

24PER-0041
23 SEPTEMBER 2025

Development Application – Alterations and Additions (Refurbishment) to Existing Tavern

FRANKLINS TAVERN, 948 ALBANY HWY,
EAST VICTORIA PARK



SDP PLUMBING (1988) PTY LTD & VIMA HOLDINGS PTY LTD

Development Application – Alterations and Additions (Refurbishment) to Existing Tavern

23 September 2025

Lead consultant	URPS Level 17, 1 Spring Street Perth WA 6000 (08) 6285 3177 urps.com.au
In association with	Studio Roam Architects Kelsie Davies Landscape Architecture (KDLA) Shawmac Consulting Civil and Traffic Engineers WSP Acoustics
Prepared for	Sdp Plumbing (1988) Pty Ltd & Vima Holdings Pty Ltd
Consultant Project Manager	Justin Hansen, Director jhansen@urps.com.au
URPS Ref	24PER-0041

Document history and status

Revision	Date	Author	Reviewed	Details
V1	21/05/2025	R. Cusack Smith	J. Hansen	Draft Report Submission
V2	09/09/2025	R. Cusack Smith	J. Hansen	Report Submission

We acknowledge the Whadjuk Nyoongar People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

© URPS. All rights reserved; these materials are copyright. No part may be reproduced or copied in any way, form or by any means without prior permission.
This report has been prepared for URPS' client. URPS and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.



Contents

Executive Summary.....	1
1. Introduction.....	2
1.1 Land Description and Local Context.....	2
1.2 Planning Framework.....	4
1.3 Site Conditions and Constraints.....	4
2. Proposed Development.....	6
2.1 Design Overview.....	6
3. Preliminary Engagement.....	8
4. Permissibility and Compliance.....	9
4.1 Permissibility and Compliance Considerations.....	9
5. State Planning Policy 7.0 – Design of the Built Environment.....	20
5.1 Policy Considerations.....	20
6. Supplementary Assessments.....	23
6.1 Transport Impact Statement.....	23
6.2 Environmental Noise Impact Assessment.....	23
6.3 Waste Management.....	24
Appendix 1 Preliminary Engagement.....	25
Attachment A: Development Plan – Studio Roam Architects.....	26
Attachment B: Landscape Plans – Kelsie Davies Landscape Architecture.....	27
Attachment C: Transport Impact Statement – Shawmac Consulting Civil and Traffic Engineers.....	28
Attachment D: Environmental Noise Impact Assessment – WSP Acoustics.....	29
Attachment E: Operational Waste Management Plan.....	30



Executive Summary

Applicant and Owner:	URPS Sdp Plumbing (1988) Pty Ltd & Vima Holdings Pty Ltd
Property Location:	Lot 100 (#944 – 948) Albany Highway, East Victoria Park
Site Area:	0.407hectares
Council and Relevant Authority:	Town of Victoria Park
Structure Plan:	Local Planning Scheme No. 2
Zone and Policy Area:	Mixed Use
Current Land Uses:	Existing Tavern premises operating as Franklins Tavern
Description of Development:	Alterations and Additions (Refurbishment) to existing Tavern

1. Introduction

URPS has been engaged by Sdp Plumbing (1988) Pty Ltd & Vima Holdings Pty Ltd (**‘the proponent’**) to prepare a planning statement in support of the proposed alterations and additions (**‘refurbishment’**) to the existing Franklins Tavern at Lot 100 (#944 – 948) Albany Highway, East Victoria Park (**‘the Site’**). Studio Roam acts as the lead architect and project manager for the proponent and manage the various specialist consultants included under this application:

- Kelsie Davies Landscape Architecture (KDLA)
- Shawmac Consulting Civil and Traffic Engineers
- WSP Acoustics
- URPS – Waste Management

1.1 Land Description and Local Context

1.1.1 Legal Description

Sdp Plumbing (1988) Pty Ltd and Vima Holdings Pty Ltd as landowner (**‘proponent’**) have signed the required WAPC Development Assessment Panel and Town of Victoria Application Form(s) for formal submission.

The Certificate of Title (CT) is included in the lodgement package.

Table 1. Ownership & Title Details

Lot/Plan & Street Address	Vol/Folio	Registered Proprietor	Area (ha)
D087568 – Lot 100 (#944 – 948) Albany Highway, East Victoria Park	2024/108	Sdp Plumbing (1988) Pty Ltd & Vima Holdings Pty Ltd	0.407ha

1.1.2 Caveat

A caveat (K493416) is registered over Lot 100 to protect leasehold interests associated with 2912 Pty Ltd as trustee for the 2912 Unit Trust. The caveat was lodged to secure rights under a long-term lease arrangement, originally granted in 1997 and subsequently extended through deeds up to 2007. The lease provided for a 10-year term with an option to renew, expiring in 2017. While the lease term has since concluded, the caveat remains on the title and prevents registration of any dealings with the land unless they recognise the caveator’s claimed interest. As the registered owner is making the application, the caveat has no practical impact on the lodgement or assessment of the proposed alterations and additions to the existing building.

1.1.3 Location

The site is located within the East Victoria Park suburb, approximately 5 kilometres southeast of Perth's central business district. The subject site is located within a mixed-use locality, characterised by a range of commercial and residential uses that line Albany Highway.

Lot 100 is occupied by an existing single storey commercial premises operating as Franklins Tavern, with an adjoining carpark located to the rear, northeast of Terminus Lane. The subject site is rectangular in shape, with keys frontages onto Albany Highway along the southern boundary and Hubert Street along the northeastern boundary. It is bordered by residential properties along Hubert Street to the north-east, north, and north-west. To the east and south, along Albany Highway, the surrounding land comprises both commercial and residential properties. To the west, between Albany Highway and Terminus Lane, the site adjoins commercial premises and land identified for future residential/mixed-use development.

Image 1 – Site Context with TPS Zoning Overlay

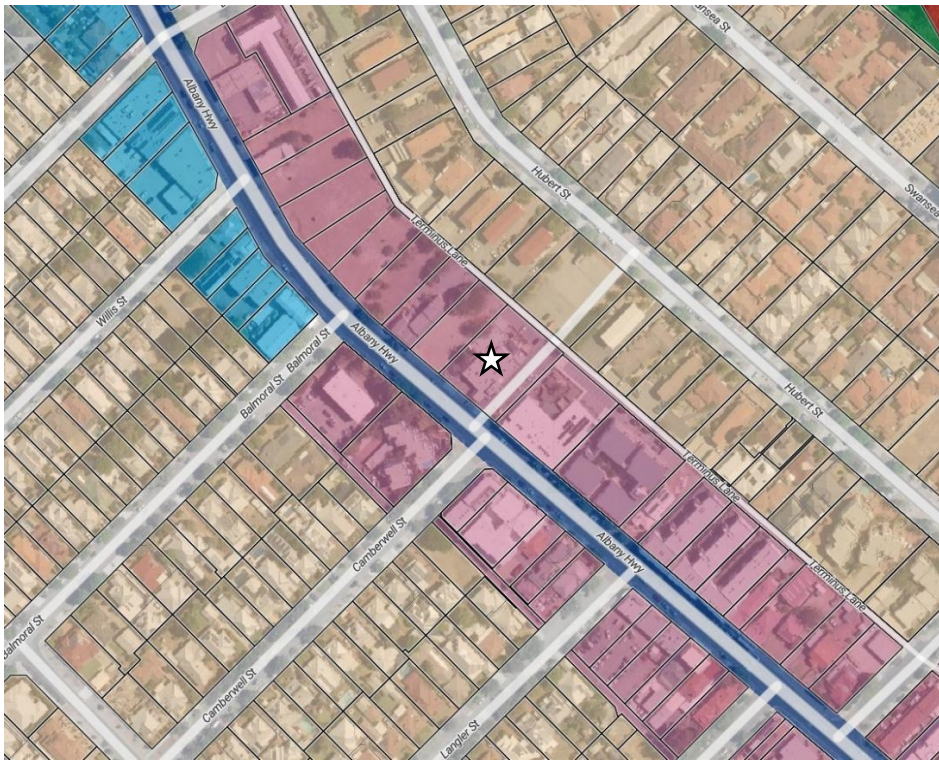
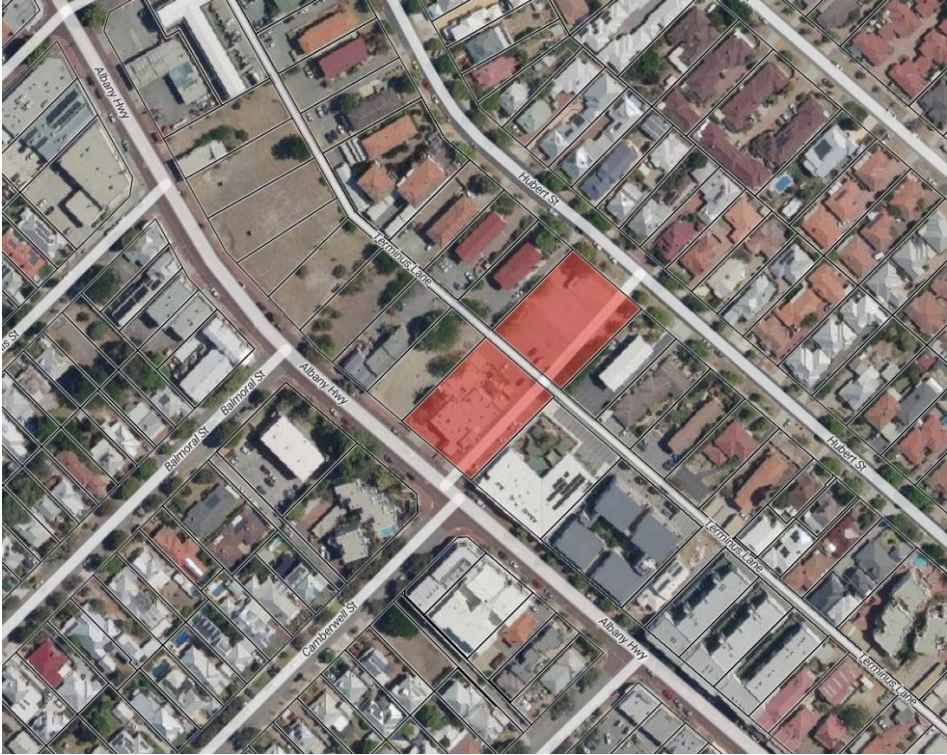


Image 2 – Subject Site



1.2 Planning Framework

Table 2: Strategic Overview

Planning Element	Description
Zoning – Metropolitan Region Scheme	Urban
Zoning – Town of Victoria Park Local Planning Scheme No. 2	Mixed Use (Front portion – Albany Highway frontage) Residential (Rear portion – Hubert Street frontage)
Applicable Density (R-Codes)	Mixed Use (Front portion – R80) Residential (Rear portion – R40)

1.3 Site Conditions and Constraints

Table 3: Site Considerations

Site Element	Description
Existing Land Use - Tavern	The site is currently occupied by a long-established commercial premises comprising Franklins Tavern and the

Site Element	Description
	associated drive-through TAB East Victoria Park (Thirsty Camel) liquor store. Originally developed in the mid-1970s, Franklins Tavern has served as a local hospitality venue for several decades and remains a recognisable feature along Albany Highway.
Existing Land Use – Car Park	An existing car park is located to the rear of Franklins Tavern, northeast of Terminus Lane. The car park is unmarked and informal, with restricted access to Hubert Street to discourage through-traffic. The site also features a number of established trees, along the site perimeter.
Flora and Vegetation Fauna	The front portion of the site is located within an established mixed-use area and is currently occupied by an existing commercial premises Franklins Tavern, with an adjoining car park to the rear. There are no identified environmental assets within the front portion. A number of established trees are located within the rear car park of the site. The majority of which are proposed to be retained and integrated into the future landscaping design for the car park.
Contaminated Site	No
Acid Sulfate Soils	Yes, the land is classified as Risk Classification 2, thus falls under the moderate to low-risk category.
Ground Water Surface Water	Landgate contours denote ground levels of 17 - 21m AHD, rising from Albany Highway to the rear of site. Minimum and maximum Groundwater contours range between 12 - 13m AHD In this area. Mapping of the geomorphic wetlands of the Swan Coastal Plain indicates no wetland mapping within this locality.
Bushfire Prone Site	No
Municipal Heritage Listed	No
Aboriginal Heritage Site	No
UXO	No

2. Proposed Development

2.1 Design Overview

In support of the development plans and elevations included under cover, a synopsis of the proposed refurbishment of Franklins Tavern includes as follows -

Table 4: General Development Synopsis

Design Element	Description												
Total Land Area	0.407hectares												
Gross Floor Area	<table><tr><td></td><td colspan="2">Area (sqm)</td></tr><tr><td>Interior</td><td>Total internal footprint:</td><td>621</td></tr><tr><td>Exterior</td><td>Covered alfresco</td><td>115</td></tr><tr><td>Gross Floor Area</td><td colspan="2">736sqm</td></tr></table>		Area (sqm)		Interior	Total internal footprint:	621	Exterior	Covered alfresco	115	Gross Floor Area	736sqm	
		Area (sqm)											
	Interior	Total internal footprint:	621										
	Exterior	Covered alfresco	115										
Gross Floor Area	736sqm												
Proposed Hours of Operation	Franklins Tavern is proposed to operate from 9:30am to 12:00am Monday to Saturday, and from 10:00am to 12:00am on Sunday.												
Car Parking Cycle Parking	A total of 56 car parking bays are proposed, comprising: • Main Site: – 14 bays designated for bottle shop patrons and staff • Dedicated Parking Lot Site: – 42 bays A total of 13 bicycle parking spaces are proposed, comprising: • Visitor Parking: – 4 bike racks located at the Albany Highway entrance. – 6 bike racks located within the rear car park. • Staff Parking: – 3 bike racks located along the southeastern elevation adjoining the staff entrance.												
Drive-through Bottle Shop Function	Historically, the drive-through operated with a two-way vehicular access system, allowing entry and exit from separate points on Albany Highway. This configuration encouraged unsafe behaviour, such as illegal U-turns and queue skipping, leading to traffic conflicts. The redesign introduces a one-way entry and exit system for the bottle shop, eliminating queue-skipping, reducing vehicular												

Design Element	Description
	dominance along the front façade and in turn enhancing pedestrian safety.
Access and Movement Considerations	Road Access The site is accessible through the existing crossover on Albany Highway, Terminus Lane and Hurbert Street. Local Roads Albany Highway is classified as a Distributor B Road with a posted speed limit of 50 km/h. Provisions for Service Vehicles Standard 8.8metre MRV can enter via Albany Highway and exit the site onto Terminus Lane towards the east. Waste trucks can enter via Hubert Street, perform a turnaround manoeuvre and exit back onto Hurbert Street. Crash Data Historical crash data from MRWA Reporting Centre indicates a number of crashes occurred over a five-year ending in December 2024. Crash data appeared to be typical of the road environment along Albany Highway, with no major safety concerns identified. The proposed development is not anticipated to increase the risk of crashes unacceptably. Public Transport • The nearest bus services – - Route 220 provides connections between Armadale Station and Perth, with a bus stop located 50m east of the site on Albany Highway. - Route 282 operates between Perth and Kalamunda Bus Station, the closest bus stop on Shepperton Road, is located approximately 500metres from the site. - Route 283 serves the route between Perth and Kalamunda Bus Station. The closest stop is located on Shepperton Road, approximately 500metres from the site. - Route 930 operates between Perth and Thornlie Station, with a bus stop located on Shepperton Road approximately 500m from the site.

3. Preliminary Engagement

The proponent undertook two separate presentations to the Town of Victoria Park Design Review Panel (DRP) as part of the early design development process. An initial concept plan was presented to the **DRP** for preliminary advice in December 2024. As outlined within the **DRP** minutes issued in December 2024 (**Appendix 1** refers), whilst the Panel was generally supportive of the proposal a number of items were considered to require further review or refinement. The various design matters raised, as outlined in the **DRP** Minutes issued in December 2024 (**Appendix 1** refers), were addressed via specific modifications to the design drawings or otherwise justified at a second **DRP** in April 2025 and along with subsequent project team responses (**Appendix 1** refers). The second presentation, presented a more developed version of the design, incorporating the feedback received during the initial review. The **DRP** expressed overall support for the proposed refurbishment of Franklins Tavern, noting significant improvements since the previous review.

The proposed development as now formally submitted seeks permission for the refurbishment of Franklins Tavern, transforming the existing venue into an open, community-focused hub, concentrating on superior street engagement, pedestrian access, and indoor-outdoor connectivity.

4. Permissibility and Compliance

4.1 Permissibility and Compliance Considerations

The proposed development is subject to compliance with the Town of Victoria Park Local Planning Scheme No. 2, and relevant provisions under Schedule C – *Additional Site and Development Requirements* that apply to land in Scheme Area as addressed under Table 5.

Table 5: Permissibility and Compliance

Design Element	Description/Compliance
Land Use Permissibility Zoning Table (Table No. 1) Permissibility – LPS No. 2	This application seeks development approval for the refurbishment of Franklins Tavern, located within the 'Mixed Use' zone, along with the continued use of an associated car park situated on adjoining land now zoned 'Residential' under the Local Planning Scheme. The portion of the lot fronting Albany Highway is zoned 'Mixed Use' with R80 density coding. A 'Residential' zoning with a R40 density coding applies to the rear portion of the site between the Terminus Lane and Hubert Street. - Use of this site as a 'Tavern' is considered 'A' (Discretionary) within a 'Mixed Use' zone. In the context of the local Scheme, the land use definition for 'Tavern' means: "... premises the subject of a tavern licence granted under the <i>Liquor Control Act 1988</i>." - This refers specifically to a premises authorised to sell and supply alcohol in accordance with a Tavern Licence issued under the Liquor Control Act 1988 (WA). - The key characteristics of a 'Tavern' use include: Primary function: Sale and consumption of liquor on the premises. Licence requirement: Must hold a Tavern Licence (not restricted to patrons consuming a meal). Off-site sales: May include packaged liquor sales for consumption off the premises, unless restricted. No accommodation: Unlike hotels, taverns are not required to provide accommodation.

Design Element	Description/Compliance
	• May provide food or entertainment, but these are ancillary and not required by the licence. • The bottle shop component fronting Albany Highway is a long standing function of the site and will be retained, with refinement, as part of the 'Tavern' use. • Car parking is classified as 'X' (Not Permitted) within areas zoned for 'Residential' use. The tavern aligns with the objectives of the Mixed-Use zone by contributing to local activity, vibrancy, and economic diversity, and the refurbishment introduces a high-quality built form that enhances streetscape and urban amenity. The car park, while not permitted in the Residential zone, has functioned historically (50+ years) in support of the tavern and remains essential to its viability. It provides critical off-street parking, helps mitigate on-street congestion, and can be managed to ensure minimal impact on residential amenity. It is therefore considered that the continued use of the car park at this location can be justified as an ancillary or transitional use. Approval is therefore sought for the refurbishment of both elements, acknowledging their contribution to community function and compatibility with local planning objectives.
ASR15 - East Victoria Park - Mixed Use Zone	
<i>Building Height</i>	The proposed development complies with the general building height provisions of ASR15 in that: • The proposed development has a maximum height of 5.150metres.
<i>Street Setback</i>	The proposed development complies with the general street setback provisions of ASR15 in that: • This application seeks approval for alterations and additions to an existing structure. A new architectural framework is proposed to overlay the existing building, enhancing and activating both street frontages by establishing a stronger presence.
<i>Plot Ratio</i>	The proposed development complies with the general plot ratio provisions of ASR15 in that: • The gross plot ratio of the proposed commercial area has been calculated at 18%, below the 33% allowable threshold. • This assessment has been undertaken based on the gross floor area rather than the net area, ensuring a conservative and compliant approach.

Design Element	Description/Compliance	
Draft Albany Highway Precinct Structure Plan (PSP) – East End Sub-Precinct Plan		
Zoning	Consistent with the land use zoning under the Town of Victoria Park LPS No. 2, the Draft PSP applies a dual zoning to the site, with the Albany Highway frontage designated EE2 'Mixed Use' and the rear portion, zoned EE1 'Residential'. The justification provided above, in response to <i>Land Use Permissibility Zoning Table (Table No. 1) of LPS No. 2</i>, confirms the permissibility of the proposed use on the subject site.	
Plot Ratio	The proposed development complies with the general plot ratio provisions for the East End Sub- Precinct in that; • A gross plot ratio of 0.35 has been calculated for the proposed commercial development, remaining well below the 1.5 plot ratio permitted under the EE2 zoning. • The rear portion of the site, zoned EE1, has been excluded from the plot ratio calculation, as it is to remain undeveloped and used solely for car parking.	
Building Height	The proposed development complies with the general building height provisions of the Draft PSP in that: • The refurbishment of Franklins tavern maintains a single-storey built form, with a roof terrace above.	
Street Setback	The refurbishment of Franklin’s Tavern retains a single-storey built form, and therefore the setback provisions outlined in the Draft PSP do not apply in this case.	
Side Setback		
Rear Setback		
Commercial Frontage Type	Primary Street, Pedestrian Link or POS Frontage	A. Awing A continuous street canopy is proposed along the Albany Highway frontage. The canopy comprises a structural frame clad in opaque materials with fascia, in full compliance with the requirement for 60% coverage. B. Glazing The ground floor façade has been designed to enhance visual permeability and strengthen the interface with the public realm, with clear vision glazing comprising over 40% of the frontage.

Design Element	Description/Compliance	
		supporting compliance and contributing to a more active and engaging streetscape. C. Tenancy Width This application seeks approval for alterations and additions to an existing structure. The tenancy width extends beyond 10 metres, reflecting the building's existing configuration and supporting the functional requirements of the proposed use. D. Materials The material palette for solid façade elements comprises masonry block, textured render, and panel cladding, selected for their durability, contextual responsiveness, and contribution to a refined and articulated architectural outcome. E. Visibility The bottle shop is to be retained as part of the development. While the tenancy interiors do not provide the minimum 6-metre unobstructed view depth from the street, the design prioritises visibility and safety through other measures. The refurbishment includes the addition of a roof terrace, which directs views primarily towards public streets and internal site features, enhancing visual connectivity and activating the surrounding environment. F. Setbacks Minor setbacks have been integrated to enhance pedestrian amenity, incorporating landscaped thresholds, seating areas, and planting zones along Albany Highway and Terminus Lane. These elements serve to soften the interface between the built form and public realm, fostering a more inviting and pedestrian-oriented streetscape.
	Laneway Frontage	A landscaped beer garden with a semi-permeable façade and terraced seating overlooks the car park and Terminus Lane frontages, providing passive surveillance and visual activation onto the laneway frontage.
	Ground Floor Activation	The development provides 736sqm of tenantable space at ground level, exceeding the minimum requirement of 630 sqm (30% of the 2,100 sqm

Design Element	Description/Compliance	
		site area), and is therefore compliant with the provision.
	Preferred Ground Floor Use	This proposal seeks development approval for alternations and additions to an established commercial premises operating under Franklins Tavern.
Parking and End of Trip Facilities	The development will be provided with 56 car parking bays, accommodated within the existing rear car park of the property. As the Draft Albany DSP removes minimum parking standards for non-residential development, the proposed provision is considered appropriate. Provision has also been made in the car park for future electric vehicle (EV) charging infrastructure. A total of 13 bicycle parking spaces are proposed across three locations, including visitor bays positioned at the Albany Highway entrance and within the rear car park. Staff bicycle parking is provided along the southeastern elevation, adjacent to the staff entrance. End-of-trip facilities, including lockers and showers, are provided internally for staff use.	
Provision of Public Space, Pedestrian Links and Rights of Way	Right of Way (R.O.W) Terminus Lane, which transects the overall site, has been designated as the R.O.W. Landscape strips have been incorporated into the design to enhance pedestrian amenity and to accommodate any future widening requirements in accordance with the prescribed apportionment. Pedestrian Link The proposed development facilitates direct public access through the site between Albany Highway and Hubert Street, aligning with the intent of the Pedestrian Link identified in Part 3.3. The alignment generally corresponds with the indicative location, ensuring clear and unobstructed access.	
Local Planning Policy No. 29 Public Art Private Developer Contribution	Alignment with Policy Objectives LPP 29 encourages public art to enhance the quality of the built environment and contribute to local identity. This refurbishment achieves similar goals through: • Architectural excellence and high-quality finishes that elevate the aesthetic contribution of the building to the streetscape. • Streetscape activation through redesigned facades, improved entry treatments, and enhanced public realm interface. • Cultural and contextual sensitivity, retaining character elements that resonate with the community identity of East Victoria Park.	

Design Element	Description/Compliance
	The proposed refurbishment to Franklins Tavern represents a substantial architectural revitalisation of the existing premises. The refurbishment delivers a contemporary, high-quality built form that significantly enhances the site's interface with the public realm and contributes meaningfully to the ongoing transformation of the East Victoria Park town centre. The project introduces a range of carefully considered upgrades, including improved façade articulation, enhanced pedestrian engagement, and design elements that promote visual interest and activity along the streetscape. These improvements are not only responsive to the site's urban context but also embody the Town's aspirations for vibrant, people-focused public spaces. Given the scale and nature of the proposed investment, we respectfully request the Town's support in waiving the 1% public art contribution. This request is underpinned by the view that the significant refurbishment itself delivers public benefit outcomes equivalent to, if not exceeding, those typically achieved through standalone public art contributions. In particular: • Policy Alignment: The design outcomes advance the objectives of the Town's planning policies through integrated architectural expression and public realm enhancement, offering a holistic and enduring contribution to the streetscape. • Cultural Responsiveness: The development reflects a significant private investment in high-quality, culturally aware, and visually engaging design that elevates the character and identity of the locality. • Strategic Fit: The proposal aligns with the Town's broader strategic vision for the East Victoria Park town centre by reinforcing its evolution as a walkable, activated, and design-led urban corridor. Accordingly, the comprehensive design response and public interface improvements provided as part of the development should be recognised as a valid and meaningful alternative to the standard public art contribution. We trust the Town will consider this approach as a demonstration of design excellence and proactive place-making.

Design Element	Description/Compliance
Other Statutory Planning Considerations	
Local Planning Policy 3 – Non-Residential Uses in or Adjacent to Residential Areas	In recognition of the overlap between these policies, the general provisions applicable to the project have been consolidated for the purposes of this submission. - Preferred Location This application seeks approval for the refurbishment of an established venue at this location. As an existing licensed venue, the refurbishment of Franklins Tavern does not introduce a new use but enhances an established use at this location, increasing the vibrancy of the surrounding area. - Plot Ratio & Building Setbacks Refer commentary under <i>ASR15 - East Victoria Park</i> and <i>Draft Albany District Structure Plan – East End Sub-Precinct Plan</i> section of report.
Local Planning Policy 16 - Albany Highway Residential/Commercial Design Guidelines	Building Design and Layout The refurbishment aligns with the design objectives of State Planning Policy 7.0 – Design of the Built Environment. Section 5.1 Policy Considerations of this report demonstrates how the proposed development responds to the 10 Design Principles.
Local Planning Policy No. 45 – Tree Planting for Non-Residential Development	The refurbishment preserves its traditional commercial orientation towards Albany Highway, while introducing a new architectural framework that overlays the existing structure. This intervention opens the venue both physically and visually, creating a network of interconnected indoor and outdoor spaces that foster flexibility, and social connection. A continuous street canopy now lines Albany Highway, enhancing the building's relationship with the street. Framed by layered landscaping, this canopy redefines the tavern's entrance, enriching the streetscape.
Local Planning Policy No. 47: Tree Retention	Landscaping A landscape concept plan, prepared by Kelsie Davies Landscape Architects (KDLA) (refer to Attachment B), accompanies this application. The proposal includes comprehensive landscaping of the existing rear car park, transforming it into a more functional and visually appealing space. The design incorporates deep planting

Design Element	Description/Compliance
	zones, native tree species, and landscaped buffers to soften the interface with adjoining residential properties and enhance overall visual amenity. In accordance with the requirements of LPP45, the development must provide medium trees at a rate of one per 300m² of site area, or one for every two car parking bays. This is achieved through the retention of existing palms and Jacaranda Street trees, complemented by the planting of additional native medium and large tree species within the car park and landscaped areas, consistent with the policy's objectives to increase canopy cover and enhance amenity. LPP47 further requires that trees on site and within the verge are retained and protected through designated tree protection zones in line with AS 4970–2009, with replacement planting of native canopy species provided where removal is unavoidable, thereby supporting the policy's intent to prioritise retention and maintain overall canopy cover. • Location of Vehicular Access/Car Parking and Provision of Boundary Fencing An existing car park is located to the rear (northeast) of Terminus Lane, with restricted vehicle access currently provided via Hurbert Street. As part of the proposed refurbishment, the car park will be landscaped and upgraded in line with the KDLA landscape concept plan. The design introduces green buffers, tree canopy, and flexible use zones, enhancing both environmental performance and community usability. • Location of Building Services and Bin Storage Areas A centrally located loading zone has been positioned to the east of the venue, with access via Terminus Lane, ensuring that all deliveries are conducted away from the venue's primary public interfaces. A new designated screened waste area is also proposed within the car parking area. • Traffic Generation and Vehicle Access A Transport Impact Statement prepared by Shawmac Consulting Civil and Traffic Engineers confirms the refurbishment will not adversely affect road function or safety. While a moderate traffic increase is projected, it is within the existing road network's capacity.

Design Element	Description/Compliance
	The report further confirms that parking, access, and bicycle facilities are appropriate, and the site is well connected to active and public transport networks, aligning with WAPC guidelines. Currently, the drive-through bottle shop operates a two-way vehicular access system, allowing entry and exit from separate points on Albany Highway. The redesign introduces a one-way entry and exit system for the bottle shop, minimising the number and width of vehicle crossovers along Albany Highway. • Control of Noise, Pollution or Other Impacts Associated with the Use An Environmental Noise Impact Assessment prepared by WSP Acoustics confirms compliance for car movements and deliveries but identifies potential exceedances from patron activity and music during evening hours. Recommended mitigation measures, such as restricting live music indoors, limiting outdoor patrons after 7:00pm, closing outdoor areas by 10:00 PM, controlling music levels, and daytime-only deliveries are expected to ensure full regulatory compliance. • Hours of Operation Franklin's Tavern is proposed to operate from 9:30am to 12:00am Monday to Saturday and 10:00am to 12:00am on Sunday, with deliveries restricted to specific day and evening periods as defined in the Environmental Protection (Noise) Regulations. • Antisocial Behaviour & Crime Prevention The refurbishment enhances passive surveillance through the activation of both Albany Highway and Terminus Lane frontages. Key design features include large street-facing openings, terraced seating areas, and a rooftop terrace, all of which increase visibility and natural observation of public spaces. • Visual Privacy The refurbishment has been carefully designed to minimise overlooking and preserve the privacy of adjacent residential properties. All major openings have been oriented towards Albany Highway, or internal courtyard spaces and do not directly face the rear or side boundaries adjoining residential zones. Views from the

Design Element	Description/Compliance
	roof terrace are directed towards public streets or internal site features. Additionally, permanent screening, landscaping, and façade treatments are incorporated along the building edges and alfresco zones to prevent overlooking and mitigate noise transmission. This approach ensures compliance with the setback or screening requirements for both major openings and unenclosed outdoor elevated areas. • Signage Signage is proposed to integrate with the building design. The extension of the roof terrace to the street improves the visual integration of the large signage above the new canopy, ensuring it is designed as an architectural feature rather than a standalone element, signage below the canopy is modest in size used to guide foot traffic along Albany Highway, and enhance wayfinding into and through the venue.
Local Planning Policy No.23 – Bicycle Parking, Car Parking and Access for Non-Residential Development	<i>Car Parking</i> Under the Town of Victoria Park’s Local Planning Policy 23 (LPP23), there are no minimum car parking requirements for non-residential developments. An “Open Option” approach has been adopted allowing businesses to determine the amount of car parking they need to provide based on their specific needs. In the absence of specific local requirements, the WAPC WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel has been used to guide the parking provision for the site. A total of 56 car parking spaces are proposed to serve the development. <i>Bicycle Parking</i> In accordance with the provisions of LPP23, the development will include 13 bicycle parking spaces. Bicycle parking is distributed across three locations on-site. Two visitor bicycle parking areas are provided: one at the entrance fronting Albany Highway, and a second within the rear car park. Staff bicycle parking is also designed and accommodated on-site. Additionally, designated visitor car parking is located along the southeastern façade.

Design Element	Description/Compliance
Local Planning Policy No. 7 – Development and Vehicle Access to Properties Abutting Rights-of-Way	The Franklins Tavern redevelopment complies with Local Planning Policy No. 7 by consolidating vehicle access via Terminus Lane and minimising Albany Highway crossovers. Pedestrian access is enhanced with new landscaped entries from both Albany Highway and the laneway. Provision is made for R.O.W widening and upgrades, with compliant setbacks, safe manoeuvring, and screened waste facilities. Passive surveillance, lighting, and landscaping along both frontages improve safety and streetscape quality. Overall, the proposal meets the technical requirements and broader objectives of LPP 7, enhancing activation and amenity of the laneway and public realm.

5. State Planning Policy 7.0 – Design of the Built Environment

5.1 Policy Considerations

Pursuant to the design objectives of SPP7.0, the proposed development addresses the 10 Design Principles as follows:

Table 6: SPP 7.0 10 Design Principles

Design Principle	Project Team Commentary
1) Context and character	In the context of the Albany Highway Precinct the proposed refurbishment design: • Transforms the existing tavern into a cohesive hospitality precinct. • Introduces a series of intimate indoor and outdoor spaces enriching the broader public realm. • Establishes a vibrant, pedestrian friendly edge along Albany Highway, strengthening engagement with the public realm. • Utilises materials and colours that reflect the character of the area.
2) Landscape Quality	A landscape concept plan has been prepared by KDLA (Attachment B refers). The plan includes thoughtful integration of both hardscapes and landscapes, interconnecting a series of indoor-outdoor spaces. The planting palette incorporates both native and exotic trees. The inclusion of new planting, improved surface treatments, flexible use zones and integrated pedestrian pathways will transform the existing car park to the rear of the site, from a purely functional space into a welcoming and attractive arrival point for visitors.
3) Built Form and Scale	The scale, massing, and height of the refurbishment of Franklins Tavern is considered to respond positively to the height and form of adjoining structures, maintaining consistency with the general pattern of development in the area.
4) Functionality and Build Quality	The refurbishment aims to open the venue both physically and visually. Through the creation of a series of interconnected indoor and outdoor spaces, activation has been provided onto street frontages. Consideration has also been given to the future adaptive use of the Tavern. The bottle shop has been configured in such a way that it can be readily converted into a future alfresco zone.
5) Sustainability	The sustainability strategy focuses on the reuse of the existing structure, enhancing energy and water efficiency, and integrating passive design

Design Principle	Project Team Commentary
	principles such as natural light and ventilation. It prioritizes low-impact materials, green landscaping, and urban tree canopies, while supporting sustainable transport and local economic growth. Socially inclusive design, biophilic elements, and long-term operational resilience underpin its environmental, social, and economic sustainability goals.
6) Amenity	The refurbishment features high-quality landscaping designed to create a welcoming and comfortable arrival experience for both patrons and staff. The design incorporates a mix of open, translucent and solid roof sections, creating a comfortable, energy efficient environment for future occupants. Provision has also been made for the inclusion of a playground adjacent to the alfresco area.
7) Legibility	The refurbishment provides clear wayfinding, with recognisable entry points, signage, and well-considered sightlines to ensure easy navigation. The incorporation of a continuous street canopy fronting onto Albany Highway provides a strong visual cue, clearly highlighting access points and signals the presence of an active venue. The reactivation of the Terminus Lane frontage transforms the rear into a functional and welcoming entrance, creating a dual-aspect venue with strong pedestrian connectivity with the rear car park.
8) Safety	The refurbishment enhances passive surveillance through the introduction of terraced seating overlooking Terminus Lane and the adjoining car park, transforming previously inactive edges into visually connected and socially vibrant spaces. The refurbishment incorporates a one-way access arrangement for the drive through bottle shop, minimising the number and width of vehicle crossovers. This allows for expanded footpath zones, prioritising pedestrian movement.
9) Community	The refurbishment represents the continuation of a longstanding use in the locality, preserving the sites' social role within the community. The proposed refurbishment further supports the local community by providing an adaptable venue, capable of accommodating both everyday activities and community events alike.
10) Aesthetics	The redesign aims to enhance the site's contribution to the public domain. The creation of a new pedestrian edge along Albany Highway, functions as a key intervention in redefining the point of arrival. Framed by planting, vertical screening and material detail this frontage creates a stronger

Design Principle	Project Team Commentary
	connection to the public realm. This aesthetic approach ensures that the refurbishment not only respects the character of the area but also adds value to the public interface of the site.

6. Supplementary Assessments

6.1 Transport Impact Statement

A Transport Impact Statement has been prepared by Shawmac Consulting Civil and Traffic Engineers. The enclosed Transport Impact Statement generally concluded that:

- the refurbishment is expected to generate between approximately 54 – 59 vehicle trips during peak hours. This volume of traffic is considered to have a moderate impact, which in accordance with WAPC TIA guidelines, can be accommodated within the existing capacity of the road network with no modifications required.
- Parking, bicycle facilities, and access arrangements are compliant and appropriate.
- The site is well connected to pedestrian, cyclist, and public transport networks.
- Safety review indicates no concerns, and the proposed upgrades are considered low risk from a transport perspective.

For further details, please refer to the enclosed report (**Attachment C**).

6.2 Environmental Noise Impact Assessment

An Environmental Noise Impact Assessment, prepared by WSP Acoustics accompanies this development application, providing an analysis of the potential noise impacts arising from the refurbishment of Franklins Tavern, including:

- The study assessed potential impacts on surrounding noise-sensitive premises, particularly residential (mainly multiple dwellings) and childcare facilities located along Albany Highway and Hubert Street.
- While noise from car movements and deliveries was found to comply with the Environmental Protection (Noise) Regulations 1997, exceedances were predicted for patron activity and music – particularly at first and second-floor receivers during evening and nighttime hours.
- Cumulative noise levels also exceeded allowable limits at several of these locations.
 - To address this, the report recommends noise mitigation measures such as restricting live music to indoor spaces, capping outdoor patron numbers after 7:00 PM, closing outdoor areas by 10:00 PM, limiting music volumes, and scheduling deliveries during the day.
 - If implemented, these strategies are expected to ensure compliance with regulatory noise limits across all operational scenarios.

We refer Planning Authority to the enclosed Environment Noise Impact Assessment, prepared by WSP Acoustics for full details (**Attachment D**).

6.3 Waste Management

An Operation Waste Management Plan (OWMP) has been prepared by URPS to accompany this development application, with findings including:

- The OWMP confirms that the development incorporates a suitably sized Bin Storage Area capable of accommodating all projected waste streams based on estimated volumes.
- Waste collection will occur onsite, managed either by commercial contractors or the Town of Victoria Park, with vehicles accessing the site via Hubert Street.
- The site design supports efficient, off-street waste servicing to minimise impacts on surrounding properties.
- Ongoing oversight by the development's management and cleaning teams will ensure the waste system remains effective and compliant with operational needs and local waste management guidelines

For further details, please refer to the enclosed report (**Attachment E**).