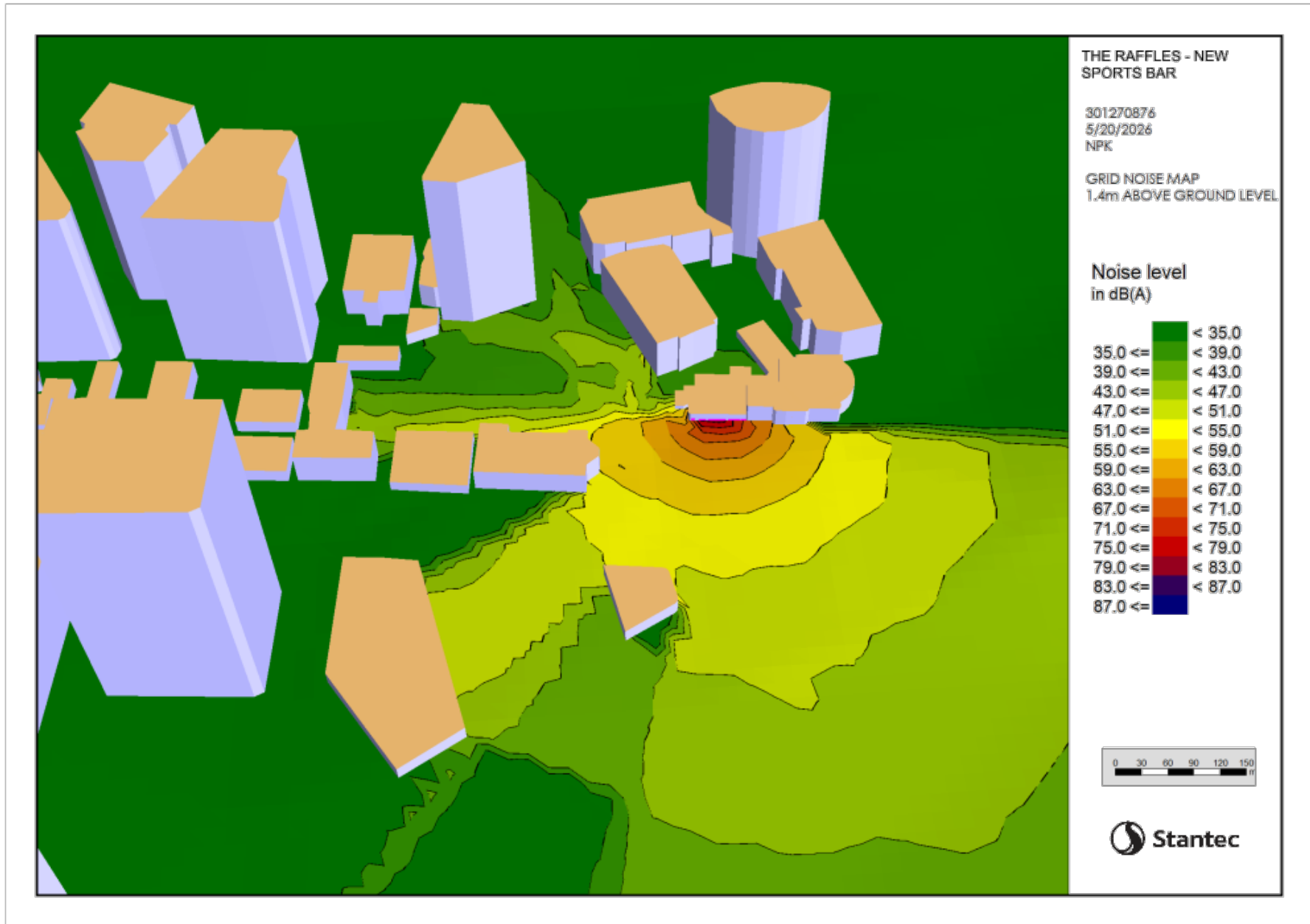


The Raffles – New Sports Bar

Noise Contour

REP: 042024-00001_01.PDF FOR PAGES 34 AND 35. PROJECT SCOPES FOR BUILDINGS PROJECT DOCUMENTATION IN INDUSTRIAL DEVELOPMENT ZONE (IDZ) FOR THE NEW SPORTS BAR AT THE RAFFLES, AS CODED, 04/2024

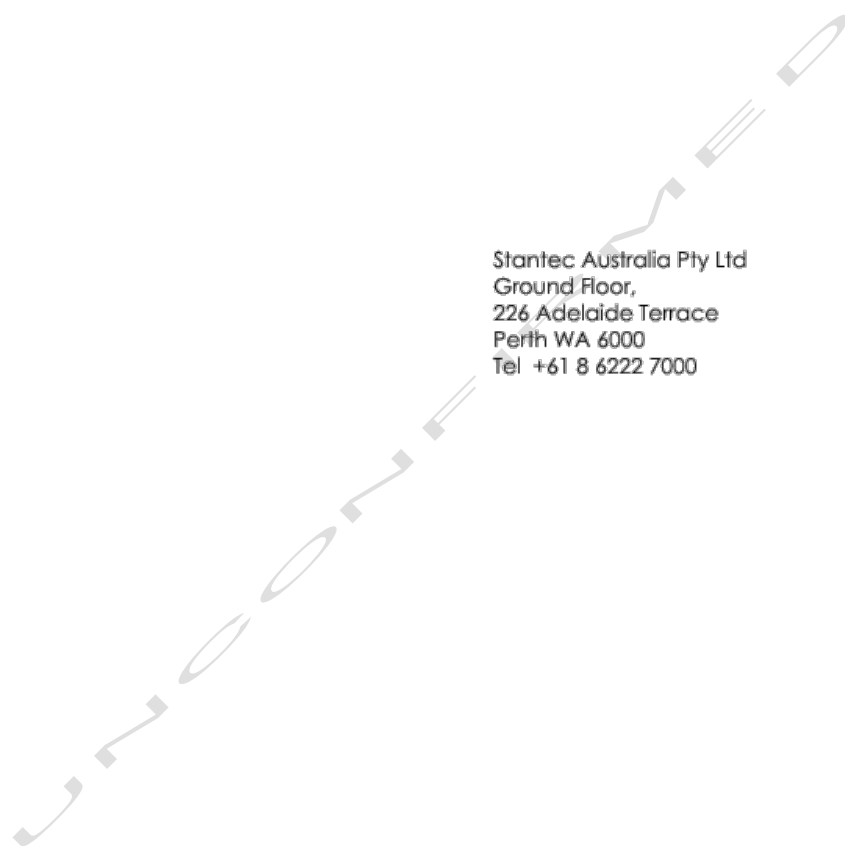
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Project Number: 301270876

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

18 March 2026

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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

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

WSP Australia Pty Limited ABN 80 078 004 798



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.

Parking approaches within the CBACP area move away from the "predict and 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.

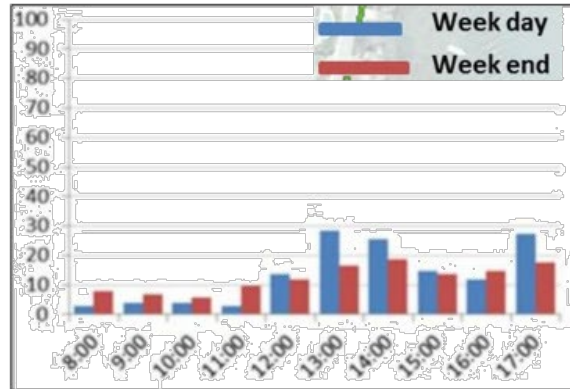


Figure 4.1 Raffles Hotel basement carpark hourly occupancy (2016)

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.

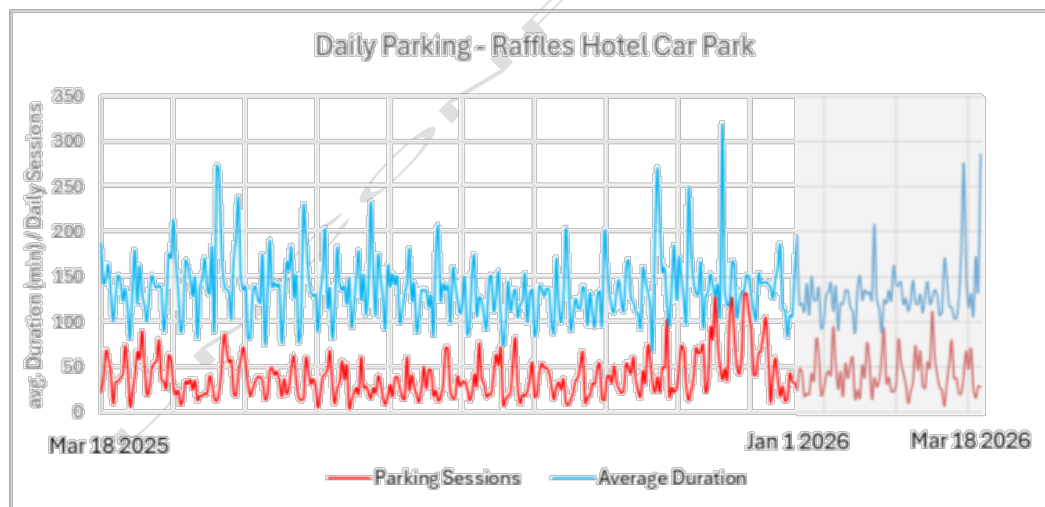


Figure 4.3 Raffles Hotel basement carpark daily parking demand (2025/26)

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 sealed to match observations for the existing maximum building occupancy (269 patrons).

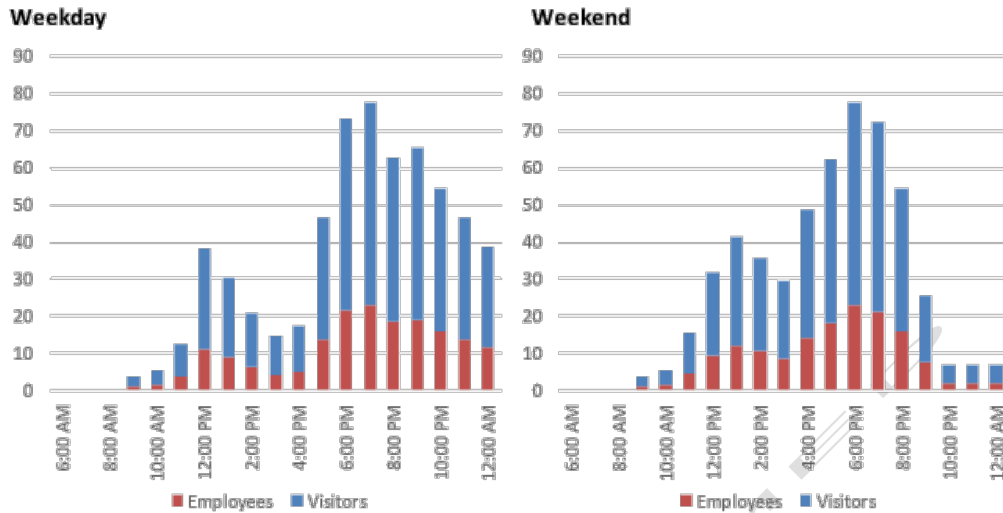


Figure 4.4 Modelled parking demand profile for the existing Site uses (max occupancy)

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.

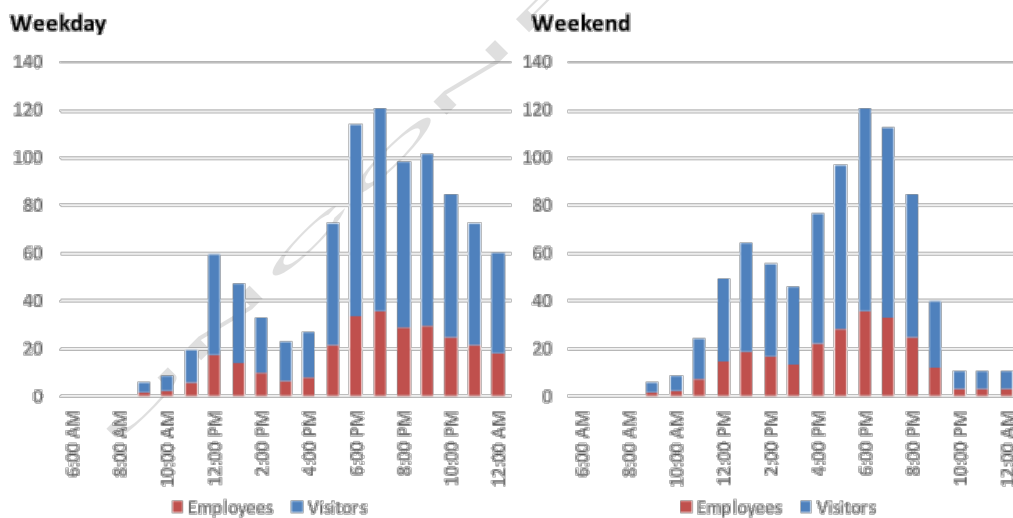


Figure 4.5 Modelled parking demand profile for the proposed redevelopment

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 imagery¹ 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 website².

- On-street parking
 - o (Location B) Canning Beach Road waterfront: [31] 90-degree angled '3P' spaces
 - o (Location C) Raffles Hotel, Canning Beach Road: [7] '2P' spaces
 - o (Location D) Moreau Mews: [5] indented kerbside P Ticket parking spaces
- Off-street parking
 - o (Location E) Canning Bridge Library Car Park: [51] P Ticket parking spaces
 - o (Location F) Moreau Mews Carpark: [36] P Ticket parking spaces
 - o (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.

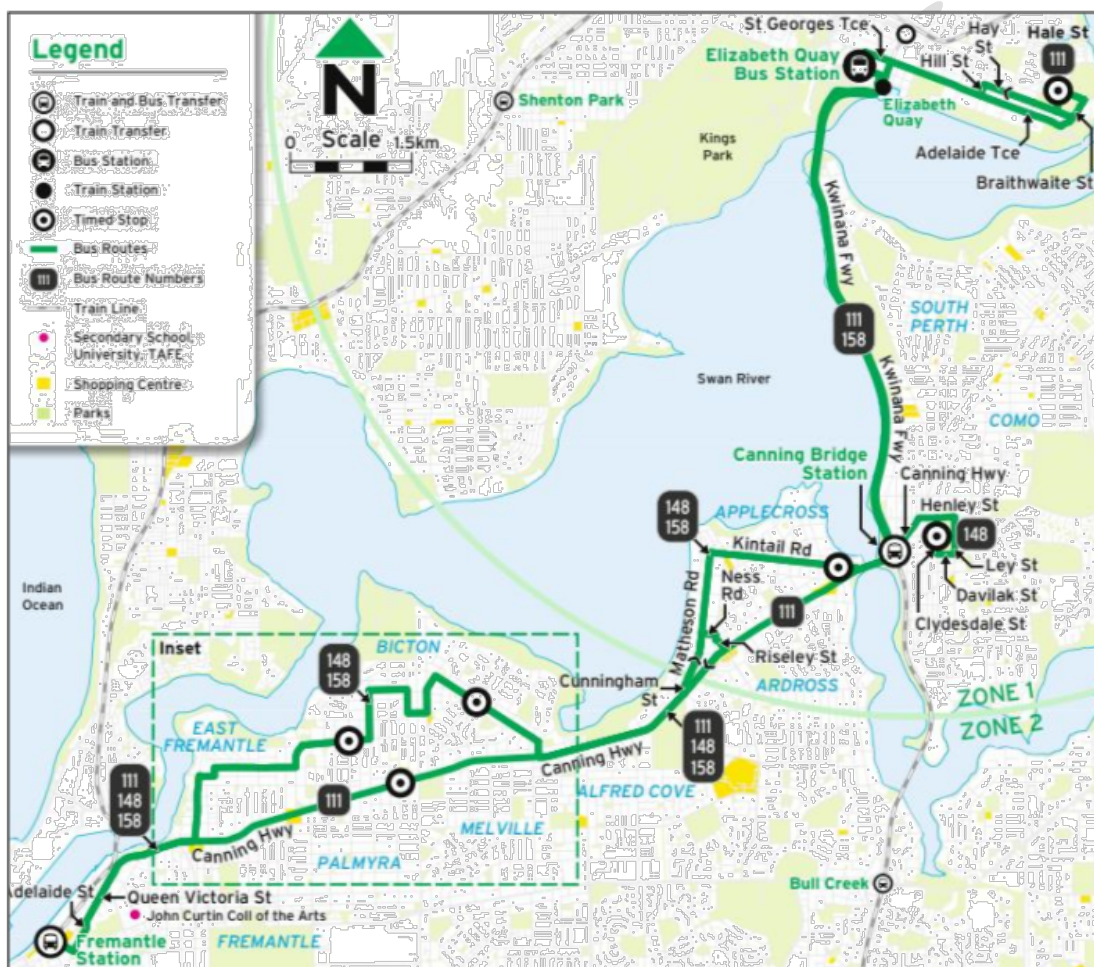


Figure 6.1 Transperth Bus Timetable 39

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.

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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

A handwritten signature in black ink, appearing to be 'JM'.

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