South Perth Wharf

Application for Development Approval

Attachment SPW03

Mscience EMS Manual

November 2025

OLD SALT PERTH PTY LTD

South Perth Wharf

Environmental Management System Manual

Revision No: 1

Date: 13/10/2025

Prepared by : Matt Frapple

(MScience)

Approved by : Dan Chrystal

(EMR, Director, Old Salt Perth)

Revision History

Revision Date	Description	Sections Affected	Revised By	Approved By
13/10/25: 1	Update to final	General	MJF	DC

Table of Contents

0.0 Terms and Definitions

We/Our	Old Salt Perth Pty Ltd
Continual improvement	Recurring process of enhancing the environmental management system in order to achieve improvements in overall environmental performance consistent with the organisation's environmental policy.
Corrective action	Action to eliminate the cause of a detected nonconformity.
DBCA	Western Australian Department of Biodiversity Conservation and Attractions (managing on behalf of the Swan River Trust)
Environment	Surroundings in which an organisation operates, including air, water, land, natural resources, flora, fauna, humans, and their interrelation.
Environmental aspect (EA)	Elements of an organisation's activities or products or services that can interact with the environment.
Environmental impact	Any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
Environmental management representative (EMR)	Senior management member whose role is to champion the EMS.
Environmental management system (EMS)	Part of an organisation's management system used to develop and implement its environmental policy and manage its environmental aspects.
Environmental objective	Overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve.
Environmental performance	Measurable results of an organisation's management of its environmental aspects.
Environmental policy	Overall intentions and directions of an organisation related to its environmental performance as formally expressed by top management.
Environmental target	Detailed performance requirement applicable to the organisation or parts thereof, that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives.
Internal audit	Systematic, independent and documented process for obtaining audit evidence to determine the extent to which the environmental management system audit criteria are fulfilled.
Nonconformity	Non-fulfilment of a requirement.
Preventive action	Action to eliminate the cause of a potential nonconformity.
Prevention of pollution	Use of processes, practices, techniques, materials, products, services or energy to avoid, reduce or control the creation, emission or discharge of any type of pollutants or waste.
Procedure	Specified way to carry out an activity or a process.

1.0 General

1.1 This EMS Covers:

Old Salt Perth Pty Ltd plans to relocate and operate *Oceanlink 125*, a 440 sqm barge moored adjacent to the riverbank west of Mends St Jetty, Swan River, Perth, Western Australia. The Proponent proposes to operate the barge as a full service, 7 day a week hospitality precinct known as The South Perth Wharf.

The operation will based on the permanently moored *Oceanlink 125,* with 3 distinct hospitality venues.

1.2 Purpose of this Manual

This Manual defines the Environmental Management System (EMS) for Old Salt Perth Pty Ltd activities associated with *South Perth Wharf* and contains:

a) The Environmental Policy;

b) Statements of responsibility and authority;

c) An overview of the company's environmental procedures and controls;

d) The identification of the resources and training allocated to management, performance of work and verification activities including internal audit;

e) The appointment of the Environmental Management Representative (EMR); and

f) The arrangement for periodic management reviews.

1.3 Scope of EMS

The scope of the EMS applies to the relocation and operation of *South Perth Wharf* within the Swan Canning Riverpark, Perth, Western Australia. The EMS is aligned with ISO14000 specifications while providing a practical basis for environmental management by a small company with a risk profile that does not require a dedicated environmental specialist.

2.0 Policy

South Perth Wharf

Environmental Policy

Policy Statement:

Old Salt Perth Pty Ltd is committed to operating *South Perth Wharf* in a manner that will not diminish the level of ecological quality or the community benefit and amenity existing in the area of Perth Waters near South Perth where the vessel is moored.

The Director(s) of Old Salt Perth Pty Ltd will do this by:

- Evaluating business operations and developing strategies to improve environmental performance
- Educating employees on environmental objectives and encouraging participation on environmental matters
- Assisting customers to act in an environmentally sensitive way
- Committing to continual improvement by assessing impacts of current and future event

Endorsed by

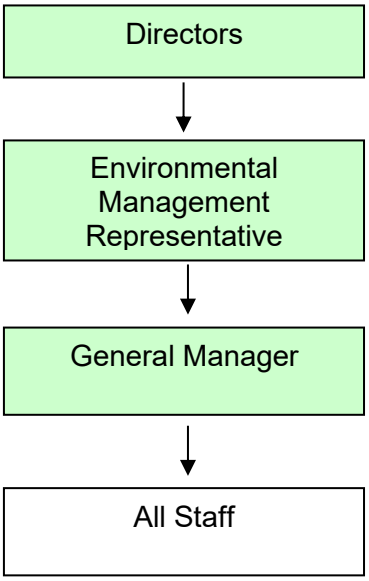
_____

Dan Chrystal, Director

Date: 13 October 2025

3.0 Organisation

3.1 Organisation Chart



3.2 Responsibility

The responsibilities of people occupying the above roles are set out below. Due to the size of the operation, the GM will also be the EMR.

3.2.1 Management

The Directors of Old Salt Perth Pty Ltd are responsible for:

a) Endorsing and resourcing the environmental policy and setting targets;

b) Appointing the EMR;

c) Review environmental issues and performance at one meeting per year.

3.2.2 Environmental Management Representative (EMR)

The EMR will have the responsibility and authority for:

a) Ensuring that the EMS exists and is relevant;

b) Ensuring EMS commitments are met;

c) Regular review of the EMS to ensure it is working.

3.2.3 General Manager

The General Manager provides overall management of *The South Perth Wharf* and is responsible for :

a) Day-to-day management of staff and their activities relevant to this EMS;

b) Training staff in relevant programs

3.2.4 Staff

All employees are responsible for:

a) Complying with EMS requirements; and

b) Reporting problems to the General Manager.

4.0 Environmental Management System Requirements

4.1 Environmental Management System Documents

The purpose of these EMS documents is as follows:

Environmental Policy	Describes the Company's environmental principles. Is contained in this document and posted on The South Perth in public view.
Environmental Management System Manual (EMS Manual)	Describes the environmental management system and outlines how the requirements of the International Standard (ISO 14001) are achieved.
Objective(s) *	Long term environmental goals that We set to achieve via the EMS.
Target(s) *	Annual targets for environmental performance.
Environmental Procedures (EPs)	Define the roles, responsibilities, and actions to be taken to ensure that activities are performed and the EMS implemented in accordance with the environmental policy and the requirements of ISO 14001. A cross-reference of the ISO 14001 clauses to the EPs is listed in Appendix A.
Register of Environmental Aspects	Compiles the environmental aspects that are derived from the activities and services of the *South Perth Wharf.* The register also denotes the significance of the environmental aspects and the respective operational controls for significant environmental aspects.
Register of Legal and Other Requirements	Compiles the legal and other requirements, which include legislation, codes of practice, regulatory and non-regulatory guidelines that are applicable to the *South Perth Wharf.*
Environmental Instructions (EIs)	Describe how activities should be performed to manage significant environmental aspects and to achieve the EMS ISO 14001 requirements.
Environmental Forms/Records	Record information for the audit trail and the assessment of environmental conditions and performance.

4.2 Environmental Policy

Our environmental policy is included in Section 2 of this document.

This policy will be made available to staff and the public.

4.3 Planning

We follow a "plan-do-check-act" process to facilitate continual environmental performance improvements. The following sections describe how this is done.

4.3.1 Environmental Aspects

We will ensure that all environmental aspects that may pose significant impacts to the environment or Our reputation are under control and prioritised for improvements.

Our current assessment of environmental aspects and how we manage them is contained in Appendix A. We review these aspects whenever we plan to do something new.

4.3.2 Legal and Other Requirements

We keep a list of the legislation and approvals relevant to Our operations, so that We can ensure compliance. The list is contained in Appendix B and is updated when required.

4.3.3 Objectives, Targets and Programme(s)

Our objectives are to:

Protect the river environment as far as possible;

Minimise any impacts on the river to a practical minimum

Maintain the benefits of the river to the Perth community

Directors sign off targets every year and are advised on whether they have been met. We document Our annual targets to support the above and have programs aimed at meeting these targets (Appendix A).

4.4 Implementation and Operation

Our Environmental Management Representative will be at Director level to provide sufficient authority to the EMS. They have the accountabilities listed in Section 3.2.2.

All staff will be trained in their EMS responsibilities.

4.4.1 Resources, Roles, Responsibility and Authority

See Section 3.0.

4.4.2 Competence, Training and Awareness

We ensure all persons performing tasks for us whose work may have a significant impact on the environment, are competent on the basis of appropriate education, training and/or experience, and shall retain associated records.

- Staff would all have a high level of training from a food and beverage perspective and this would cross over into environment management also, to cover
  - No littering;
  - How the services all work (for their knowledge and in case guests ask);
  - Ways to manage patrons who do litter etc.
- Records would be kept of all staff trained.
  - Staff training and induction would be built into start procedures;.
  - A questionnaire on what they've learnt will be completed at the end, including their signature in agreeance prior to working for us;
- Our General Manager would be responsible for all staff training.

4.4.3 Communication

For internal communication, the EMR shall ensure information regarding the EMS (such as the policy, objectives, targets and programmes) and environmental performance is readily available to employees and customers on a notice board.

The General Manager will be the point of contact for staff or patron queries/complaints.

Any external complaints relating to environmental management Ie.) noise, light, litter shall be recorded, discussed and reviewed.

4.4.4 Documentation

The Environmental Management System documentation encompasses three levels as described below:

1. The first level is the EMS Core, including this *Environmental Management System Manual*, Our environmental policy (specifying the principal objectives and environmental commitment), and Our annual environmental targets.
2. The second level is the *Environmental Procedures (EPs)*, which include all procedures and Plans that we use.
3. The third level is *Environmental Records,* which include any reports checklists or written communications arising from the implementation of the EMS.

Lists of the current documents issued under the first two levels are presented in Appendix D.

4.4.5 Control of Documents

EMS documentation controls will ensure that documents meet the following criteria:

- All documents will be issued as FINAL by the EMR;
- The EMR will ensure that documents in circulation are current and that obsolete documents are removed;
- any obsolete documents retained for legal and / or knowledge preservation purposes shall be suitably identified.

Documents issued for use will be watermarked as FINAL.

Documents not yet issued will be marked DRAFT.

The master copy of all EMS documents level one and two will be held in Our document management system. Digital copies of Environmental Records will also be held by the EMR in the document management system.

4.4.6 Operational Control

The General Manager will be responsible for daily management of the operation. Any EMS requirements other than daily management will be under the control of the EMR.

4.4.7 Emergency Preparedness and Response

We will establish, implement and maintain a procedure to identify potential emergency situations and responses to such situations in order to prevent and/or mitigate environmental impacts that may be associated with them.

We will periodically test the procedure and the preparedness where practicable and keep records of such tests.

4.4.8 Monitoring and Measurement

We will implement and maintain procedures to monitor and measure, on a regular basis, the key characteristics of Our operations and activities that have significant impacts on the environment. This will include measuring Our performance against annual targets. We will record the results of this monitoring.

4.4.9 Evaluation of Compliance

The EMR report to the Directors will raise any non-compliance with Our legal requirements.

4.4.10 Nonconformity, Corrective Action and Preventive Action

If We find that Our operations are not complying with Our obligations or Our stated targets, We will act rapidly to correct this and avoid any future such non-compliance.

4.4.11 Control of Records

We will keep records to track Our environmental performance, to demonstrate conformity to the requirements of the EMS, legal compliance, and to maintain audit trails.

4.4.12 Internal Audit

We will review at the annual meeting of Directors and the EMR whether the EMS is working and being used routinely in our business. If deficiencies are identified, We will correct them or seek assistance in revising the EMS.

4.5 Management Review & Approvals

The EMS will be reviewed as follows:

- Initial review: by Directors prior to sending to DBCA for approval;
- DBCA Review and approve or request changes (the EMS must be approved in writing by DBCA prior to commencement of operations within the Riverbed Lease);
- EMS is then reviewed every 12 months.

Findings from the management review and DBCA review shall be recorded and the EMR shall retain it as an EMS record.

Appendix A: Objectives, Targets and Programmes (2025)

Prepared by : Matt Frapple (MScience)

Approved by : Dan Chrystal (EMR, Director)

No.	Phase	Objective	Target	Programme	By	Met/Not met
1.	Barge Relocation	Protect the river environment	No permanent damage to riverbed when removing moorings	CEMP, EP-03	During relocation	
2.	Barge Relocation	Maintain the benefits of the river to the Perth community	No complaints about noise during site construction	CEMP, EP-03	During construction	
3.	*South Perth Wharf* operation	Minimise any impacts on the river to a practical minimum	Conduct survey to understand habitat distribution and risks	CEMP	Before installing *South Perth Wharf*	Completed March 2025
4.	*South Perth Wharf* operation	Protect the river environment	Conduct pre-installation sediment chemistry survey	EP-08	Before installing *South Perth Wharf*	
5.	*South Perth Wharf* operation	Maintain the benefits of the river to the Perth community	Undertake initial litter survey to determine litter load without *South Perth Wharf* operating	EP-05	Before operations commence	

Appendix B: Environmental aspects, risks and management register.

South Perth Wharf	Environmental Aspects	Potential Environmental Impacts							Significance *				Operational Control / O&T Reference
		Resource Use	*Waste Management*	*Air Emission*	*Water Pollution*	*Noise / Vibration*	*Contaminated sediments*	*Flora / Fauna*	*Legal requirement*	*Environmental Risk*	*Material use*	*Corporate risk*	
ACTIVITY													
Demobilising and Remobilising *Oceanlink 125*													
Recovering Anchors	Increase in localised turbidity							1	1			1	EI-05 Construction Management Plan
	Increase in metals concentrations in sediments (corrosion shedding)						1	1	1	1			EI-07 Sampling and survey program
Seafastening *Oceanlink 125* for transit	Stored litter may be lost overboard		1		1			1		1		1	EI-03 Waste management
	Fuels and wastes may overtop containment during transit		1		1			1		1			EI-03 Waste management, EI-01 Design
Maneuvering and towing *Oceanlink 125*	Oceanlink may become uncontrolled and damage environment or							1		1		1	EI-05 Construction Management Plan
	Introduction of invasive marine species from tow vessel							1	1	1			EI-05 Construction Management Plan
	Increased localised turbidity from propwash during maneuvering												EI-05 Construction Management Plan
Removing *Oceanlink 125* at shipyard	Lifting operations may liberate fouling marine organisms				1			1	1			1	EI-05 Construction Management Plan
	Lifting may cause waste or fuel spills		1		1			1	1	1			EI-05 Construction Management Plan
Modify *Oceanlink 125*													
Barge re-model/modification	Use of materials that may cause environmental impacts (e.g.				1			1		1			EI-01 Design criteria
	Design aids for pollution prevention (bunding, enclosures, waste				1				1			1	EI-01 Design criteria
	Design of lighting may lead to excess light spill							1	1				EI-06 Lighting Plan
	Re-design of event space may increase noise pollution					1						1	EI-09 Noise Management Plan & Mitigation
Installing *South Perth Wharf*													
Piledriving/Dredging	Pile driving of mooring piles may lead to environmental disturbance of the riverbed or loss of water quality through suspension of sediments.					1	1		1	1			EI-05 Construction Management Plan
	IMS may be introduced from a piledriviing barge or dredging vessel							1	1	1			EI-05 Construction Management Plan
Installation	Shading created by *South Perth Wharf* and ancillary floating pontoons may shade ephemeral seagrass meadows if orientation of proposed footprint changes							1		1			EI-01 Design criteria
	Placement of the *South Perth Wharf* may lead to environmental disturbance of the riverbed or loss of water quality though suspension of sediments				1				1	1			EI-05 Construction Management Plan
Operating as *South Perth Wharf* - Operating Venue													
Purchase of consumables	Waste of resources, disposal requirements and volumes	1	1										EI-03 Waste Management Plan
Operating Venue	Fugitive rubbish (discarded drink cups, trays, cigarette butts)		1			1				1			EI-03 Waste Management Plan
	Noise levels may cause loss of amenity				1					1			EI-09 Noise Management Plan & Mitigation
	Potential for fire			1	1			1		1			Safety Management System (AMSA Requirement)
Operation of lighting	Excessive light spill								1	1			EI-06 Lighting Plan
Operating as *South Perth Wharf* - maintenance & cleaning													
Cleaning the facility	Water pollution from runoff of detergents or oil and grease				1		1			1			Maintenance Schedule
Maintenance & hull cleaning	Polluting water and sediments with cleaning agents or fouling scraped off				1		1		1				Maintenance Schedule
Disposal of refuse/sewage	Loss of containment during disposal, dispose to incorrect site		1					1		1			EI-03 Waste Management Plan
Disposal of used equipment	Fridges, tables chairs etc disposed of inappropriately		1										EI-03 Waste Management Plan

Reviewed by : _____ Approved by : _____

Appendix C: Legislation and Approvals Commitments

Acts and Regulations

Swan and Canning Rivers Management Act 2006 and Regulations

This legislation, managed by the Department of Biodiversity Conservation and Attractions, will cover all activities which may affect the condition of the river and its community benefits.

Biodiversity Conservation Act 2016

This legislation, managed by the Department of Biodiversity Conservation and Attractions, will cover interactions with wildlife.

Environmental Protection Act 1986

Part V of this legislation, managed by the Department of Water and Environmental Regulation will act in addition to the SCRM Act in regulating anything that might be considered air, water or soil pollution.

Fish Resources Management Act 1994

This Act, managed by the Department of Primary Industry and Resources Development, will cover any issues associated with fishing or impacts on fish.

Note that the above legal requirements relate only to environmental issues and that other regulations covering safety, health, navigational and other requirements are not covered here.

Appendix D: Controlled Document List

Document No.	Document/Form Name
Level One Documents: EMS Core	
EM-01	Environmental Management System Manual
CP-01	Environmental Policy
O&T-YYYY	Objectives, Targets and Programmes – where YYYY is relevant year
Level Two Documents: Environmental Plans	
CEMP	South Perth Wharf and Construction of New Site
EP-01	Operation and Maintenance of South Perth Wharf
EP-02	Emergency Preparedness and Response
EP-03	Enquiry / Complaint / Nonconformity Handling
EP-04	Access Management
EP-05	Waste Management
EP-07	Lighting Plan
EP-08	Survey & Sampling Plan
EP-09	Noise Management & Mitigation

South Perth Wharf

Application for Development Approval

Attachment SPW04

Mscience BCH Report

November 2025

Memo

mScience
marine research

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To: Dan Chrystal

Cc: Iain Posnett, Jim Stoddart

From: Matt Frapple

Date: 16/06/2025

Subject: *The Raft* Relocation-Preliminary BCH Investigation

1. Introduction

The proponent of *The Raft*, Old Salt Pty Ltd (Old Salt), is proposing to vacate Lot 301 on Plan 47451 (Swan River Trust Reserve 48325) and relocate the event space onto two Lots on the South Perth foreshore; Lot 301, Mends St South Perth (Swan River Trust Reserve R48325) and Lot 840, South Perth Esplanade (Reserve No: R28779) (Appendix 1). The relocation is tentatively scheduled for mid-2025, pending completion of approvals.

An application for development within the Swan Canning Development Control Area (DCA) under Part 5 of the *Swan and Canning Rivers Management Act 2006* (the SCRM Act) requires information on any potential impacts to environmental values found within and/or adjacent to the proposed lease area.

During the late 1930s, the South Perth foreshore underwent considerable reclamation works and modification, as such would be classified as a highly disturbed environment. Seagrass monitoring within the Swan-Canning Estuary conducted by the Department of Water (DoW) has shown that seagrass (specifically *Halophila ovalis)* occurs in patches along the South Perth foreshore in the *Djirda Miya Island* area (east of the new proposed lease area) (Department of Water 2014). At that time, seagrass cover in these patches was estimated to be between 11 and 25%.

MScience marine research (MScience) was requested by Old Salt to undertake a preliminary Benthic Communities and Habitats (BCH) site investigation for the proposed relocation area of *The Raft*, consistent with the Western Australian Environmental Protection Agency's Environmental Factor Guidance on Protection of Benthic Communities and Habitats (EPA 2016). The aim of the preliminary site investigation was to characterise the BCH present within and adjacent to the new proposed lease area at South Perth, and to support the Part 5 Development application submitted to the Department of Biodiversity, Conservation and Attractions (DBCA).

2. Methodology

The survey was conducted on 13 March 2025 to align with the seasonal timing of previous surveys completed by the DoW in 2012 and 2013 Early Autumn surveys have been postulated to capture the peak seagrass standing crop in the Swan-Canning estuary (Department of Water 2014).

The survey was undertaken using a drop camera system with live surface feed to capture high definition downwards-facing video footage. The camera was positioned approximately 0.5 m above the seabed. A GPS track was recorded during the camera deployment to allow geo-referencing of the imagery for the purposes of relating the data to the new proposed footprint of *The Raft*. Transects were surveyed within and adjacent to *The Raft* proposed footprint along a northeast-southwest axis (Figure 1). Transects were typically 25 – 75 m long and were surveyed at a speed of <1 knot.

Qualitative analysis of the drop camera footage was completed in real time and post-survey to provide a general description of the communities and habitats observed along each transect and confirm that the quality of imagery was fit for purpose. The transects were classified based on the habitat, community and substrate type. When observed, the percentage cover of seagrass along a transect was estimated. Assessments were conducted by qualified marine scientists with greater than 10 years' experience and used the seagrass cover classes of the DoW (2014).

On 10 June 2025, Old Salt advised MScience that the orientation of *The Raft* had been revised by Old Salt following a request by the DBCA to facilitate increased public access to the venue and allow additional proponents use of the infrastructure. The revision of the orientation results in *The Raft* mooring perpendicular to the South-Perth foreshore opposed to parallel in the original proposal.

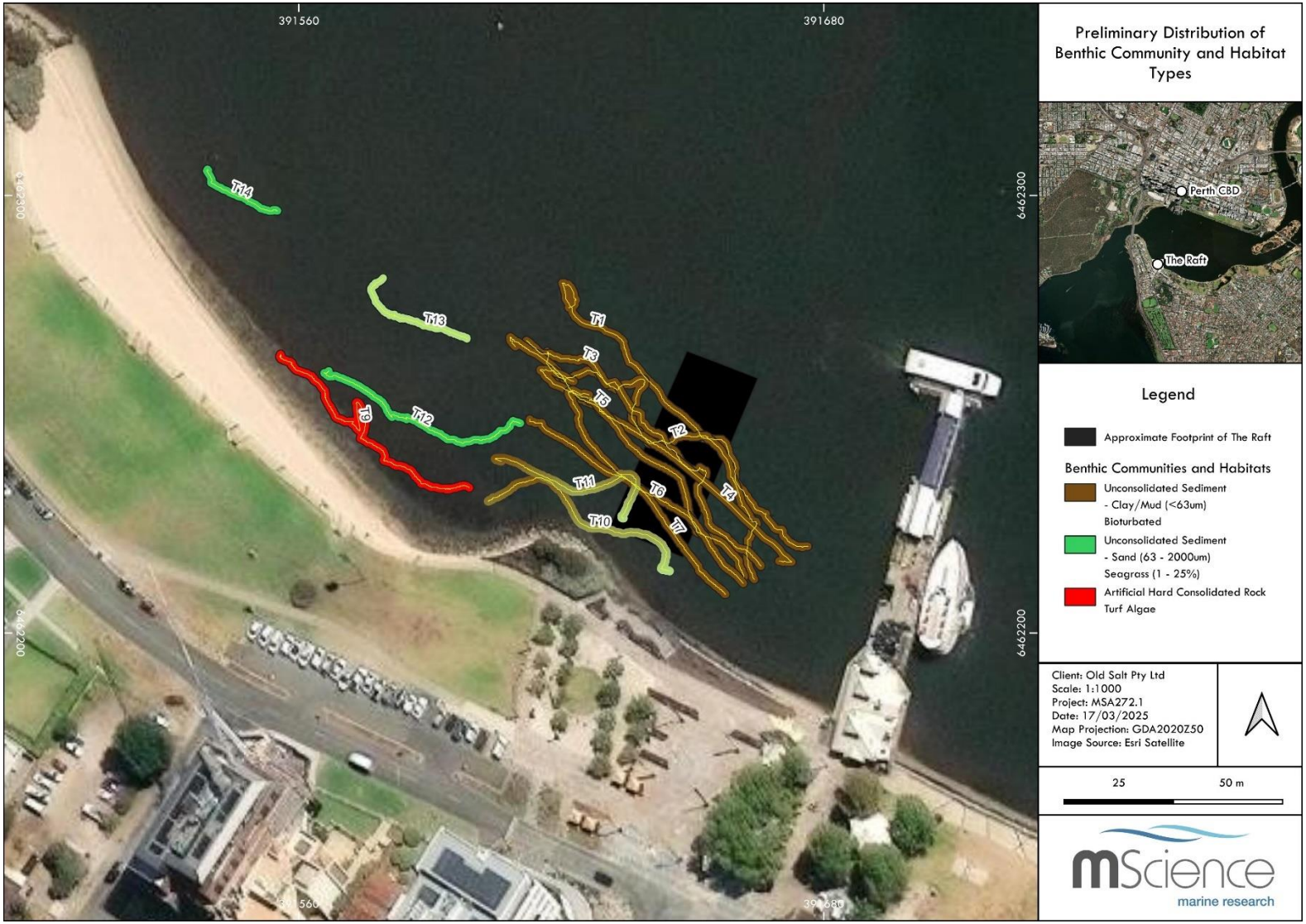
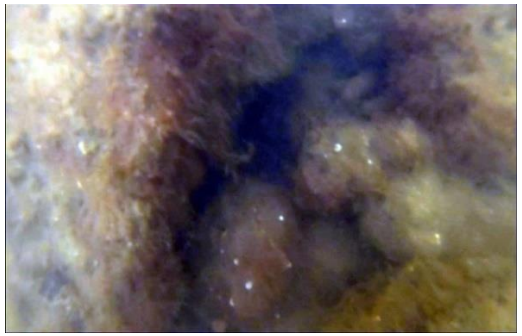
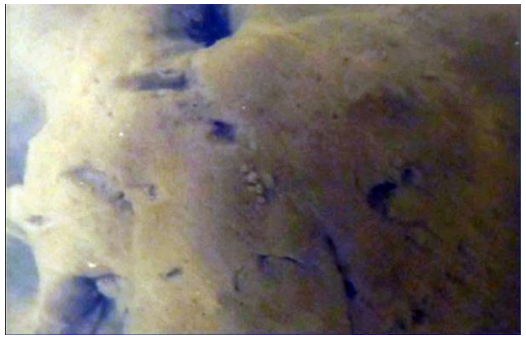


Figure 1. Survey transect classification

Table 1. Benthic habitat and community classification description

Habitat/Substrate Classification	Community Classification	Biota Present	Representative Image
Low Relief Consolidated Hard Substrate Artificial (rock armour) hard substrate either exposed or with a veneer of unconsolidated sediment	Turf Algae	Turfing algae and occasional red macroalgae at <1% cover	
Unconsolidated Sediment Bioturbated mud (flat, fine grained)	Bare	None visible	
Unconsolidated Sediment Sand (flat, fine to coarse grained)	Seagrass	Seagrass (*H. ovalis)* between 1 – 25 % cover, growing in sand. Very light cover (1 – 10 %)* Light cover (11 – 25%)*	

*class description taken from the DoW (2014)

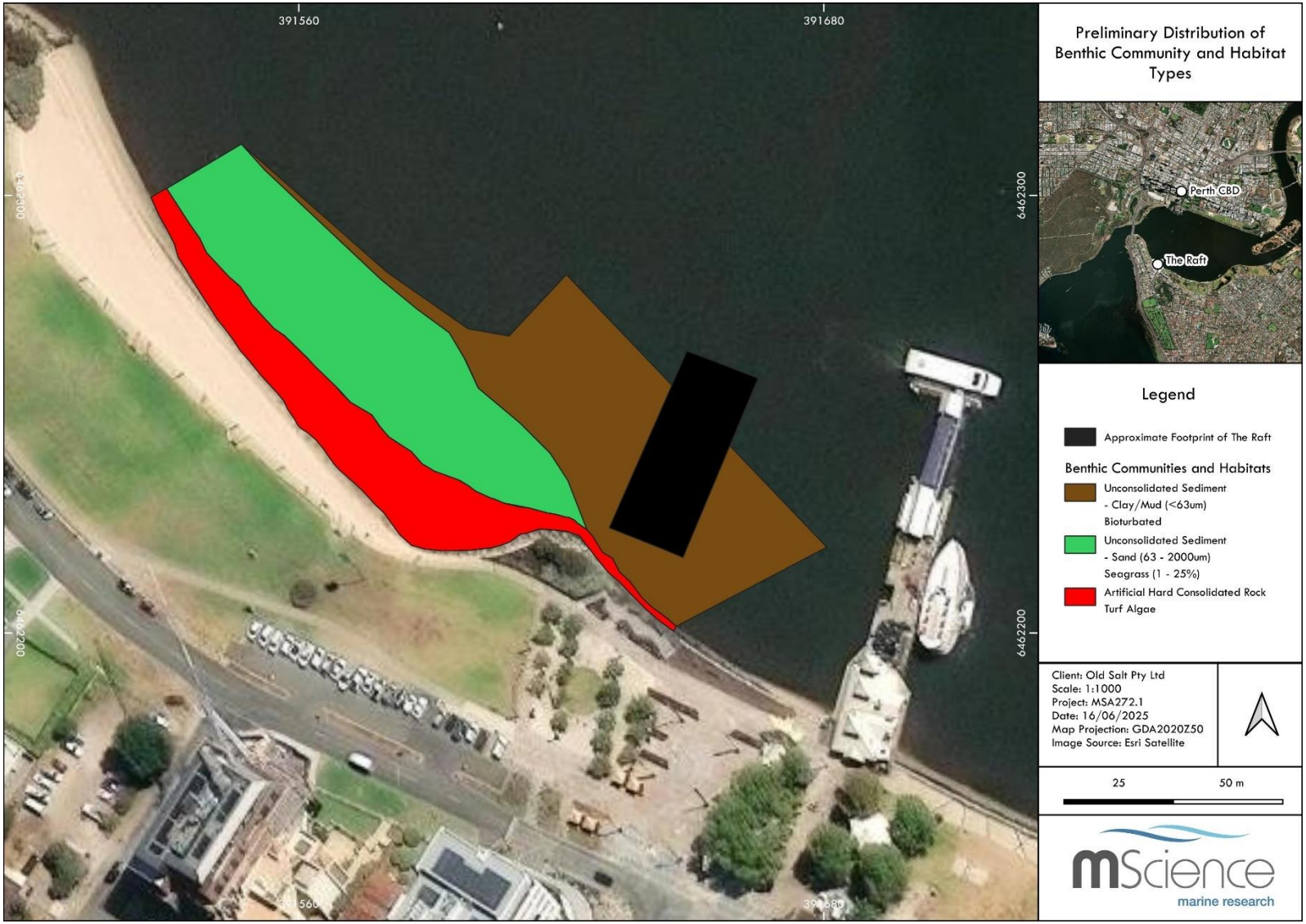


Figure 2. Preliminary BCH classification of the survey area

3. Results

The habitat classification for the survey area is shown in Figure 2.

Physical habitats identified included all three listed in Table 1: unconsolidated bioturbated mud, unconsolidated fine to coarse grained sand and low relief artificial hard substrate (rock armour).

There were distinct boundaries of sediment types within the survey area. West of the proposed footprint, running parallel to the South Perth Esplanade artificial beach, habitat boundaries were aligned with increasing distance from the high tide mark – probably reflecting increasing depth. Nearest to shore, the riverbed was composed of hard substrate (rock armour), possibly placed to retain the beach. Further offshore, to a distance of 20 to 25 m, sediments were composed largely of fine to coarse sand with occasional shell fragments. This substrate also contained a high proportion of very fine mud (Figure 3). Offshore of the sand habit, the riverbed was comprised of unconsolidated mud without sand, showing evidence of bioturbation, but without visible biota.

Figure 3. Nearshore sands (left) and offshore bioturbated muds (right)

The unconsolidated mud was devoid of epibenthos, although small holes in the sediment suggest the presence of burrowing infauna. The artificial hard substrate supported only turf algae and occasional red macroalgae. The unconsolidated sand supported very light (1 - 10 %) to light (11 – 25%) cover of the seagrass *H. ovalis*. The unconsolidated sand between the artificial hard substrate (rock armour) supported small patches of seagrass at 1 – 10 % cover (transects 10 and 11). The sediments further offshore, composed largely of fine to coarse sand with occasional shell fragments supported larger patches of seagrass at 11 – 25% cover (transects 12 and 14).

To the east of the foreshore beach, and in the area containing the bulk of the proposed *Raft* location, habitats included only a narrow line of artificial cobble and rock (immediately adjacent to the seawall) which has also been colonised by turfing algae. Offshore of this rock, only the mud habitat, devoid of epibiota, was encountered.

Seagrass (*H. ovalis*) was only found growing in sediments of the sand substrate and never in muds. The percentage of seagrass cover observed within transects over the sand habitat was similar to the percentages found during previous surveys conducted along the South Perth foreshore (Department of Water 2014). Elsewhere in Perth Waters the DoW survey reported more extensive areas of this seagrass in the shallow nearshore margins adjacent to Coode St Jetty and west of Elizabeth Quay, in sandy substrates where light penetration in shallow water was sufficient to support seagrass.

H. ovalis was observed to be in a reasonable condition on the riverbed when present, however signs of browning, and significant amounts of floating material were found on-site (Figure 4). The seagrass is ephemeral, and a reduction in biomass is consistent with decreasing water temperatures and the on-set of winter rainfall.

Figure 4. Detached, floating *H. ovalis* was common in the area

4. Summary

As MScience were advised of the proposed change to *The Raft's* orientation after undertaking the preliminary site investigation, video footage encompassing the change to the northern (offshore) extent of the proposed footprint was not captured at the time of survey.

The benthic habitats of *The Raft's* proposed relocation footprint present a highly disturbed area of the Swan River with little conservation value in its present state. No natural consolidated hard substrates were observed in the current survey, with *The Raft's* proposed footprint exclusively overlying unconsolidated burrowed muds, devoid of any epibenthos. The proposed change in orientation of *The Raft's* footprint would very likely overly the same unconsolidated bioturbated muds as the original proposed orientation. West of the proposed footprint (offshore of the South Perth Esplanade artificial beach) fine to coarse sands support a very low, to low cover of the seagrass *H. ovalis.* No seagrass, or potential seagrass habitat was observed within the proposed *Raft* location.

The survey was implemented in March in an attempt to observe the highest biomass of seagrasses. It is anticipated that *H. ovalis* leaves will be absent throughout Winter (although rhizomes will persist) with the onset of seasonal freshwater flows (Astill and Lavery 2004), an increase in turbidity (Department of Water 2014) and reduction in light availability (Hillman et al. 1995).

This survey and the earlier DoW survey suggest that seagrass occurrence in Perth Water is restricted to habitats with a significant sand component. Those habitats do not occur directly under or offshore from the proposed footprint of *The Raft.* Thus, while seagrass distribution in this area may be ephemeral, it is extremely unlikely to occur within the project footprint at some future time.

5. References

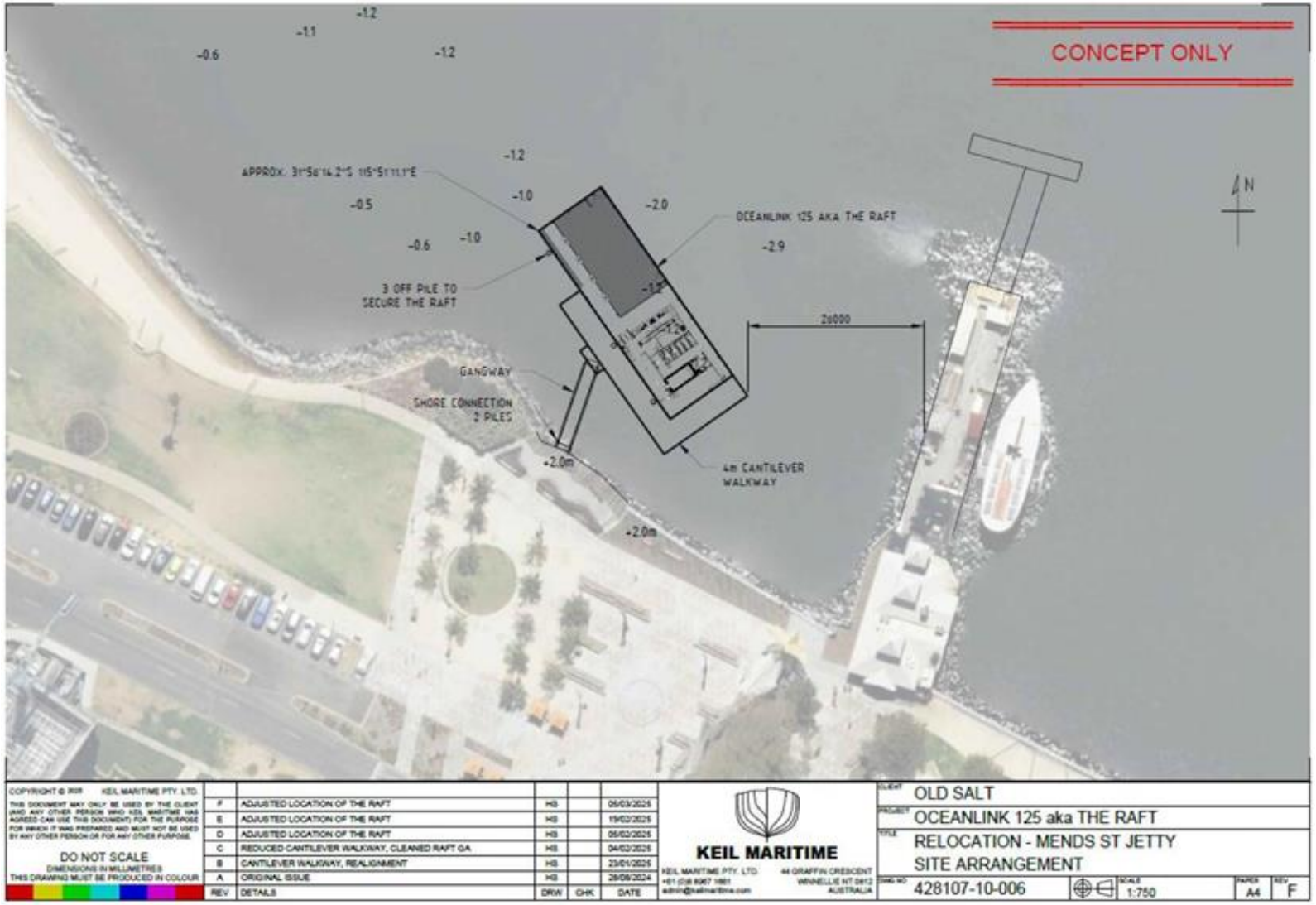
Astill HL, Lavery PS (2004) Distribution and Abundance of Benthic Macroalgae in the Swan-Canning Estuary, South-Western Australia. J R Soc West Aust 87:9–14.

Department of Water (2014) Monitoring seagrass extent and distribution in the Swan-Canning Estuary. Report: Water Science Technical Series WST 70, Government of Western Australia, Department of Water, Perth Western Australia

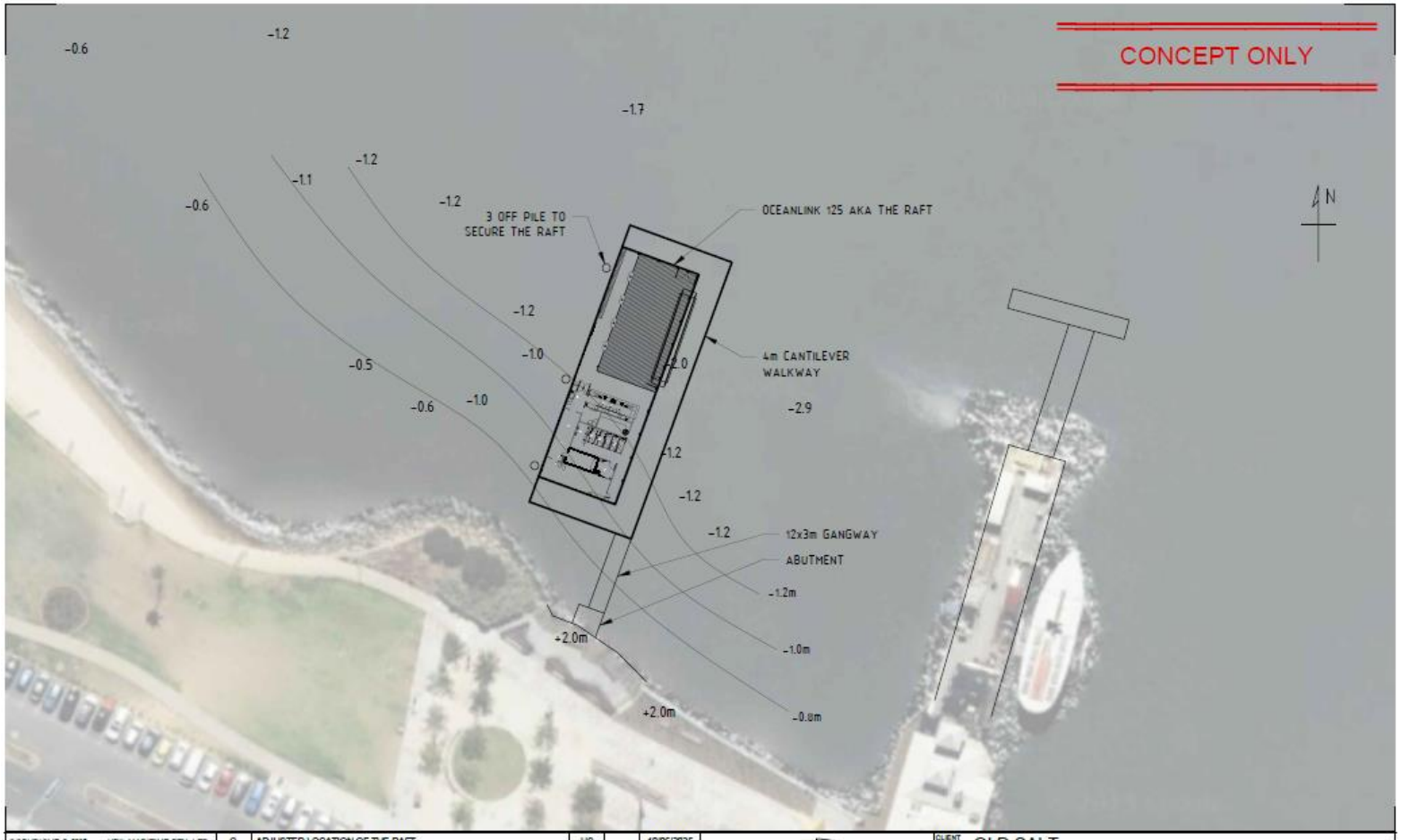
EPA (2016) Technical Guidance: Protection of Benthic Communities and Habitats. Western Australian Environmental Protection Authority, Perth Western Australia

Hillman K, McComb AJ, Walker DI (1995) The distribution, biomass and primary production of the seagrass Halophila ovalia in the Swan/Canning estuary. Aquat Bot 51:1–54.

Appendix 1- Proposed *Raft* Relocation (Revision 1)



Appendix 1- Proposed *Raft* Relocation (Revision 2)



DO NOT SCALE
DIMENSIONS IN MILLIMETRES
THIS DRAWING MUST BE PRODUCED IN COLOUR

REV	DETAILS	DRW	CHK	DATE
G	ADJUSTED LOCATION OF THE RAFT	HS		10/06/2025
F	ADJUSTED LOCATION OF THE RAFT	HS		05/03/2025
E	ADJUSTED LOCATION OF THE RAFT	HS		19/02/2025
D	ADJUSTED LOCATION OF THE RAFT	HS		05/02/2025
C	REDUCED CANTILEVER WALKWAY, CLEANED RAFT GA	HS		04/02/2025
B	CANTILEVER WALKWAY, REALIGNMENT	HS		23/01/2025
A	ORIGINAL ISSUE	HS		28/08/2024

KEIL MARITIME
KEIL MARITIME PTY. LTD. 44 GRAFFIN CRESCENT
+61 (0)8 8967 1661 WINNELLIE NT 0812
admin@keilmaritime.com AUSTRALIA

CLIENT: OLD SALT
PROJECT: OCEANLINK 125 aka THE RAFT
TITLE: RELOCATION - MENDS ST JETTY SITE ARRANGEMENT
DWG NO: 428107-10-006
SCALE: 1:750
PAPER: A4
REV: G

U3/24 Crocker Drive, Malaga, WA 6090 | **ph:** 0400 506 722

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South Perth Wharf

Application for Development Approval

Attachment SPW05

HSA Acoustic Report

November 2025

CANFORD

SOUTH PERTH FLOATING BAR/RESTAURANT

SOUTH PERTH

ACOUSTIC ASSESSMENT

NOVEMBER 2025

OUR REFERENCE: 35536-4-25415

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
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DOCUMENT CONTROL PAGE

ACOUSTIC ASSESSMENT

FLOATING BAR/RESTAURANT, SOUTH PERTH

Job No: 25415

Document Reference: 35536-4-25415

FOR

CANFORD

DOCUMENT INFORMATION			
Author:	Aidan Strumpher	**Checked By:**	George Watts
Date of Issue :	30th October 2025		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Revision as requested of naming of venue	3/11/2025	GW	GH
2	Updated plans	5/11/2025	AS	GW
3	Updated patron numbers	5/11/2025	AS	GW

DOCUMENT DISTRIBUTION

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1	4	Canford Attn: Alastair Cockman Email: al@canford.com.au		✓

CONTENTS

APPENDICES

1. INTRODUCTION

Herring Storer Acoustics was commissioned by Canford to carry out an assessment of noise emissions associated with the floating bar/restaurant in a proposed new location off the South Perth Foreshore.

The South Perth foreshore location is east of the Mends Street Jetty and across South Perth Esplanade from residences. This assessment assesses predicted noise emissions from the floating bar/restaurant at these residences with respect to the *Environmental Protection (Noise) Regulations 1997*.

The venue will include seating for up to 135 patrons in the restaurant, 52 patrons in the alfresco area of the restaurant and 16 patrons outside the takeaway cafe.

The floating bar/restaurant is to be moored in a fixed location and orientation parallel to the Mends Street Jetty with the patron areas looking out across the river. A site plan is included in Appendix A.

It is understood that music played in the venue will be limited to ambient background music levels

2. SUMMARY

Noise emissions from the floating bar/restaurant have been assessed for a proposed new location at the South Perth Foreshore. Patron noise was found to comply with the *Environmental Protection (Noise) Regulations 1997* at all times.

3. CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels. For residential premises, this is determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For other types of premises (i.e. commercial, industrial and utilities), the allowable or assigned noise levels are fixed for different times of the day.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Industrial and Utility Premises	All Hours	65	80	90

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15 dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

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

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

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

If the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Adjustment where noise emission is not music			Adjustment where noise is 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(A)	+5 dB(A)	+10 dB(A)	+10 dB(A)	+15 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

The nearest noise sensitive sites have been identified as the residences across South Perth Esplanade. For brevity, these receivers have been grouped as indicated in Figure 3.1, corresponding to groups of equal influencing factor. All assessments are with respect to the highest noise levels received at any noise sensitive premises within these groups. The influencing factor for these sites has been calculated as listed in Table 3.3.

TABLE 3.3 – INFLUENCING FACTOR

	Contribution (dB)		
Parameter	**R1**	**R2**	**R3**
Commercial within 100m	1.8 (37%)	2.5 (55%)	1.0 (20%)
Commercial within 450m	1.6 (32%)	1.7 (35%)	1.4 (28%)
Major road within 450m	2	2	2
Total influencing factor (rounded)	5	6	4

FIGURE 3.1 – AREA MAP

The assigned levels for the receiver groups are outlined in Table 3.4.

TABLE 3.4 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
R1	0700 - 1900 hours Monday to Saturday (Day)	50	60	70
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	45	55	70
	1900 - 2200 hours all days (Evening)	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	40	50	60
R2	0700 - 1900 hours Monday to Saturday (Day)	51	61	71
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	46	56	71
	1900 - 2200 hours all days (Evening)	46	56	61
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	41	51	61
R3	0700 - 1900 hours Monday to Saturday (Day)	49	59	69
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	44	54	69
	1900 - 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	39	49	59

4. MODELLING

Noise emissions from floating bar/restaurant were modelled using the noise modelling program SoundPlan and calculated using the CONCAWE algorithm and environmental conditions per the DWER *Draft Guideline: Assessment of environmental noise emissions* (2022).

Patron noise was modelled using a sound power level of 66 dB(A) per square metre, including both interior and alfresco patron areas. This is representative of conversation in a bar or café environment and dominates other noise associated with the consumption of food and beverages. Patron noise was modelled with the roof open.

Kitchen noise was modelled based on an internal sound pressure level of 80 dB(A) and with the roof of the patron area open.

Mechanical plant was modelled on the roof of the venue using sound power levels listed in Table 4.1. These levels are conservative estimates for a venue of this scale.

TABLE 4.1 – MECHANICAL PLANT SOUND POWER LEVELS

Equipment	Sound Power Level dB(A)
Air conditioner	78
Kitchen exhaust	74
Coolroom condenser	70

5. ASSESSMENT

Calculated noise emissions are assessed against the requirements of the *Environmental Protection (Noise) Regulations 1997* below.

5.1 PATRON NOISE

Calculated maximum noise levels received at noise sensitive premises within each receiver group associated with patron noise are summarised in Table 5.1. Patron noise is assessed against the L_{A10} criteria.

TABLE 5.1 – CALCULATED NOISE LEVELS

Receiver	Assessable Level dB(A)	Assigned Level Night L_{A10}	Exceedance
R1	38	40	Complies
R2	33	41	Complies
R3	33	39	Complies

Patron noise complies with the L_{A10} criteria during the night period and therefore at all hours. These noise levels are sufficiently under the assigned level that patron numbers could be increased by 50% without exceeding the criteria.

5.2 KITCHEN NOISE

Calculated maximum noise levels received at noise sensitive premises within each receiver group associated with kitchen noise are summarised in Table 5.2. Kitchen noise is assessed against the L_{A10} criteria.

TABLE 5.2 – CALCULATED NOISE LEVELS

Receiver	Assessable Level dB(A)	Assigned Level Night L_{A10}	Exceedance
R1	29	40	Complies
R2	12	41	Complies
R3	23	39	Complies

Kitchen noise complies with the L_{A10} criteria during the night period and therefore at all hours.

5.3 MECHANICAL PLANT

Calculated maximum noise levels received at noise sensitive premises within each receiver group associated with mechanical plant are summarised in Table 5.3. These noise emissions are typically tonal in nature and attract a +5 dB adjustment to their assessable levels for tonality. Mechanical Plant is assessed against the L_{A10} criteria.

TABLE 5.3 – CALCULATED NOISE LEVELS

Receiver	Assessable Level dB(A)	Assigned Level Night L_{A10}	Exceedance
R1	35 (40)	40	Complies
R2	30 (35)	41	Complies
R3	25 (30)	39	Complies

( ) indicates that a +5 dB adjustment for tonality has been applied

Kitchen noise complies with the L_{A10} criteria during the night period and therefore at all hours.

5.4 MUSIC

Noise emissions which are musical in nature attract a +10 dB adjustment to their assessable levels. As such music played in the venue must be kept at a level below patron noise such that the overall noise emission from the venue is not musical.

6. CONCLUSION

Noise emissions from the floating bar/restaurant at the proposed new location on the South Perth Foreshore comply with the *Environmental Protection (Noise) Regulations 1997* at the nearby residences across South Perth Esplanade at all times.

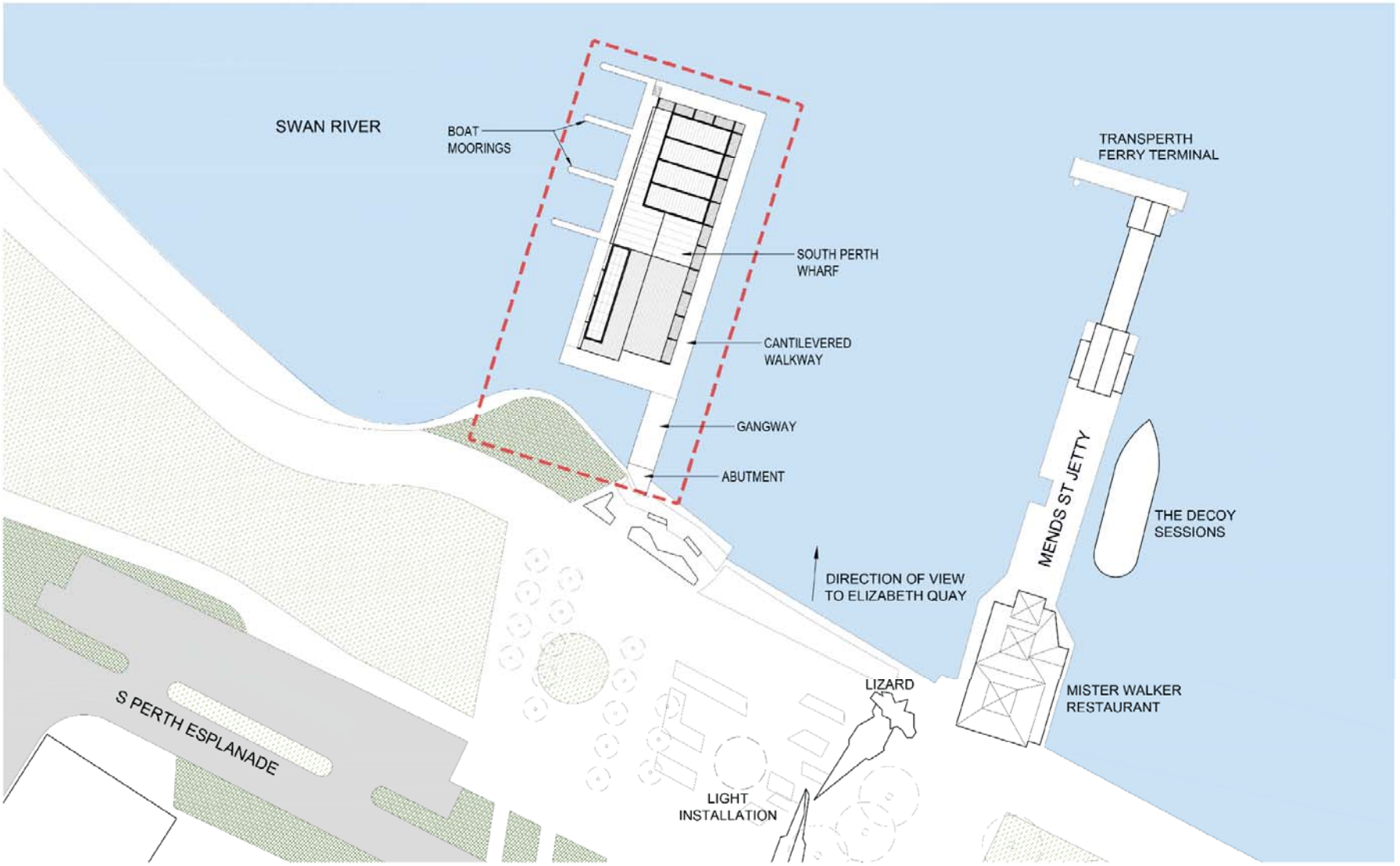
APPENDIX A

PLAN

Context / Siting

South Perth Wharf
DRP Presentation

[Rev C.]
02.09.25

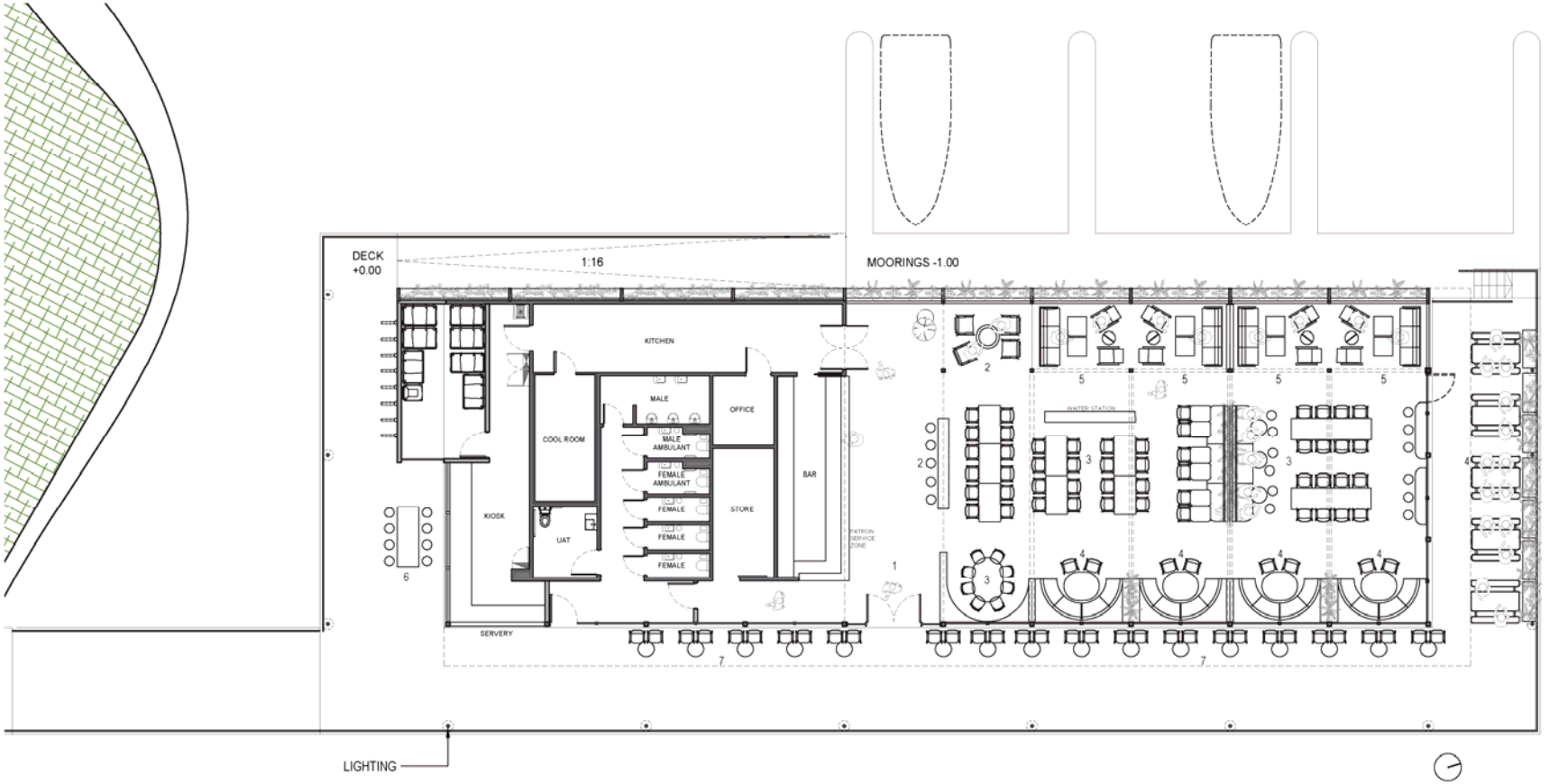


rezen.com.au

Functionality / Proposed Floor Plan

South Perth Wharf
DRP Presentation

[Rev C.]
02.09.25



1 ENTRY
2 BAR / WAITING 9P
3 DINING 82P
4 BOOTH 24P
5 LOUNGE 20P
4 ALFRESCO 20P
6 SERVERY 8P
7 WALKWAY 32P

TOTAL 196P

rezen.com.au

APPENDIX B

NOISE CONTOURS


0 10 20 40 60 80 m
Noise level
Leq
in dB(A)
<= 35
35 < <= 40
40 < <= 45
45 < <= 50
50 < <= 55
55 <
Herring Storer Acoustics
Job No - 25415
Same Boat South Perth
Patron Noise
Grid Height 1.5m


0 10 20 40 60 80 m
Noise level
Leq
in dB(A)
<= 35
35 < <= 40
40 < <= 45
45 < <= 50
50 < <= 55
55 <
© 2025 Google
Herring Storer Acoustics
Job No - 25415
Same Boat South Perth
Mechanical Plant Noise
Grid Height 1.5m


0 10 20 40 60 80 m
Noise level
Leq
in dB(A)
<= 35
35 < <= 40
40 < <= 45
45 < <= 50
50 < <= 55
55 <
© 2025 Google
Herring Storer Acoustics
Job No - 25415
Same Boat South Perth
Kitchen Noise
Grid Height 1.5m


0 10 20 40 60 80 m
Noise level
Leq
in dB(A)
<= 35
35 < <= 40
40 < <= 45
45 < <= 50
50 < <= 55
55 <
Herring Storer Acoustics
Job No - 25415
Same Boat South Perth
Patron Noise
Grid Height 10m


0 10 20 40 60 80 m
Noise level
Leq
in dB(A)
<= 35
35 < <= 40
40 < <= 45
45 < <= 50
50 < <= 55
55 <
© 2025 Google
Herring Storer Acoustics
Job No - 25415
Same Boat South Perth
Mechanical Plant Noise
Grid Height 10m


0 10 20 40 60 80 m
Noise level
Leq
in dB(A)
<= 35
35 < <= 40
40 < <= 45
45 < <= 50
50 < <= 55
55 <
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Herring Storer Acoustics
Job No - 25415
Same Boat South Perth
Kitchen Noise
Grid Height 10m

South Perth Wharf

Application for Development Approval

Attachment SPW06

KCTT Traffic Report

November 2025

Premise Australia Pty Ltd
ABN: 82 620 885 835
Suite 5.02, 3 Fordham Way,
Oran Park NSW, 2570, Australia
oranpark@premise.com.au
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Our Ref: P002966, Rev D

15/10/2025

Alastair Cockman
Canford Hospitality
17/36 Johnson Street, Guildford 6055

Alastair,

TRAFFIC IMPLICATIONS OF RELOCATING A HOSPITALITY RAFT

This letter has been prepared in order to examine the traffic implications of relocating an entertainment / hospitality vessel from City of Perth to the City of South Perth.

The proposed floating restaurant is situated in a high-activity precinct, directly connected to Mindeerup Piazza and the foreshore, which prioritises pedestrian and cyclist movement.

Given this location, a high percentage of foot traffic is expected, reducing the need for dedicated off-street parking and allowing reliance on the ample on-street and public parking options. Additionally, the overall traffic impact is considered low, with an estimated 130 daily vehicle trips and 11 trips during peak hours.

Consultation with the Department of Transport is recommended to ensure alignment with future plans for the area, given its role in managing public jetties within the Swan and Canning Riverpark.

On subsequent pages are details of our findings. If you have any queries, please don't hesitate to contact us.

Regards,

Marina Kleyweg
Principal Transport Engineer

Ana Marijanovic
Senior Traffic Engineer

1.1 Site location and description

1.1.1 EXISTING ARRANGEMENT

The Raft was opened in September 2020 and is currently accessible via a connection using a private tender which departs Barrack Street Jetty No. 5 every hour.

The Raft has a 432m^2 footprint with the facilities for patrons totalling 312 m^2. It operates under tavern restricted licence and has a capacity of 250 patrons.

Figure 1 – Existing (yellow) and proposed (red) vessel locations

1.1.2 PROPOSED ARRANGEMENT

The existing vessel will be relocated and become the proposed floating restaurant at the new mooring spot. It is understood that the new location will be accessible via a pontoon for foot access as well as river access. The foot access will be available from Mindeerup active piazza.

The Raft will undergo a complete redesign and rebrand to become "South Perth Wharf". This floating restaurant/bar concept will trade the following hours;

- Sundays – Thursdays – 7am – 11pm
- Fridays & Saturdays – 7am – midnight

There will be permanent seating for 148 people, and an additional 30 on the balcony area. The GFA (Ground Floor Area) will change as a result of the balcony surrounding the East and South parts of the vessel.

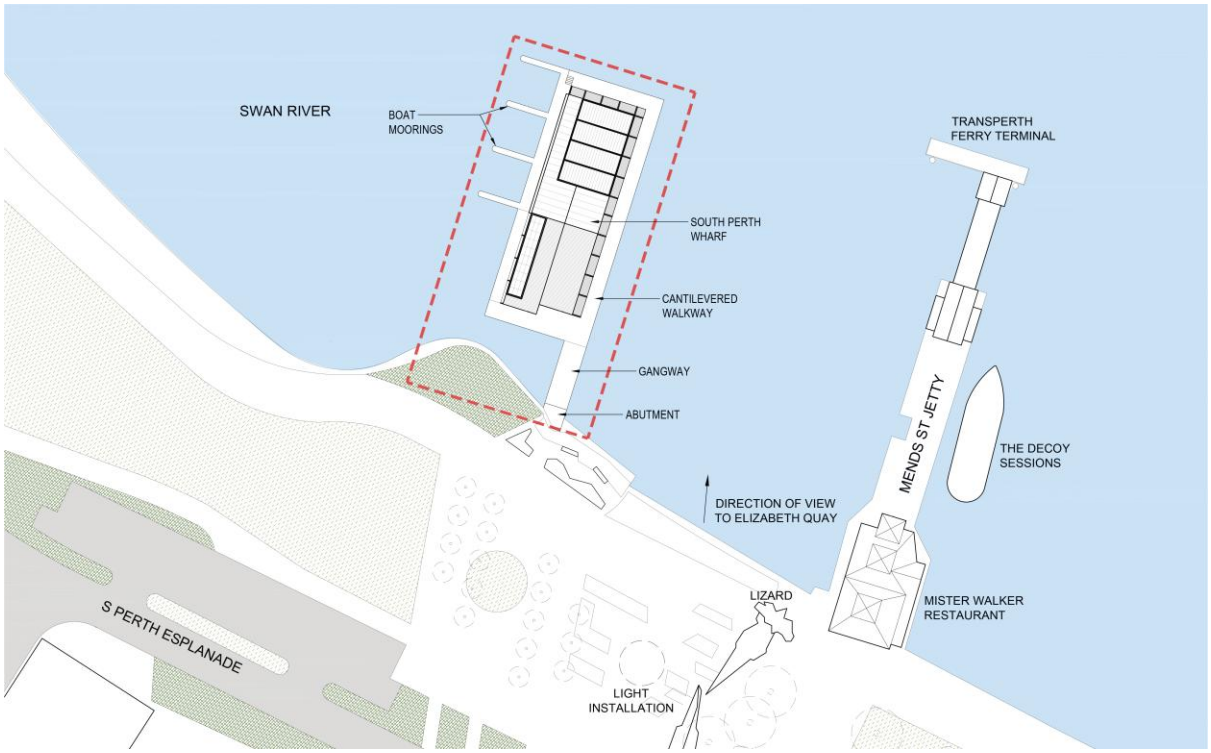

Figure 2 - Proposed site plan

Figure 3 - Proposed concept

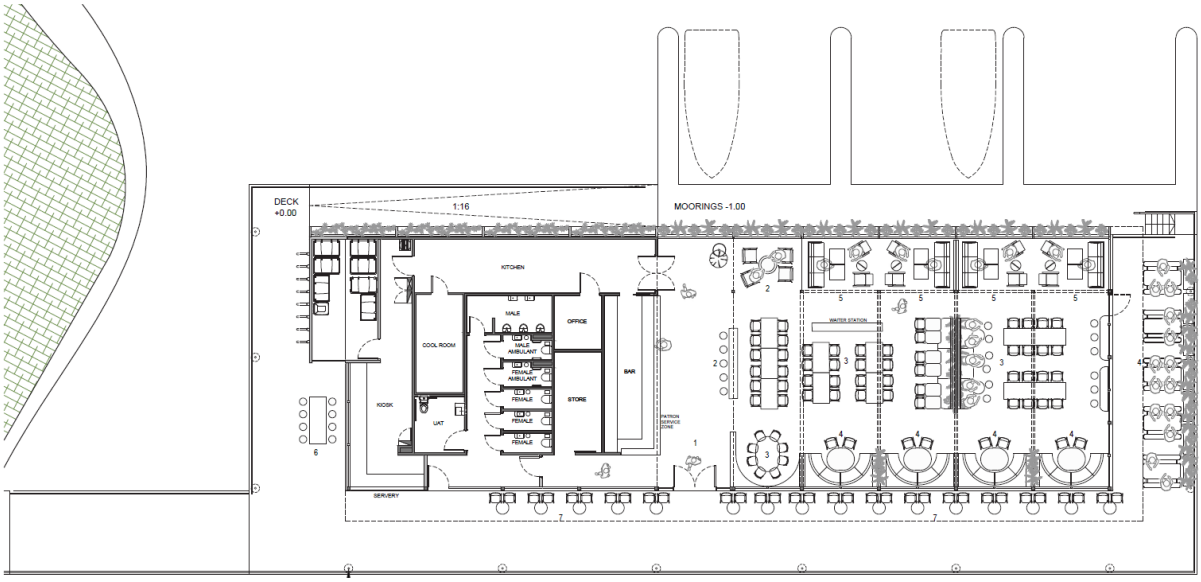

Figure 4 - Potential Ground Floor Plan Option

1.1.3 PLANNING CONTROL

The foot access to the vessel is located within the South Perth Activity Centre Plan just north of Mends Street Jetty.

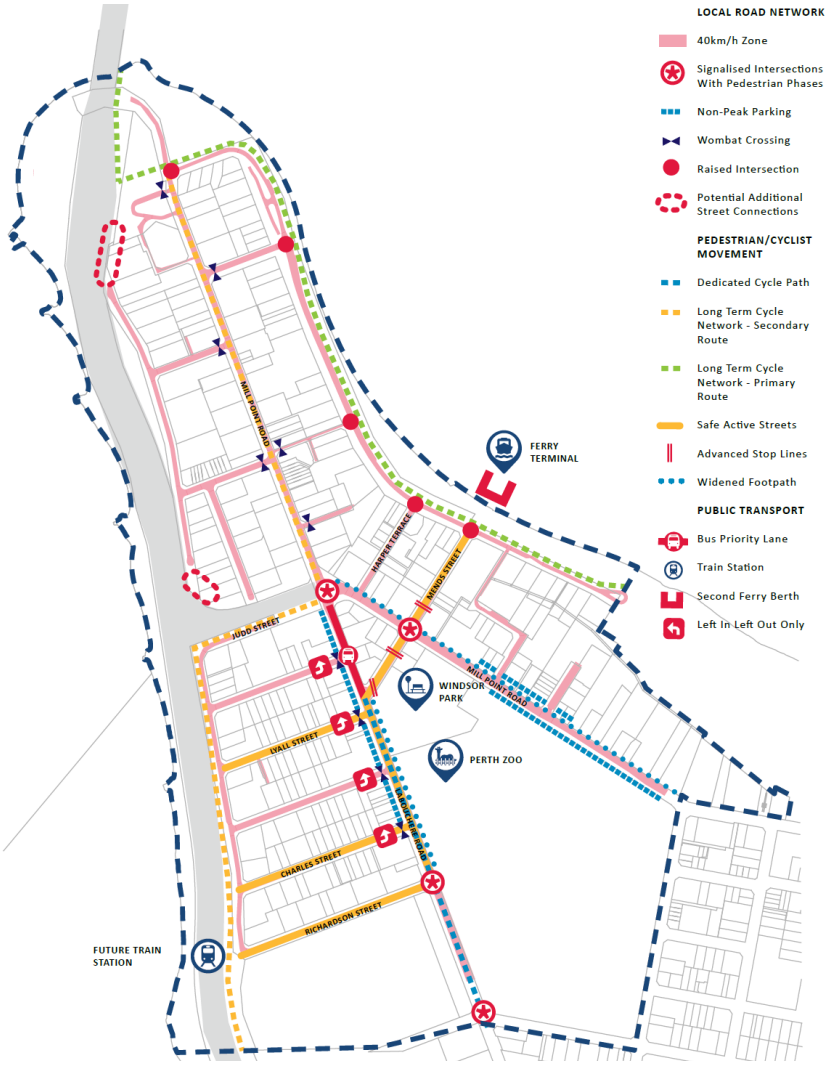

Figure 5 - Movement and access plan SPAC

This foreshore location is also under the South Perth Foreshore Strategy and Management Plan (SPF Plan) which aims to balance the competing demands for use, development and management of the regional reserve.

The Mends Street Piazza has been developed as a 'gateway' for the Mends Street Precinct by connecting the recently constructed promenade with an active piazza. The project has grown from the South Perth Foreshore Strategy and Management Plan, which identified Node 1 Mends Street as a key area to redevelop, into the Connect South project.

Construction for Stage 1 of the Connect South project was completed in late 2019 and the area formally named Mindeerup.

Connect South encompasses the Mends Street Jetty foreshore, Mends Street, Harper Terrace and Windsor Park.

1.2 Existing Road Network and Traffic Flow

The main roads desire lines leading to the subject site are located within a 40km/h zone and have active or semi active street interface, the roads are the following:

- South Perth Esplanade
- Mends Street – Safe Active Street
- Harper Terrace

The following table provides an overview of traffic count data for roads in the vicinity of the subject site at the intersection of South Perth Esplanade and Harper Terrace from November 2022 traffic survey and SCATS data for the intersection of Mends Street and Mill Point Road from June 2023.

Table 1 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Cyclist %
			AM	PM		
South Perth Esplanade	West of Harper Terrace	3,715	08:00 – 145	16:45 – 166	2.5%	27.5 %
	East of Harper Terrace	5,026	08:00 – 241	16:45 – 147	2.5%	20.5 %
Harper Terrace	South of South Perth Esplanade	2,589	08:00 – 102	16:45 – 115	3.0%	1.5%
Mends Street	South of Mill Point Road	4,914	08:00 – 280	17:00 – 407	N/A	N/A

1.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2019 to 2024.

Most midblock crashes involve vehicles entering or exiting driveways, while intersection crashes are predominantly right-turn-through and right-angle collisions. In both cases, cyclists are frequently involved, highlighting the need for improved driver awareness of cyclists on the road. Despite the presence of a dedicated cycling path along the foreshore, the streets remain heavily used by cyclists, as indicated by traffic volume data.

All recorded crash incidents with a noted time of collision occurred early in the morning. In contrast, the proposed restaurant is expected to operate primarily during the late evening hours.

Given the noted crash patterns, the proposed restaurant activity is unlikely to overlap with the time periods during which past crash incidents have occurred. As such, the development is not expected to contribute to an increased crash risk based on existing crash patterns.

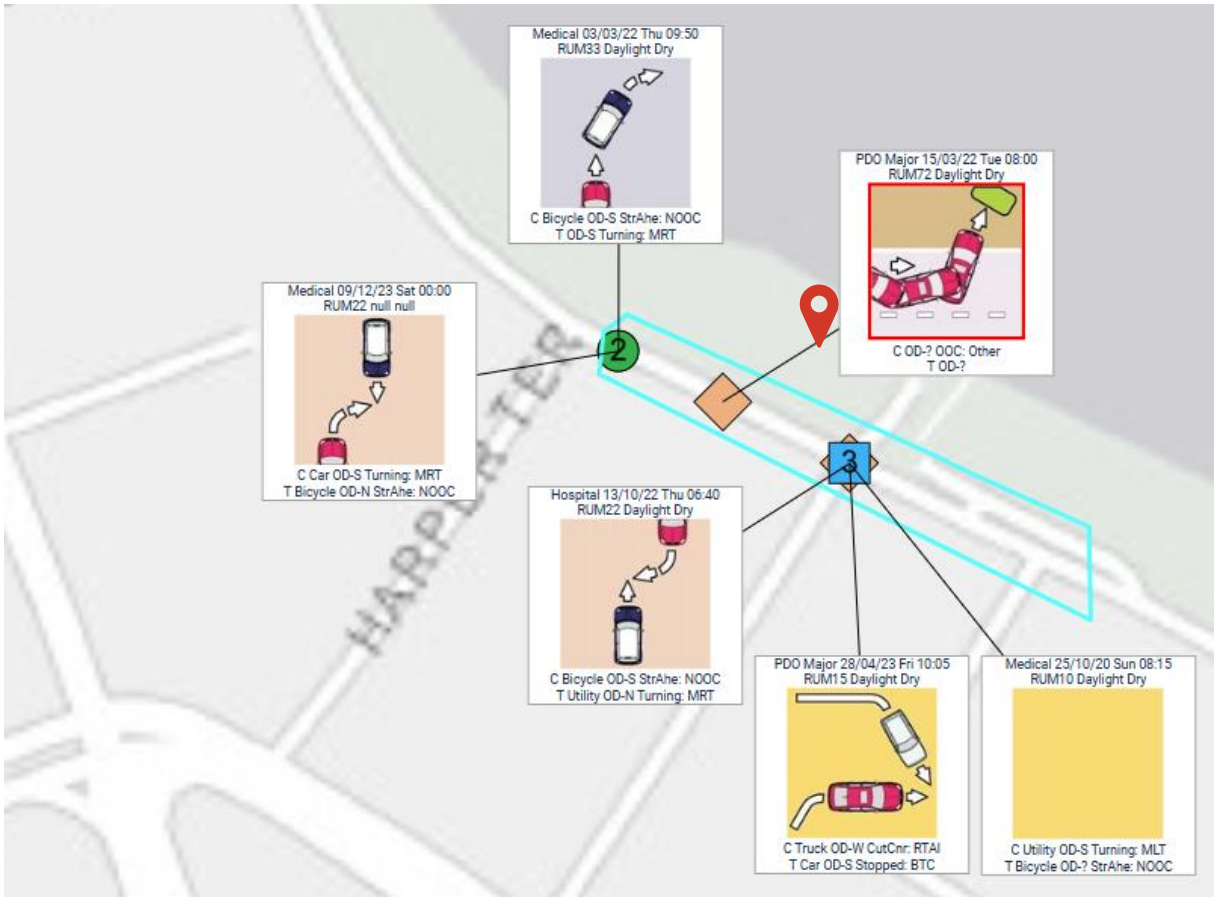

Figure 6 - Crash Map - Subject Area

The following tables shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31st of May 2022 by email request:

Crash Density and Crash Rate on Metropolitan Local Roads Network only

	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro Local Roads - Midblock	2.51	0.95	0.12	0.05
Metro Local Roads - All	5.23	1.98	0.24	0.09

Note: Based on 5-years data for the period 2017 to 2021.

Figure 7 - Crash Density and Crash Rate

Definitions of acronyms and terms used in this analyse can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash
- MVKT - Million Vehicle Kilometres Travelled.

Table 2 - Crash review - intersection

Intersection Name	Road Hierarchy	Speed Limit	Crash Statistics			
			No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
South Perth Esplanade & Mends Street	Access Road / Access Road	50kph / 40kph	1	1	1	0
No of MVKT Travelled at Location		≈ 8,000 VPD * 365 * 5 years * 0.3 km =4.38 MVKT				
KSI Crash Rate		1 KSI crashes / 4.38 MVKT = 0.23 KSI crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics		KSI crashes rate of 0.23 is higher than the network average of 0.09 KSI crashes per MVKT for Local Road Network.				
All Crash Rate		3 crashes / 4.38 MVKT = 0.68 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics		All crashes rate of 0.68 is lower than the network average of 1.98 Crashes per MVKT for Local Roads Network				
South Perth Esplanade & Harpers Terrace	Access Road / Access Road	50kph / 50kph	1	0	0	0
No of MVKT Travelled at Location		≈ 8,000 VPD * 365 * 5 years * 0.3 km =4.38 MVKT				
KSI Crash Rate		0 KSI crashes / 4.38 MVKT = 0 KSI crashes/MVKT				
All Crash Rate		3 crashes / 4.38 MVKT = 0.68 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics		All crashes rate of 0.68 is lower than the network average of 1.98 Crashes per MVKT for Local Roads Network				

Table 3 - Crash review - midblock

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
South Perth Esplanade	0.68-0.93	Access Road	50kph	0	5	1	0
No of MVKT Travelled at Location			≈ 5,000 VPD * 365 * 5 years * 0.25 km = 2.28 MVKT				
KSI Crash Rate			1 KSI crashes / 2.28 MVKT = 0.43 KSI crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics			KSI crashes rate of 0.43 is higher than the network average of 0.05 KSI crashes per MVKT for Local Road Network.				
All Crash Rate			6 crashes / 2.28 MVKT = 2.63 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics			All crashes rate of 2.63 is higher than the network average of 0.95 Crashes per MVKT for Local Roads Network				

1.4 Pedestrian and Cyclist Infrastructure

The area surrounding the subject site features well-developed pedestrian and cyclist infrastructure, promoting active and sustainable transport.

Figure 8 - Pedestrian catchment 400m radius (source: DoT Walk, Wheel, Ride local area maps)

The South Perth Foreshore Shared Path, located directly adjacent to the site, provides a continuous, well-maintained route for both pedestrians and cyclists, connecting South Perth to the Perth CBD via the Narrows Bridge. This path forms part of the broader Principal Shared Path (PSP) network, ensuring safe and efficient cycling access.

Pedestrian amenities in the area include wide footpaths, designated crossings, and well-lit walkways, enhancing walkability and safety.

Additionally, public bicycle parking facilities are available in key locations along the foreshore, further supporting cycling as a viable mode of transport.

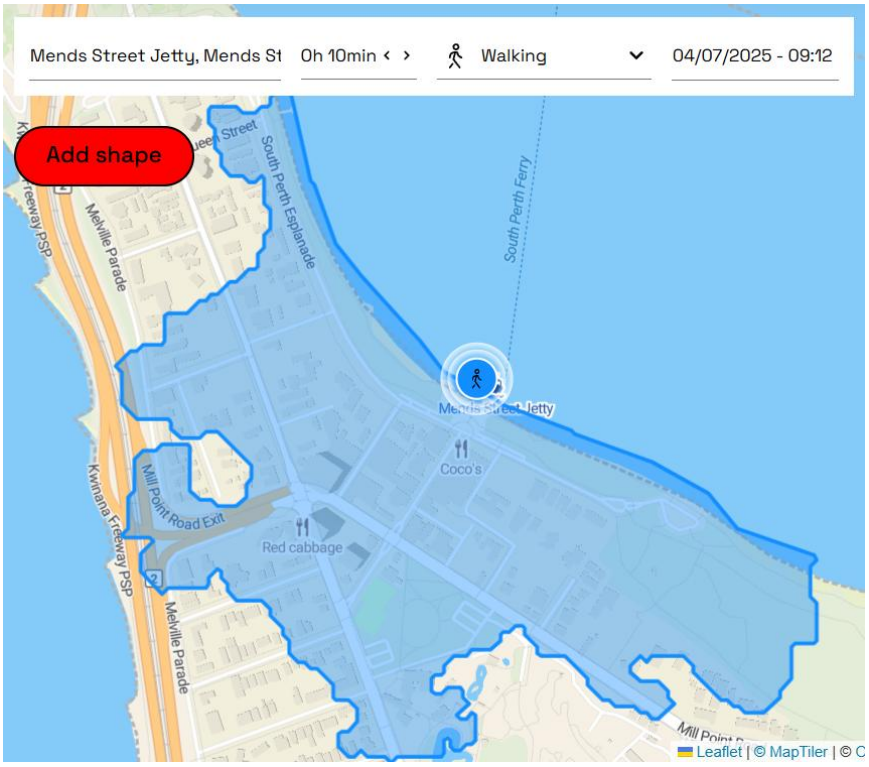

Figure 9 - Pedestrian catchment 10 minutes (app.traveltime.com)

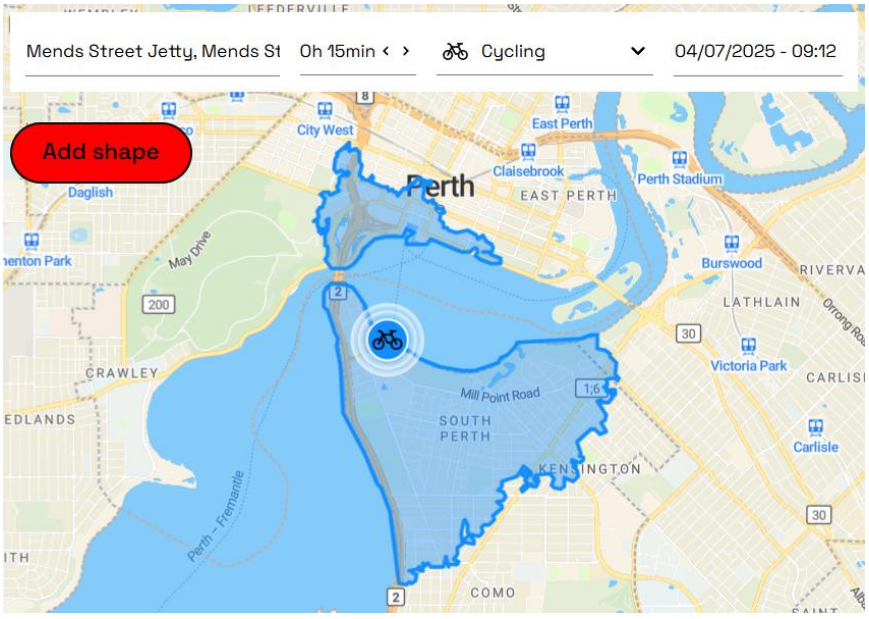

Figure 10 - Cycling catchment 15 minutes (app.traveltime.com)

1.5 Parking requirements

After reviewing the available planning documents, the only one offering design guidelines and parking provision rates pertaining to the location is the South Perth Activity Centre Plan as outlined below.

Table 4 – Parking requirement rates

Guideline document	Car Parking Provision

South Perth Activity Centre Plan	• Non-residential parking is to be provided in accordance with the rates below. These requirements may be rounded to the nearest whole number. • Parking may be unbundled from individual tenancies and exchanged within individual developments provided both parties are residential or both parties are non-residential. • Exchanges between residential and non-residential land uses are not permitted. • All other non-residential uses: – Minimum 2 bays per 100m^2 of net lettable area – Maximum 3 bays per 100m^2 of net lettable area

Applying the parking rates above to the proposed floating restaurant would typically require a minimum of six (6) parking bays (312m² NLA). However, a 50% reduction is considered not only appropriate but well-justified given the unique context of the site.

The restaurant is directly connected to a high-activity precinct, including the vibrant Mindeerup Piazza and the foreshore, both of which attract significant foot and bicycle traffic. The area is already designed to prioritise pedestrian and cyclist movement, reducing reliance on private vehicle use. Additionally, the site benefits from strong public transport connections and an extensive supply of on-street parking within walking distance.

Given its location on the river with direct jetty access, the restaurant will naturally attract patrons arriving via alternative modes, including walking, cycling, and even by water. As a result, the demand for on-site parking is expected to be significantly lower than a conventional land-based venue. The remaining three parking bays can be comfortably absorbed by the existing on-street parking supply without impacting availability for other uses.

Considering these factors and the objectives of the South Perth Activity Centre Plan to support a vibrant, walkable environment, a reduced parking requirement aligns with best practice and is entirely reasonable in this context.

Additionally, the existing restaurant on Mends Street Jetty currently also operates without dedicated off-street parking, relying entirely on nearby on-street parking and alternative transport modes. This demonstrates that a similar approach is not only viable but already established in the area.

1.5.1 AVAILABLE PUBLIC PARKING

> First hour free parking is available in the undercover South Shore Shopping Centre paid car park off South Perth Esplanade and in the car park under the Mends Street Arcade off Harper Terrace.

> Free parking is available on Mends Street.

> Paid parking is available on South Perth Esplanade.

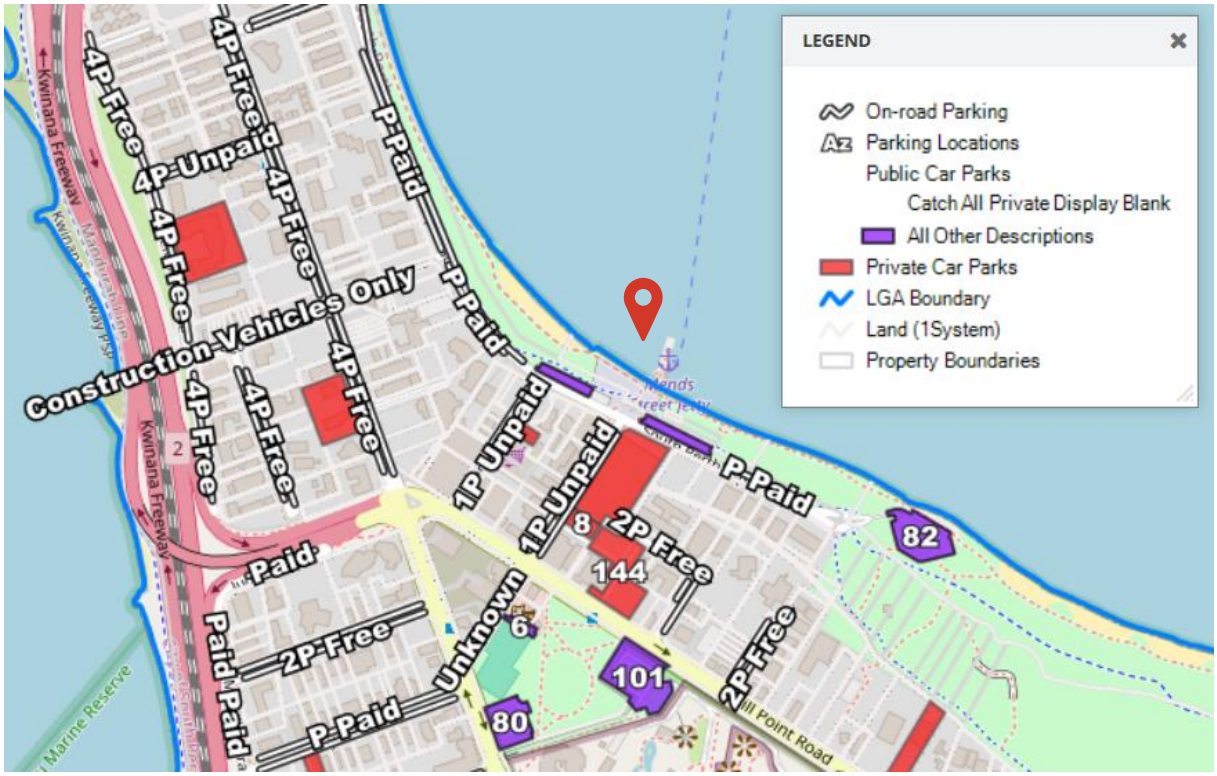

Figure 11 - City of South Perth parking facilities in the vicinity of the subject site (Intramaps)

1.6 Traffic Impact of the Proposed Development

Data on the trip-generating potential of the various land uses is fairly limited in Western Australia. WAPC TIA Guidelines suggest trip rates for restaurant land use have been sourced from the Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales (RTA Guide).

The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, however the rate remains unchanged for this particular land use.

As explained above the restaurant operation is expected to attract 50% of foot significant foot and bicycle traffic, therefore the nominal rates have been reduced for that percentage.

Table 5 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	**Restaurant** • Evening peak hour = 5 VPH / 100m^2 GFA • Daily = 60 VPH / 100m^2 GFA • The surveys indicate that the mean GFA/seat was 2.1 square metres, whilst the mean dining floor space/seat was 1.5 square metres. • The mean staffing ratio was 9.7 seats/staff.

Table 6 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation
Restaurant (regular operation)	432m^2 GFA	259	22
Traffic with 50% reduction applied		**130**	**11**

According to WAPC guidelines, developments generating between 10-100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development is expected to generate approximately 130 daily vehicular trips and 11 peak hour vehicular trips. The surrounding road network is expected to successfully absorb the additional traffic.

1.7 Conclusion

Given the nature of land use and its location, the proposal to relocate the floating restaurant appears to be feasible from traffic and transport perspective. The restaurant will be situated in an area that has a number of hospitality venues and is an active destination for socialisation. The restaurant will likely be perceived as another venue option and is unlikely to attract the same volume of vehicular traffic as it would if it was isolated hospitality venue.

Existing parking and pick-up / drop-off zones can cater to the requirements of the proposed development. Deliveries will be separately managed and conducted outside of the peak operational hours.

In summary, we believe this project will not result in an unacceptable impact on the road network in terms of traffic volumes and parking demand.

South Perth Wharf

Application for Development Approval

Attachment SPW07

Encycle Waste Management Plan

November 2025

Waste Management Plan

Oceanlink 125

Rev_2

Project No. 19-0916-1

Old Salt Perth Pty Ltd

26 June 2025

Encycle Consulting Pty Ltd

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Revision	Drafted by	Reviewed by	Date issued
Rev_0_DRAFT	C Aitken	J Ferguson	13 March 2025
Rev_1	C Aitken	J Ferguson	01 April 2025
Rev_2	C Aitken	J Ferguson	26 June 2025

Table of contents

1 Development details

This Waste Management Plan (WMP) has been prepared for the following project:

Project name / address	Oceanlink 125, 60 South Perth Esplanade
Client	Old Salt Perth Pty Ltd
Architect	Keil Maritime and Rezen Studio
Main point of contact	Dan Chrystal, Green Park Hospitality Group
Planning status	DA submission targeted for 18 July 2025 City of South Perth Design Review Panel (DRP) attended 22 May 2025
Overview of development	Refit and relocation of The Raft floating restaurant. The renovated barge will be permanently moored at the South Perth foreshore. Development will include the construction of the mooring jetty. The venue has a capacity of 198 and includes a bar/lounge with a full kitchen, outside takeaway area, and public access walkway.
Architectural plans / area schedule / development information	• Concept idea, received from Green Park Hospitality Group on 22 January 2025 • Architectural drawings and feedback from CoSP DRP, received from Green Park Hospitality Group on 04 June 2025 • Site plan and bin store layout received from Green Park Hospitality Group on 24 June 2025
Local Government discussions	• Conversation with Dave Beresford, Waste and Fleet Coordinator, City of South Perth regarding council waste management requirements, 25 February 2025 • In person feedback relating to the development planning was received from the City of South Perth DRP on 22 May 2025. City of South Perth attendees: o Courtney Wynn (Coordinator Urban Planning) o Chris Hammond (Environmental Health Coordinator) o Donna Shaw (Director Development and Community Services) • Written feedback from DRP was received via email on 26 May 2025 • Feedback from the DRP has been incorporated into the WMP

1.1 Context

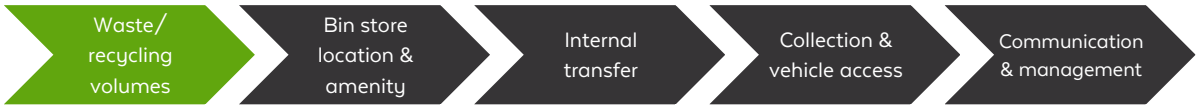
For efficient and effective waste management, the collection and centralisation of waste and recyclables has been carefully considered at the building design phase. Key factors considered at the design phase include:

- Local government requirements for determining waste generation rates
- Waste and recycling volumes likely to be generated during building operation
- Number and types of bins required
- Bin store/s size, location and amenity (odours and noise)
- Internal transfer and access to bins and storage areas from within the building
- Access for vehicles for waste collection
- Safety for all operatives involved in waste management
- Communication and ongoing management of waste and recycling services

1.2 Key components of the Waste Management Plan

This Waste Management Plan (WMP) consists of five core components. It presents detailed information on each of the following components.

2 Estimated waste and recycling volumes



2.1 Project parameters

The floating venue when operational will include the following waste generating areas:

- Food and beverage:
    - Restaurant (23 m^2)
    - Cafe (207 m^2)
    - Takeaway (141 m^2)
    - Bar area (19 m^2)
- Office space (6 m^2)

2.2 Local Government Guidelines

The following documents have been used in the development of this report:

- Waste Guidelines for New Developments (City of South Perth, 2019)
- WALGA Commercial and Industrial Waste Management Plan Guidelines (2018)

2.3 Waste generation rates

A combination of the WALGA waste generation rates and the City of South Perth commercial waste generation rates, as outlined in the Waste Guidelines for New Developments (2019), has been utilised alongside operator insights and Encycle's experience and knowledge of the venue uses to calculate the estimated generation of waste and recyclables.

Specifically, the generation rates used are presented in Table 1. The City of South Perth and WALGA rates do not include a breakdown of material streams included in the 'recycling' stream. The final column represents Encycle Consulting's in-house estimate of the material streams present in the recycling stream based on our working experience of operational venues in Perth.

Table 1: Commercial waste generation rates

Premises type/ building use	Waste generation rate	Recycling generation rate	Percentage breakdown of recycling stream by material
Licensed club (19 m^2)	0.5 L /1m^2/day	0.5 L /1m^2/day	40% commingled 50% cardboard 100% glass (in addition) 10% used cooking oil 10% soft plastics
Office (6 m^2)	0.1 L /1m^2/day	0.1 L /1m^2/day	7% commingled 79% paper 14% cardboard 10% soft plastics 20% of waste is organics
Restaurant (23 m^2)	6.6 L /1m^2/day	2 L /1m^2/day	40% commingled 50% cardboard 100% glass (in addition) 10% used cooking oil 10% soft plastics 20% of waste is organics
Café (207 m^2)	3 L /1m^2/day	2 L /1m^2/day	40% commingled 50% cardboard 100% glass (in addition) 10% used cooking oil 10% soft plastics 20% of waste is organics
Takeaway (141 m^2)	0.8 L /1m^2/day	0.4 L /1m^2/day	40% commingled 50% cardboard 10% used cooking oil 10% soft plastics 10% of waste is organics

2.4 Waste reduction initiatives

The management of Oceanlink 125 have made a number of commitments to reduce operational waste (see Appendix B). These commitments relate to reusable service ware, supplier packaging reduction, food waste minimisation, and staff training. In addition, waste streams have been consolidated where appropriate to reduce the frequency and number of waste vehicle movements. While waste generation has been calculated using the above rates, Encycle notes that that these reduction measures have supported the justification for rounding down the bin numbers provided in the bin store.

2.5 Number of bins required

The vessel will have one bin store. The total number of bins required are set out in Table 2.

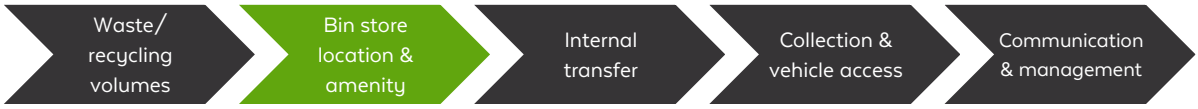
Table 2: Number of bins to be stored in the bin store

Waste stream	Volume (L) per day	Bin size (L)	Total number of bins (Noting waste reduction commitments)	Collection frequency
General waste (excluding food waste)	896	660	4	2 x Weekly
Commingled recycling	526	660	3	2 x Weekly
Cooking oil	~	200	1	As required

2.6 Waste water

All waste water including sewage blackwater and greywater will be stored in liquid waste tanks beneath the toilets. If required, liquid waste can be safely pumped out of the Oceanlink 125 boat onto a service vessel. The operator may seek to attach services to land and have explored this option with licensed contractors. All mechanical pump plans and drawings will be finalised upon approval. See Appendix C for further detail from the operator.

3 Bin store locations and amenity



3.1 Bin store location

The enclosed bin store will be located inside the vessel (refer Figure 1 and Figure 2). No waste will be stored on the foreshore.

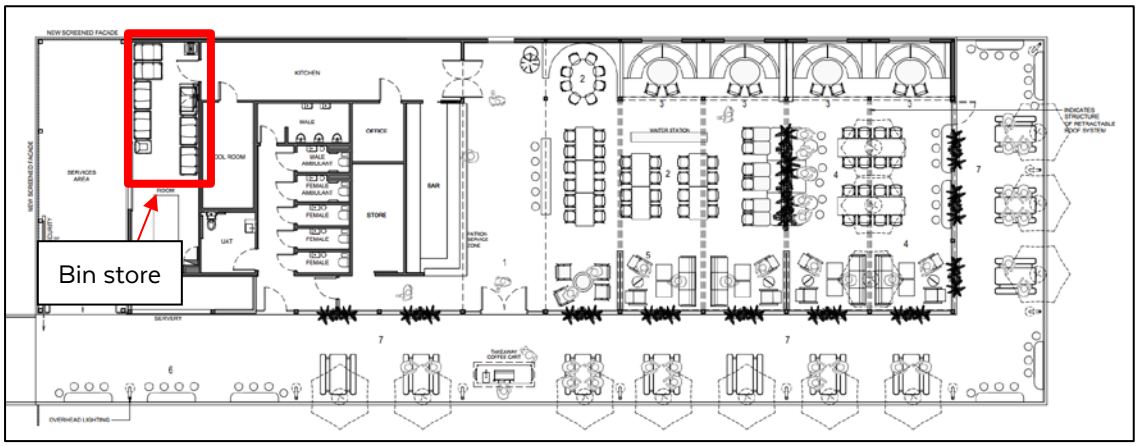


Figure 1: Floor plan showing the location of bin store

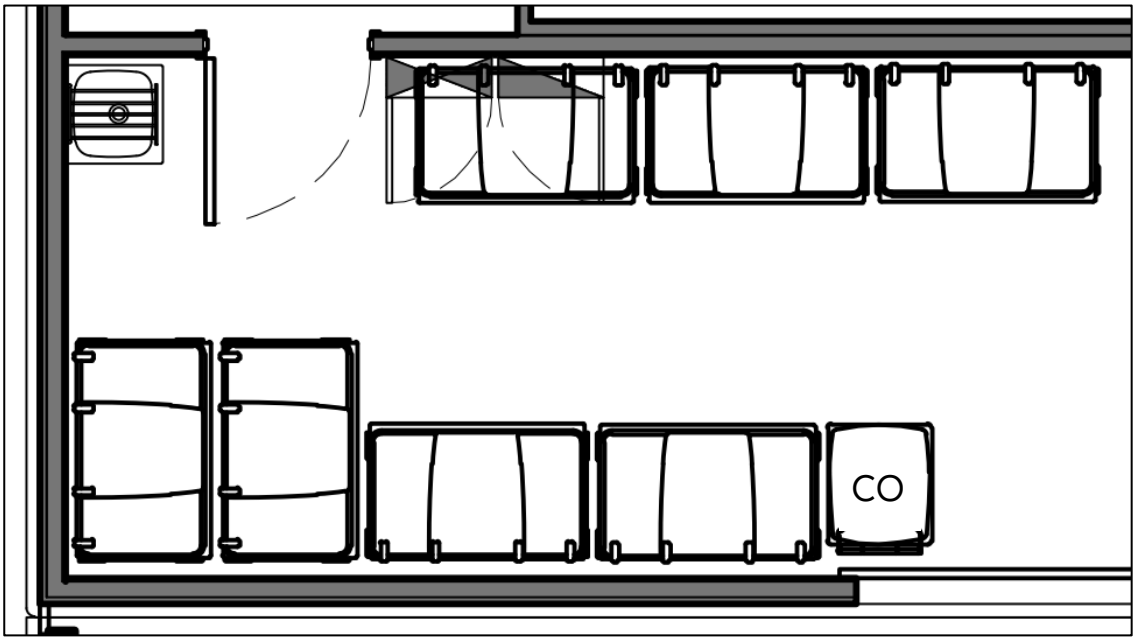


Figure 2: Bin store layout

3.2 Bin store amenity

The bin store has been designed to include the following requirements in Table 3.

Table 3: Bin store amenity requirements

Aesthetics	The bin store is consistent with the overall aesthetics of the development.
Fully enclosed	The bin store are fully enclosed and weatherproof, and only accessible by staff, cleaners and waste service providers.
Spatial requirements	The bin store allows sufficient space to accommodate, manoeuvre and wash the bins and equipment specified. Bins are stored in single rows. Space for personnel access way between rows of bins is included.
Bin wash	The bin store will have an impermeable floor grading to a floor waste connected to the 16,000L waste water tank on the barge. The waste water tank is fitted with a manual pump out facility and alarm module. The bin store will have a hose cock to enable the enclosure to be washed out. Both hot and cold water will be available. See Appendix C for further detail from the operator.
Doors	Bin store doors are ventilated both internally and externally. Self-closing doors are installed to the bin store to eliminate access to vermin. Doors from the bin store to the servicing/collection area can be locked open. Doors are designed to fit the largest bin, to enable bins to be easily wheeled into and out of the bin store.
Security	Security measures are designed to limit access to the bin store.
Walls and ceilings	Internal bin store walls are rendered (solid and impervious) to enable easy cleaning. Ceilings are finished with a smooth faced, non-absorbent material that can be easily cleaned. Walls and ceilings are finished or painted in a light colour.
Ventilation and odour	The design of the bin store provides for adequate separate ventilation with a system that complies with Australian Standard 1668.2 (AS1668.2:2024). The ventilation outlet is not in the vicinity of windows or intake vents associated with other ventilation systems.

Lighting	Bin store is provided with artificial lighting, with sensor or switch controls both internal/external to the bin store.
Noise	Noise is minimised through considering the location of the bin store and collection point and the timing of collections to prevent disruption to the neighbourhood. Servicing times, due to noise impacts, are to occur between 7:00 am – 7:00 pm (Monday to Saturday) and 9:00 am – 7:00 pm (Sunday and public holidays).
Signage	Visual aids and signage will be provided when the bin store is operational to ensure that the area works as intended.
Cooking oils	Used cooking oil storage will be bunded.

4 Internal transfer

4.1 Transfer of waste to bin store

Staff will manually transfer waste and recyclables to the bin store located on the vessel. Staff will also assist the private waste service provider transferring bins via the jetty from the bin store to the designated collection point on the South Perth Esplanade.

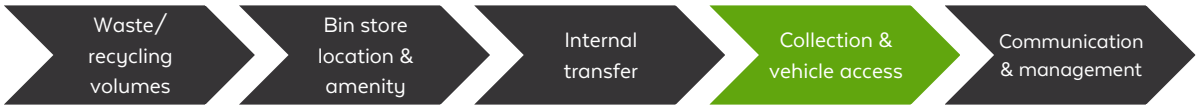
4.2 Bin transfer requirements

All bin transfer routes have been designed to include the following requirements in Table 4.

Table 4: Bin transfer requirements

Bin transfer requirements	
User access route	Waste transfer routes avoid stairs/steps and steep ramps (grade of slope <1:14) and other potential hazards between points of waste generation, storage and collection. The gangway will have sides to ensure safe bin transfer.
Manual handling	Manual handling of waste in garbage bags is excluded from the waste management systems wherever possible.
Transfer route width	All doors, corridors and land access points on the transfer route are designed to fit the largest bin.
Spills	The management team will be responsible for any spillage during transfer.
Access for waste collection vehicles	Waste collection vehicles will safely enter the public carpark, operate and exit with minimal reversing or manoeuvring.
Walkways	Safe access to waste collection point and vehicles have been provided to reduce the risk of accidents.

5 Collection and vehicle access



A private service provider will undertake the general waste and recycling collections utilising a rear-lift vehicle. A small tanker vehicle will require access to service the used cooking oil storage unit, with the provider Oil2U confirming that they can service the cooking oil from the collection point in Figure 3 (see Appendix C for further detail from the operator). The proposed bin numbers and collection frequencies have been designed to minimise collection time within the car park.

If a grease trap is required, it can be fitted to the existing waste water tank. A tanker vehicle will require access to service a grease trap.

Servicing times, due to noise impacts, are to occur between 7:00 am – 12:00 pm (Monday to Saturday) and 9:00 am – 12:00 pm (Sunday and public holidays). All waste servicing will take place outside of operational hours to prevent congestion on the gangway during bin transfers. Oceanlink management will liaise with the local government waste collectors and their private service provider to coordinate the collection schedule, ensuring it aligns with the City's waste collection operations and minimises conflicts with car parking use.

Venue staff and the private waste service operatives will transfer bins from the bin store to the verge at the right-hand corner of the City of South Perth SPE3 Car Park (see Figure 3). Rear-lift vehicles for general waste and commingled recycling, and a small tanker for used cooking oil, will enter the car park from South Perth Esplanade eastern car park entrance, driving in a forwards motion. The vehicles will reverse into the eastern corner of the car park, where the operatives will service the bins and return the empty bins to the bin store with the assistance of venue staff. The vehicles will exit the car park via the western access point, driving in a forwards motion.

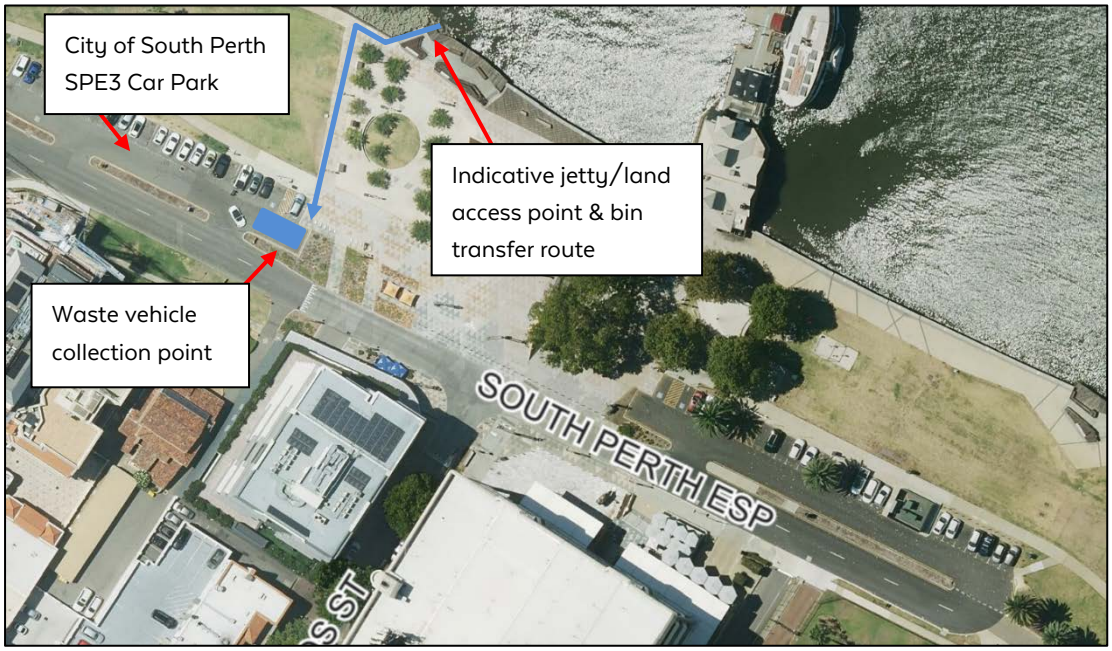
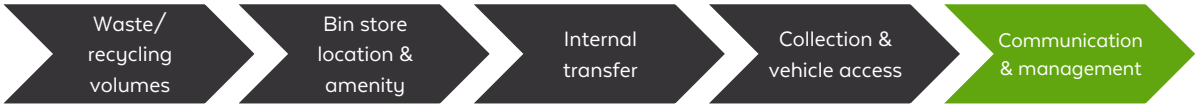


Figure 3: Waste vehicle collection point from the City of South Perth SPE3 Car Park

6 Ongoing communication and management



6.1 Management

The management team will be responsible for overseeing the waste management systems. The staff will be trained and informed about their responsibility to work closely with the local government and private waste service providers regarding the schedule for collection, presentation and transfer of bins. Staff will be responsible for maintaining the bin store in a clean and tidy condition at all times and ensuring bins are washed regularly.

The management team will be responsible for any spillage as noted in the Environmental Management System.

6.2 Communication

The staff will be trained and informed about the waste and recycling systems, including their correct usage and the responsibilities associated with managing waste storage and transfer. Training will also cover the importance of maintaining the bin store in a clean and tidy condition at all times and ensuring that bins are washed regularly.

The management team will be responsible for the continuing education of staff on correct segregation of waste and recyclables to ensure maximum diversion from landfill.

Appendix A: Glossary of terms and acronyms

Collection point	The permitted area on a footpath, roadway or private property (where applicable) that waste, recyclables and bulky waste are loaded into collection vehicles.
Commingled recycling	Common recyclables, mostly packaging; such as glass, plastics, aluminium, steel, liquid paper board (milk cartons). Commingled recycling may include paper but often, and particularly in offices, paper and cardboard are collected separately.
Container Deposit Scheme (CDS)	Also known as Containers for Change: In Western Australia 'eligible containers' (usually for soft and alcoholic drinks) have a 10 cent deposit which can be refunded when the container is redeemed at a refund facility.
Food organics	Waste food in commercial kitchen/food service settings, generated from preparation (peelings etc.), storage (out of date) or service (leftovers) that can be separated from the general waste stream for a more beneficial use.
General waste	Material that is intended for disposal to landfill (or in some States, incineration), normally what remains after the recyclables have been collected separately.
Grease trap	Collection of solid greases and oils in a tanker system to remove this material from water discharged to sewer from commercial kitchens or food processing facilities. Grease trap collection vehicle requirements can be included in the Waste Management Plan where relevant. Encycle are not hydraulics engineers and do not specify or advise on grease trap systems.
Organic waste	Waste derived from material that was once living (excluding petroleum-based materials).
Recyclable	Material that can be collected separately from the general waste and sent for recycling. The precise definition will vary, depending upon location (i.e. systems exist for the recycling of some materials in some areas and not in others).
Recycling	Where a material or product undergoes a form of processing to produce a feedstock suitable for the manufacture of new products.
Reuse	Replacing a 'disposable' or single-use item with one which can be used again (without needing to be processed or dismantled – i.e. 'recycled') e.g. using a washable ceramic coffee mug or travel cup in place of disposable cups.
Waste avoidance	Changing a service or process so that a waste that was previously generated can be eliminated from the system. An example would be changing from printed forms/tickets/invoices etc. to an online system that does not need any paper.

Appendix B: Commitments to Waste Reduction

SAME BOAT

WASTE MANAGEMENT PLAN

COMMITMENTS TO WASTE REDUCTION

As part of Same Boats commitment to sustainable operations and in alignment with the City of South Perth's objectives, we will actively implement a waste minimisation strategy aimed at reducing the volume and frequency of bin collections from the venue.

Our approach prioritises on-site processing, reusable service items, and efficient waste management practices designed to lessen environmental impact and individual waste bin truck movements, without compromising the quality of our offering.

Key initiatives include:

REUSABLE SERVICEWARE

- Glassware and crockery will be washed and reused on-site to significantly reduce reliance on single-use items.
- Reusable containers, baking liners, and cloths will replace single-use cling wrap and kitchen plastics in back-of-house operations, where possible.

SUPPLIER PACKAGING REDUCTION

- Drinks will be served using keg and post-mix systems for beer and soft drinks, avoiding individual bottles and cans.
- Suppliers will be selected based on their ability to deliver bulk goods in reusable crates or participate in take-back schemes for packaging. Ex. Get Fresh Merchants deliver and return silver fruit and veg tubs rather than cardboard.
- Condiments and other frequently used items will be purchased in bulk packaging rather than individually portioned servings.

FOOD WASTE MINIMISATION

- Menu planning will include systems to repurpose ingredients, such as using trimmings in stocks or near-expiry produce in staff meals or specials.
- We will implement a live stock management system to monitor inventory levels and expiry dates, reducing over-ordering.
- Some produce will be pre-prepared (e.g. peeled/chopped vegetables) to reduce back-of-house prep waste.
- Opportunities to partner with local food donation programs (e.g. for surplus bakery or safe packaged goods) will be actively explored.

STAFF TRAINING & BEHAVIOUR

- All staff will undergo induction and refresher training on waste separation, sustainable practices, and guest communication.
- Staff will be encouraged to educate patrons in a friendly, non-confrontational way on proper disposal or recycling practices.
- Training records will be maintained and reviewed by the General Manager.

Appendix C: Operator comments relating to City of South Perth feedback

WASTE MANAGEMENT PLAN

DAN NOTES FOR INCLUSION IN FINAL PLAN

City of South Perth Comment:
Bin wash – graded to floor-waste to water tank. What volume is the tank and will it require direct pump out? Or is it more like a pump pit sump tank, where there is a float switch activated pump which then pumps to mainland disposal? For either option, contingency is important. A simple holding tank has issues if it overfills – backflow. A pump pit also has issues if the pump/float switch fails. Bin store must have no gaps allowing any runoff into river.

Old Salt Perth Pty Ltd Response:
No change has been made from the Bin Store location between The Raft and Same Boat. The Bin Store room is fully bunded with water and fire proof checkerplate floor and walls. See below image. The bin room is graded to floor-waste with drainage into the waste water tank on board Oceanlink 125. This is a 16,000L below deck fibreglass tank with a manual pump out facility and alarm module.

City of South Perth Comment:
The WMP needs to address who is responsible for cleaning up any spillage from the bins as they are transported/emptied on the foreshore to avoid spillage deposits in the car park and public spaces.

Old Salt Perth Pty Ltd Response:
The operator will be responsible for any spillage as noted in the Environmental Management System submitted to the DBCA for project approval. It is worth noting that after 4 years of operating Oceanlink 125, the operator has had no environmental spillage.

City of South Perth Comment:
Ventilation/odour control of store – says will comply with AS 1668

Old Salt Perth Pty Ltd Response:
The Bin Room has not change from the previous operation and complies with all City of Perth regulation.

City of South Perth Comment:

Cooking oil storage – a small tanker service is mentioned – where will they park to pump and how will they pump?

Old Salt Perth Pty Ltd Response:

Email from Oil provider for the past 4 years who will continue the provision of new oil and removal of old oil confirming the process.

Harry Patten-Williams
to Morgan, me

Tue, Jun 3, 1:12 PM (7 days ago)

Hi Dan,

No problem at all on the below.

The attached above is more than fine from a servicing layout perspective. When we get closer to opening, we will provide you with the same equipment setup Mister Walker is currently utilising from us, including our Poly Fresh mobile unit holding (180l) as well as our stainless waste mobile vacuum (150l). The vacuum is also advantageous for your staff and covers you from a OH+S perspective internally for oil transfers. We will supply all SOPs and training when we deliver equipment.

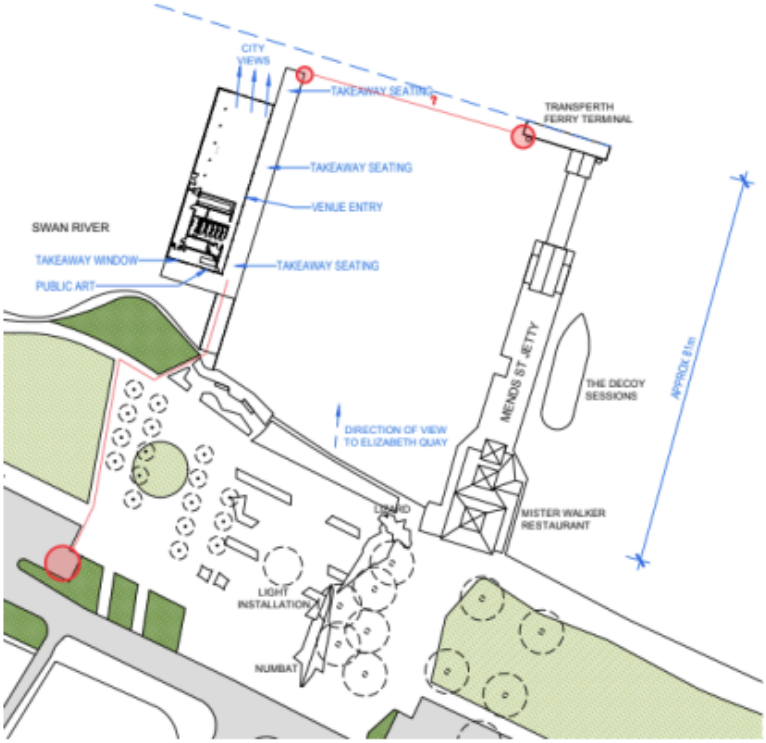
I appreciate this is still some time away, but we would look to link your servicing with Mister Walker. Currently we are there every Friday and leave the area around 8.30-9am. We would start on a weekly schedule and adjust accordingly depending on your volumes and usage. For flexibility we are also there on a Tuesday servicing Windsor, Atomic, Italian on Mends etc if needed.

Hope this answers your query, please let me know if you require any further information.

Kind regards,

Harrison Patten-Williams
WA Divisional Manager

Pathway to be taken below:



City of South Perth Comment:
Grease trap – tanker service if required is mentioned. where will they park to pump and how will they pump? Where will a grease trap go?

Old Salt Perth Pty Ltd Response:
The final kitchen drawings plans to come after approval but will comply with all Environmental Health criteria of the Water Corporation. The Raft did not require a grease trap and one will be installed if required when final kitchen drawings are complete.

City of South Perth Comment:
How is all waste, sewage blackwater, greywater being conveyed from Same Boat – plumbed via gangway to mainland? How will services in general be connected?

Old Salt Perth Pty Ltd Response:
All mechanical pump plans and drawings will be finalised upon approval of the Same Boat proposal. We have had extensive discussions and site visits with numerous licensed contractors who have confirmed that what we want to do, in terms of getting all services attached to the land, is possible.

City of South Perth Comment:
Subject to the boat being in the City's district, the kitchen fit out needs to be assessed to ensure all elements meet the Food Standards Code and there is adequate provision for waste and other requirements. It will be subject to an application for registration of a food business.

Old Salt Perth Pty Ltd Response:
Yes, all kitchen plans and drawings will comply with the Food Standards Codes

South Perth Wharf

Application for Development Approval

Attachment SPW08

Galt Geotech Report

November 2025

WAG250064-01 001 L Rev1

14 October 2025

Cranford Hospitality
PO Box 389
Guildford WA
Attention To: Alastair Cockman

GEOTECHNICAL DESKTOP STUDY
PROPOSED FLOATING RESTAURANT AT PERTH FORESHORE
SOUTH PERTH ESPLANADE, SOUTH PERTH WA

Dear Alastair,

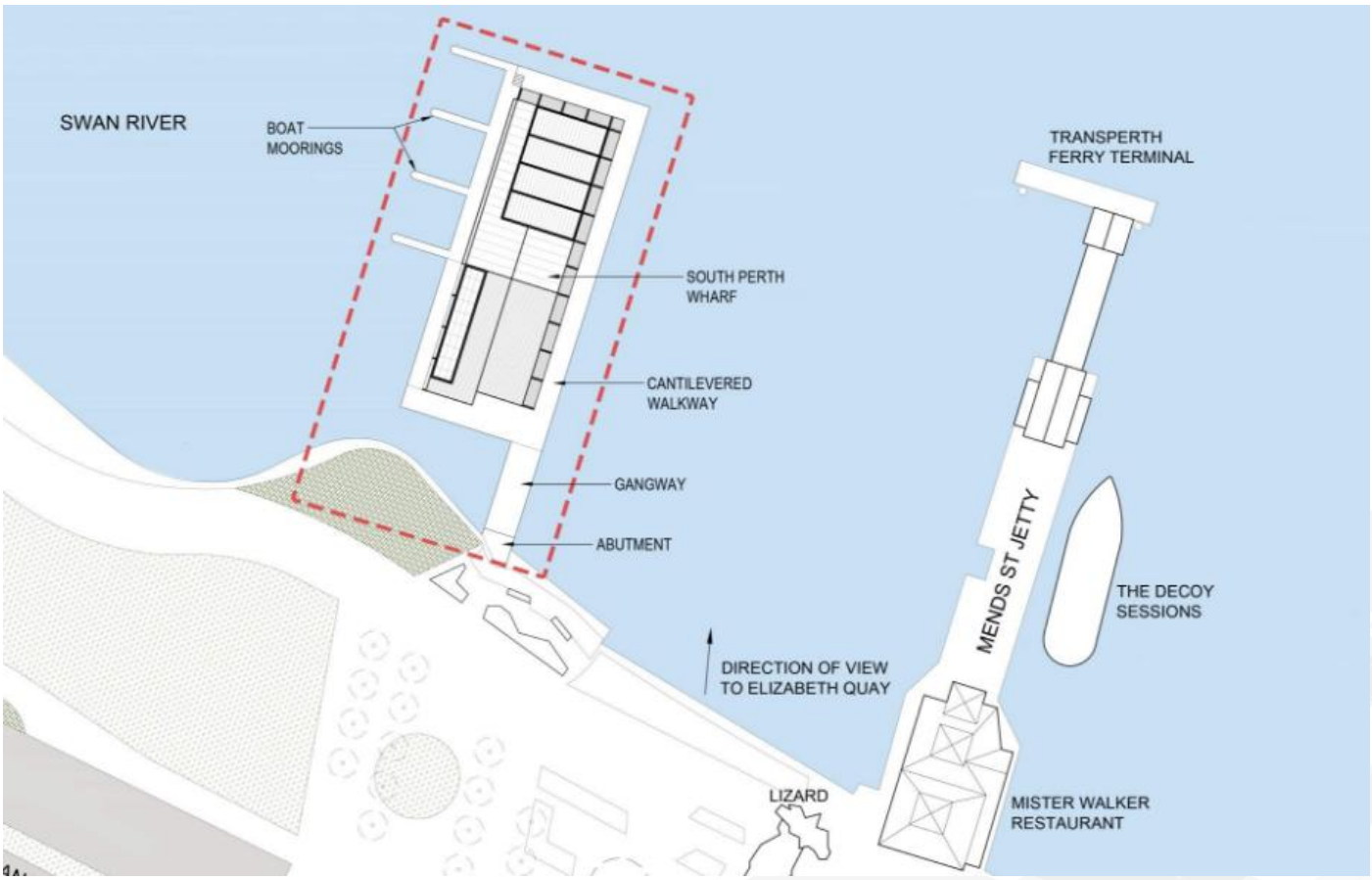
1. INTRODUCTION

This report presents the outcomes of Galt Geotechnics' (Galt's) revised geotechnical desktop study for the proposed floating restaurant development, near the South Perth Esplanade, South Perth ("the site", refer Inline Image 1).

This letter is to be read in conjunction with the appended "Understanding your Report" found at the back of this report.

2. PROJECT BACKGROUND

Inline Image 1 – Client Provided Concept Plan



The general condition of the site and the proposed concept development are shown on Inline Image 1. We understand the proposed floating restaurant and boardwalk / accessways are to be anchored / supported laterally using piles.

The objectives of this letter are to:

- Confirm that piles are a feasible method to provide positional stability to the proposed floating restaurant; and
- Confirm that a jetty structure can be built to connect to the floating boardwalk/access way (at the shore end) from a geotechnical perspective.

3. MAPPED SITE CONDITIONS AND BACKGROUND INFORMATION

The Perth Sheet of the 1:50,000 geology series map indicates the site is underlain by alluvial clay and sand soils.

Paleochannels infilled with soft to very soft cohesive soils / very loose to loose sands are known to be present in the Swan River. The nominal locations of these paleochannels have been published by Gordon, and are shown on Inline Image 2. We note there is a risk of a paleo channel being present near the northern end of the site, which would include very soft to soft soils to significant depth.

We have previously undertaken geotechnical investigation south of the site at 77 and 79 Mends Street. CPT tests undertaken as part of this investigation indicate the following subsurface profile is present **about 70 m south of the site**:

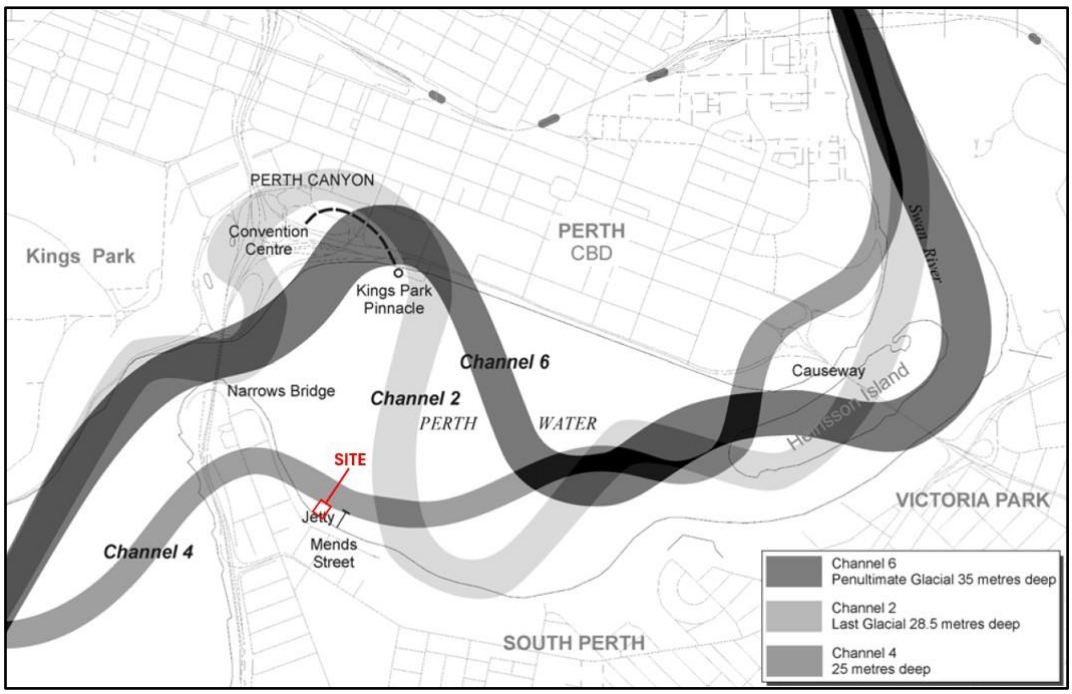
- **SAND** (medium dense to dense) to about 7 m to 7.5 m depth; over
- **CLAY** (typically firm/stiff to very stiff) about 2.5 m thick / to about 9 m to 9.5 m depth; over
- **SAND** (medium dense) to about 16 m depth; over
- **Interbedded CLAY / SAND** (very stiff to hard / medium dese to very dense) to CPT refusal depths of up to about 23 m.

There is no evidence of a deep palaeochannel filled with soft deposits at that location.

Investigation work undertaken on the shoreline about 400 m south east of the site indicate that layers of soft cohesive soils up to about 0.5 m thick could be present at about 2 m to 4 m depth. This is also unlikely to be particularly problematic for mooring piles subjected to lateral loading.

This does not exclude the possibility of a deep palaeochannel infilled with soft sediments at the restaurant site, however there are no indications based on intrusive testing nearby that such soils are present (and nonetheless, there would be an engineering solution around this, refer to Section 5 for more details).

Inline Image 2 – Excerpt from Gordon 2003 with site shown in red



4. FLOOD LEVELS

Flood mapping prepared by the Department of Water and Environmental Regulation (DWER) indicate a Defined Flood Event (DFE) level of RL 2.28 m AHD. DWER note that in most cases, the DFE represents the 1 in 100 (1%) annual exceedance probability (AEP) flood event level.

DWER also note that they provide advice / approval of proposed developments within the DFE floodplain on a case-by-case basis. If development is considered acceptable by DWER, they typically recommend a minimum building floor level of 0.5 m above the DFE flood level. This is unlikely to be specifically relevant to a floating structure, however any onshore structures must take this into account as well as the floating range for the mooring piles and the connecting walkways.

5. GEOTECHNICAL RECOMMENDATIONS

We judge the site will be geotechnically capable to support the proposed development.

Piles are considered a feasible method to provide positional stability for the proposed floating restaurant. Driven steel tubes about 0.4 m to 1.2 m wide are likely to be required. Should the paleochannel be present at the site (refer Section 3), a greater number of wider piles will be required to restrain the restaurant. Specific design would depend on a site-specific assessment done at detailed design stage.

Either shallow footings or piles would be required to support the proposed abutment shown on In line Image 1.

Intrusive investigation will be required to inform detailed design.

6. CLOSURE

GALT GEOTECHNICS

Owen Woodland CPEng
Geotechnical Engineer

Tyrone Mardesic CPEng
Geotechnical Engineer

Attached: Understanding your Report

https://galtgeo.sharepoint.com/sites/wag250064/shared documents/01 canford si/03 correspondence/wag250064-01 001 l rev1.docx

Understanding your Report

1. EXPECTATIONS OF THE REPORT

The following sections have been prepared to clarify what is and is not provided in your report. It is intended to inform you of what your realistic expectations of this report should be and how to manage your risks associated with the conditions on site.

Geotechnical engineering and environmental science are less exact than other engineering and scientific disciplines. We include this information to help you understand where our responsibilities begin and end. You should read and understand this information. Please contact us if you do not understand the report or this explanation. We have extensive experience in a wide variety of projects and we can help you to manage your risk.

2. THIS REPORT RELATES TO PROJECT-SPECIFIC CONDITIONS

This report was developed for a unique set of project-specific conditions to meet the needs of the nominated client. It took into account the following:

- the project objectives as we understood them and as described in this report;
- the specific site mentioned in this report; and
- the current and proposed development at the site.

It should not be used for any purpose other than that indicated in the report. You should not rely on this report if any of the following conditions apply:

- the report was not written for you;
- the report was not written for the site specific to your development;
- the report was not written for your project (including a development at the correct site but other than that listed in the report); or
- the report was written before significant changes occurred at the site (such as a development or a change in ground conditions).

You should always inform us of changes in the proposed project (including minor changes) and request an assessment of their impact.

Where we are not informed of developments relevant to your report, we cannot be held responsible or liable for problems that may arise as a consequence.

Where design is to be carried out by others using information provided by us, we recommend that we be involved in the design process by being engaged for consultation with other members of the project team. Furthermore, we recommend that we be able to review work produced by other members of the project team that relies on information provided in our report.

3. DATA PROVIDED BY THIRD PARTIES

Where data is provided by third parties, it will be identified as such in our reports. We necessarily rely on the completeness and accuracy of data provided by third parties in order to draw conclusions presented in our reports. We are not responsible for omissions, incomplete or inaccurate data associated with third party data, including where we have been requested to provide advice in relation to field investigation data provided by third parties.

4. SOIL LOGS

Our reports often include logs of intrusive and non-intrusive investigation techniques prepared by Galt. These logs are based on our interpretation of field data and laboratory results. The logs should only be read in conjunction with the report they were issued with and should not be re-drawn for inclusion in other documents not prepared by us.

5. THIRD PARTY RELIANCE

We have prepared this report for use by the client. This report must be regarded as confidential to the client and the client's professional advisors. We do not accept any responsibility for contents of this document from any party other than the nominated client. We take no responsibility for any damages suffered by a third party because of any decisions or actions they may make based on this report. Any reliance or decisions made by a third party based on this report are the responsibility of the third party and not of us.

6. CHANGE IN SUBSURFACE CONDITIONS

The recommendations in this report are based on the ground conditions that existed at the time when the study was undertaken. Changes in ground conditions can occur in numerous ways including anthropogenic events (such as construction or contaminating activities on or adjacent to the site) or natural events (such as floods, groundwater fluctuations or earthquakes). We should be consulted prior to use of this report so that we can comment on its reliability. It is important to note that where ground conditions have changed, additional sampling, testing or analysis may be required to fully assess the changed conditions.

7. SUBSURFACE CONDITIONS DURING CONSTRUCTION

Practical constraints mean that we cannot know every minute detail about the subsurface conditions at a particular site. We use professional judgement to form an opinion about the subsurface conditions at the site. Some variation to our evaluated conditions is likely and significant variation is possible. Accordingly, our report should not be considered as final as it is developed from professional judgement and opinion.

The most effective means of dealing with unanticipated ground conditions is to engage us for construction support. We can only finalise our recommendations by observing actual subsurface conditions encountered during construction. We cannot accept liability for a report's recommendations if we cannot observe construction.

8. ENVIRONMENTAL AND GEOTECHNICAL ISSUES

Unless specifically mentioned otherwise in our report, environmental considerations are not addressed in geotechnical reports. Similarly, geotechnical issues are not addressed in environmental reports. The investigation techniques used for geotechnical investigations can differ from those used for environmental investigations. It is the client's responsibility to satisfy themselves that geotechnical and environmental considerations have been taken into account for the site.

Geotechnical advice presented in a Galt Environmental report has been provided by Galt Geotechnics under a sub-contract agreement. Similarly, environmental advice presented in a Galt Geotechnics report has been provided by Galt Environmental under a sub-contract agreement.

Unless specifically noted otherwise, no parties shall draw any inferences about the applicability of the Western Australian state government landfill levy from the contents of this document.

South Perth Wharf

Application for Development Approval

Attachment SPW09

Letter of Peter Bennett -
provision of services

November 2025

PB Consulting (WA) Pty Ltd
ABN: 96 496 409 787
5 Wheyland Street, Willagee WA 6156
Phone: 0418 918 496 E-mail: peternbennett@bigpond.com

Dear Dan,

Following our recent site assessments and discussions regarding the provision of essential services to the proposed South Perth Wharf floating hospitality precinct, I confirm that following extensive consultation with ITC Plumbing and Fredon Electrical WA connection to water supply, sewer & electrical infrastructure is technically feasible.

Our review included:

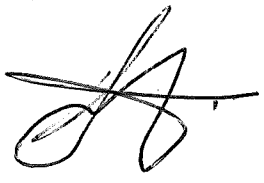
- Preliminary investigation of existing Water Corporation assets and electrical connections available in the vicinity of the Mends Street Jetty and associated service corridors
- Consultation with the City of South Perth and Department of Transport
- Consideration of service routing, backflow prevention, and connection methodologies appropriate for a floating structure.

Based on this, I can confirm that potable water, sewer and electrical connections can be achieved via extension from existing utility infrastructure on the foreshore to the South Perth Wharf.

The final design will require detailed coordination with the DBCA, the City of South Perth, Water Corporation and any other relevant authorises for approvals, but there are no obvious obstacles.

Please don't hesitate to contact me if you require further technical input or supporting documentation.

Thanks,



Peter Bennett

South Perth Wharf

Application for Development Approval

Attachment SPW10

Tourism WA Support Letter

November 2025

Our Ref: D25/22288
Inquiries: 08 9262 1700

1 William Street
PERTH WA 6000

GPO Box X2261
PERTH WA 6847

Telephone +61 8 9262 1700
Facsimile +61 8 9262 1702

info@tourism.wa.gov.au

tourism.wa.gov.au

Alastair Cockman
Senior Hospitality Associate
Canford Hospitality Consultants
PO Box 389
Guildford WA 6935

By email: al@canford.com.au

Dear Alastair,

LETTER OF SUPPORT – SAME BOAT – TAVERN RESTRICTED LIQUOR LICENCE

I refer to your email dated 23 April 2025 seeking Tourism Western Australia's (Tourism WA's) comments on the application to relocate the licenced premises submitted by Old Salt Perth Pty Ltd.

It is Tourism Western Australia's (Tourism WA) understanding that the applicant proposes to relocate the premises known as The Raft, operating from Barrack St Jetty, Swan River, to a new location near Mends Street in South Perth, with the venue to trade as 'Same Boat'.

Tourism WA understands that the existing licensee has operated The Raft as an events and functions venue under a Tavern Restricted licence. It is noted that Same Boat will operate as a floating restaurant/bar, with an a la carte menu and a focus on high quality food and beverage offerings. The proposed location, in proximity to the Mends Street Jetty, aligns with Tourism WA's support for additional activation of the Swan River and will further enhance the South Perth Foreshore as an appealing hospitality precinct.

In 2023, Tourism WA undertook research to understand visitors' needs and perceptions of entertainment precincts in Perth. The research found that South Perth was the sixth most favoured and sixth most visited of 11 inner-city precincts, with 25 per cent of respondents indicating a lack of suitable venues in the area. Further, 1 in 3 respondents indicated that they would like to see more licensed restaurants in Perth entertainment precincts.

Tourism WA provided a letter of support for the applicant's liquor licence application in 2018 and is pleased to reiterate its support for the rebranded venue.

Yours sincerely

Anneke Brown
Managing Director

8 May 2025

GOVERNMENT OF
WESTERN AUSTRALIA

South Perth Wharf

Application for Development Approval

Attachment SPW11

Dan Chrystal Emails to Indigenous Communities

November 2025

EMAIL #1

Whadjuk Aboriginal Corporation

kaya@whadjuknoongar.org.au

Traditional Owner body for Whadjuk Noongar people under South West Native Title Settlement

Dear Whadjuk Aboriginal Corporation team,

My name is Dan Chrystal and I'm leading the South Perth Wharf project - a proposed floating hospitality and public jetty precinct located in the Swan Canning Riverpark near Mends St Jetty, South Perth.

I reached out about 6 months ago for earlier consultation through your website but as the DA to the Department of Biodiversity, Conservation and Attractions will soon be sumbitted, I wanted to follow up directly. The project involves the relocation of The Raft Perth, currently located in the Swan River, to a new site that will remain on Whadjuk Noongar country. I wish to engage respectfully with the Corporation to understand any cultural or heritage considerations connected to this section of the River.

The project will be submitted for assessment under Part 5 of the Swan and Canning Rivers Management Act 2006 and the DBCA have advised that Traditional Owner consultation is an important part of the process, as it was during the initial The Raft project.

I would appreciated your guidance on:

1. Whether the Corporation would like to arrange a meeting to further discuss?
2. Are there any known Aboriginal heritage sites near the project that I need to be aware of?

I have attached architectural 3D renders of the proposal for reference.

I look forward to hearing back from you at your earliest convenience.

Dan Chrystal - 0402790226

EMAIL #2

South West Settlement Heritage Team

Swsheritage@dplh.wa.gov.au

Department of Planning, Lands and Heritage (DPLH) – oversees Noongar Standard Heritage Agreement (NSHA) process within South West Native Title Settlement

Dear South West Settlement Heritage team,

My name is Dan Chrystal and I am leading the South Perth Wharf project - a proposed floating hospitality and public jetty precinct located within the Swan Canning Riverpark near Mends St Jetty, South Perth.

Prior to submitting the Development Application and on advice from the Department of Biodiversity, Conservation and Attractions (DBCA), I have initiated consultation with the Whadjuk Aboriginal Corporation to identify any Aboriginal cultural or heritage values associated with this area. This email is to keep your team informed that, should the Whadjuk Aboriginal Corporation recommend a Noongar Standard Heritage Agreement or related heritage process, I will be in touch to coordinate the next steps.

I have attached some 3D architectural renders of the proposal in South Perth for your reference.

In the meantime, if there is anything you would like to note or discuss, please don't hesitate to contact me directly on 0402790226.

Thanks,

Dan Chrystal

South Perth Wharf

Application for Development Approval

Attachment SPW12

Paul Papalia Support Letter

November 2025

MINISTER FOR EMERGENCY SERVICES; CORRECTIVE SERVICES; RACING AND GAMING; DEFENCE INDUSTRIES; VETERANS

Our ref: 70-48709

Mr Dan Chrystal
Director
Old Salt Perth Pty Ltd

Email: dan@gphg.com.au

Dear Mr Chrystal

THE RAFT PERTH – RE-FIT AND RELOCATION

Thank you for your email dated 7 April 2025 regarding the significant project to re-fit and relocate The Raft Perth, with your intention being to relaunch it as a floating restaurant to enhance the dining options and tourism to the South Perth Foreshore.

As you may be aware, the Western Australian Government is committed to growing our tourism sector and boosting the night-time economy, building WA's global reputation as a destination with incredible tourism and hospitality experiences.

I note the information you have provided and understand that Mr Roger Longhurst, Acting Premises Manager at the Department of Local Government, Sport and Cultural Industries (DLGSC) has contacted you to provide advice and assistance with your liquor licensing application.

I encourage you to continue working with the Department of Biodiversity, Conservation and Attractions and DLGSC on progressing your applications.

Thank you for bringing this matter to my attention.

Yours sincerely

HON PAUL PAPALIA CSC MLA
MINISTER FOR RACING AND GAMING

24 APR 2025

Level 10, Dumas House, 2 Havelock Street, West Perth, Western Australia, 6005
Telephone: +61 8 6552 5600 Email: minister.papalia@dpc.wa.gov.au