

12.4 Preferred Growth Scenario for the Albany Highway Precinct

Location	East Victoria Park St James Victoria Park
Reporting officer	Place Leader (Strategic Planning)
Responsible officer	Manager Place Planning
Voting requirement	Simple majority
Attachments	1. Albany Highway - Draft Built Form Strategy (Shape Albany Highway) April 2023 [12.4.1 - 49 pages] 2. Albany Highway - Concept Design Summary Report (Shape Albany Highway) April 2023 [12.4.2 - 25 pages] 3. Albany Highway - Public Realm Strategy (Shape Albany Highway) April 2023 [12.4.3 - 61 pages] 4. Albany Highway - Transport Strategy (Shape Albany Highway) April 2023 [12.4.4 - 79 pages] 5. Albany Highway - Concept Design Engagement Outcomes Report (Shape Albany Highway) [12.4.5 - 29 pages]

Recommendation

That Council:

1. Receive the Engagement Summary Findings of the Stage 2A Shape Albany Highway engagement campaign.
2. Endorse the Combined Scenario as the Preferred Growth Scenario for preparing the Draft Albany Highway Precinct Structure Plan, subject to its further refinement to address and/or consider:
 - (a) stakeholder and community submissions received to date;
 - (b) detailed comments and advice of State Government service agencies and utility providers;
 - (c) the recommendation and advice of the Town's Mindeera and Access and Inclusion Advisory Groups; and
 - (d) the findings and recommendations of the technical and feasibility reports prepared by the Town's sub-consultants to underpin the Draft Albany Highway Precinct Structure Plan project.
3. The CEO to provide a further report to Council seeking consent to advertise the Draft Albany Highway Precinct Structure Plan, prior to the commencement of statutory advertising.

Purpose

For Elected Members to endorse a preferred growth scenario prior to preparation of the Draft Albany Highway Precinct Structure Plan for the proposed Albany Highway Secondary Activity Centre.

In brief

- Albany Highway is designated a 'Secondary Centre' under the Town's Local Planning Strategy. The Town is therefore required to prepare a Precinct Structure Plan to guide growth and development within the precinct boundary.

- Stage 2A of the project is now complete and involved the testing of 'Distributed' and 'Concentrated' growth models with a Community Reference Group (CRG). Aspects of both models were supported across the project area, and lead to the development of a third 'Combined' growth scenario.
- The 'Combined' growth scenario and informing draft strategies related to built form, transport and the public realm, were then subjected to a broad, Town-wide engagement campaign.
- The 'Combined' growth scenario received general support, with several stakeholders and landholders providing detailed site-specific comments in addition to their broad support of the growth scenario modelling.
- It is recommended that Council endorse the 'Combined' growth scenario as the Preferred Growth Scenario to inform preparation of the Draft Albany Highway Precinct Structure Plan.

Background

4. The Town's Local Planning Strategy identifies Albany Highway as a Secondary Activity Centre which requires a Precinct Structure Plan (PSP), in accordance with State Planning Policy 4.2, to guide future updates to the local planning framework and shape how the Albany Highway precinct will grow and change into the future.
5. The Town of Victoria Park engaged Hatch RobertsDay to develop a PSP for the Albany Highway Secondary Centre at the May 2021 Ordinary Council Meeting.
6. In 2021 the Town commenced the 'Shape Albany Highway' project, the Town's community engagement campaign that has informed the development of the Albany Highway Precinct Structure Plan (AHPSP).
7. Stage 1 of Shape Albany Highway focused on exploring how residents, businesses and visitors would like to see the iconic Albany Highway area grow and change into the future. The community participated through workshops, listening posts, online surveys, and targeted stakeholder interviews.
8. Findings were summarised in two reports: Albany Highway Today, which gives a snapshot of how the Highway feels and functions today, and Albany Highway Tomorrow, which gives a detailed overview of the community's aspirations for each sub-precinct in the Albany Highway precinct.
9. Stage 1 also identified Albany Highway as a complex and layered place made up of six distinct sub-precincts. Aspirational growth opportunities were summarised into 18 central ideas, responding to the design elements set out in State Planning Policy 7.2 and providing a vision for the AHPSP.
10. Stage 2 was initiated at Council's June 2022 Ordinary Council Meeting to progress the growth modelling for the Albany Highway Precinct, resulting in the modelling of three growth scenarios.
11. The third 'Combined Growth Scenario' was borne out of CRG feedback on initial 'Distributed' and 'Concentrated' growth models that were presented and tested with them through a series of workshops, which identified support for both scenarios to various extents across the 6 identified sub-precincts within the Albany Highway Precinct Structure Plan area.
12. An Elected Members workshop took place in March 2023 to discuss the outcomes from the scenario testing prior to launching the Town-wide Stage 2A 'Shape Albany Highway' engagement campaign.
13. Council's endorsement of a Preferred Growth Scenario is a major project milestone, that will enable progression to the formal preparation stage of the Draft Albany Highway Precinct Structure Plan.

Strategic alignment

The AHPSP is a strategically significant multi-year project identified in the Town's Corporate Business Plan. It is linked to the following outcomes of the Town's Strategic Community Plan:

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL2 - Communication and engagement with the community.	Ensure a high level of public awareness of the project. Ensure the views of residents, business operators, visitors and major landowners are reflected in future built form, land use and public realm design standards

Economic	
Community Priority	Intended public value outcome or impact
EC1 - Facilitating a strong local economy.	The PSP will support sustainable residential and employment growth to sustain local businesses
EC2 - Connecting businesses and people to our local activity centres through place planning and activation.	The PSP approach seeks to future-proof Albany Highway as a vibrant and diverse activity centre by encouraging a diversity of destination and convenience retail, entertainment and hospitality uses and new community, cultural, commercial and employment uses that are needed to create a self-sustaining and resilient place.

Environment	
Community Priority	Intended public value outcome or impact
EN1 - Protecting and enhancing the natural environment.	The AHPSP aims to enhance biodiversity and amenity through public realm improvements
EN3 - Enhancing and enabling livability through planning, urban design and development.	The AHPSP will encourage high quality development that contributes to a varied and contextual urban form
EN4 - Increasing and improving public open spaces	The AHPSP will identify opportunities to broaden and strengthen public realm experiences with an aim to make it more pedestrian and cycle friendly and giving more space to people, planting, and biodiversity.
EN6 - Improving how people get around the Town.	Supports Integrated Transport Strategy and modal shift through improved transport solutions and integrated planning and design mechanisms. Recommendations from the AHPSP for the public realm will be investigated and where possible delivered via the Integrated Transport Program.

Social	
Community Priority	Intended public value outcome or impact
S2 - Collaborating to ensure everyone has a place to call home.	To ensure transparency and inclusiveness the project has involved working collaboratively with key stakeholders and community groups to meaningfully respond to their values and priorities for the precinct.
S3 - Facilitating an inclusive community that celebrates diversity.	The AHPSP will build on cultural capital through focused support for creative and cultural uses

Engagement

Internal engagement

Elected Members	Hatch RD Workshop
Mindeera Advisory Group	<p>Inform:</p> <ul style="list-style-type: none"> • Project discussed at Advisory Group Meeting held December 2022. • Further engagement is required as part of the next phase of the project, including detailed consideration of aboriginal cultural heritage generally and at a site-specific level for significant sites within/adjacent to the PSP area.
Project Control Group (Chief Community Planner, Manager Place Planning, Manager Urban Planning, DPLH staff, lead consultant Hatch Roberts Day)	<p>Collaborate (ongoing):</p> <ul style="list-style-type: none"> • Various meetings at critical stages/project milestones to ensure Town's administration and DPLH officers (responsible for assessing and recommending approval of the final PSP) are aware and aligned as far as possible to: <ul style="list-style-type: none"> ○ Capture/integrate broader contextual and State/metropolitan issues that may have implications for the project; and ○ Promote early identification of critical matters to minimise future assessment hurdles and promote efficient/favourable processing and consideration of the PSP by State Government agencies.
Access and Inclusion Advisory Group	<p>Inform</p> <ul style="list-style-type: none"> • Project discussed at Advisory Group Meeting held 31 October 2022 • Feedback on the initial draft transport strategy has been incorporated to elevate and further clarify the need to address the accessibility and inclusion needs of all user groups and stakeholders, including those with varying levels of mobility.
Economic Development	Pracsys - Draft Economic Strategy
Property and Leasing	Cygnet West – Market Feasibility
Internal service areas (Urban Planning, Engineering, Place Planning, Community Development, Property and Assets)	Internal service area engagement has occurred regularly to inform the lead consultant team and sub-consultants engaged to undertake the various technical and feasibility reports, and the development of the three draft informing strategies related to built form, mobility and access and the public realm/landscape design.
Comments	<p>Internal comments and feedback from a strategic planning, urban design, social, economic, environmental and urban forestry perspective, and to ensure alignment with the Town's Strategic Informing Strategies, has been received at multiple stages.</p> <p>This has been collated and referred to the consultant team for actioning and additional meetings held when necessary. The feedback has been incorporated into the draft Strategies that were advertised for external engagement.</p> <p>Further internal engagement will be extensive and ongoing throughout Stage 2B (formal draft PSP preparation) and in later Stage 3 (State Government assessment/approval of PSP and development of suite of technical documents and local planning framework instrument changes to support</p>

implementation of the PSP).

External engagement	
Stakeholders	<p><u>Albany Highway Community Reference Group</u> – providing early input into the design and development of conceptual precinct planning options. The group consisted of 17 members and successful candidates reflected a broad and diverse cross section of Town residents, business owners and well-known community organisations.</p> <p><u>Major Landowners:</u></p> <ul style="list-style-type: none">• Vicinity Group• Hawaiian Pty Ltd• Major Holdings <p><u>Design Review Panel</u></p> <p><u>Other</u> - Business Owners, Residents, Visitors, Ratepayers</p>
Period of engagement	<p>Community Reference Group (October to November 2022)</p> <p>Major Landowners (June 2022 to May 2023) - <i>ongoing</i></p> <p>Design Review Panel (14 November 2022)</p> <p>Project Control Group (28 November 2022)</p> <p>Online Community Survey (1st to 29th May 2023)</p>
Level of engagement	<p>2. Consult</p> <p>3. Involve</p> <p>4. Collaborate</p>
Methods of engagement	<p>CRG workshops, online survey, face to face meetings, written submissions.</p>
Advertising	<p>Shape Albany Highway campaign:</p> <ul style="list-style-type: none">• Perth Now Newspaper Advertisement,• Town website, posters, social media (post and promoted).• 5000 A6 Flyers to properties located within and adjacent to the Albany Highway PSP area/growth corridor.

	<ul style="list-style-type: none"> • 1800 Letters to non-resident landowners within 800m • Direct emails to: Health Register Master List (i.e.. All food businesses located along Albany Highway), Registered Stage 1 submitters, Major landowners; Other • E-vibe and Business E-News promotions
Submission summary	<p>35 Online Surveys completed 1,200 visits to Your Thoughts page 597 document downloads 779 Aware participants</p>
Key findings	<ul style="list-style-type: none"> • The process was widely promoted and gained a high level of community awareness. • The feedback has provided valuable insights, and the data indicates the community, landowners and key stakeholders are broadly supportive of the proposed recommendations and the 'Combined' Growth Scenario as the basis upon which to prepare the Draft Albany Highway Precinct Structure Plan. • Respondents were broadly very satisfied with the plans proposed, which are considered by the majority to reflect a balanced and reasonable approach. • Strategies to promote urban vitality, people-centric, pedestrian and cycle friendly, green and safe streets are strongly aligned to local expectations. • Detailed and site-specific comments have been received however, these are capable of being considered and/or addressed through the subsequent stages of the project. <p>The findings from the engagement are summarised in detail within the Concept Design Engagement Outcomes Report (refer Attachment 5).</p>

Other engagement	
Public Transport Authority	Supports the growth modelling and overall strategy for high density along the transport corridor.
Heritage Council WA	Support. The three draft strategies are well considered documents that give due regard to the character and heritage values of the Albany Highway precinct. Additional clarification and identification of specific heritage places is recommended, with consideration of how specific public realm interventions may have potential visual or setting impacts on these places.
Department of Education	No in-principle objection. Forward planning will be critical in ensuring adequate provision of public schooling services as residential population growth increases over time.
Water Corporation	The growth modelling envisages a significant increase in residential population that will necessitate upgrades in wastewater and reticulated water infrastructure. Upgrades will be triggered at building stage by individual developments fronting or supplied by undersized infrastructure as the Water Corporation is not funded to upgrade reticulation or wastewater mains to meet the needs of individual development sites.

	The intensification/infill of further residential population within the Armagh Street Wastewater Pumping Station Odour Buffer area (150 metre radius) is not supported.
Department of Planning, Lands & Heritage (DPLH)	DPLH are generally supportive of the way the project is progressing, notwithstanding that an assessment of the more detailed provisions such as specific heights has not yet taken place. DPLH is particularly pleased that the Town considered earlier comments regarding the precinct boundary and consideration of related strategic planning in the area.
MainRoads WA	MainRoads WA has advised that they are unable to provide a recommendation at this point in time and have requested additional transport modelling to inform their assessment. General comments have been provided in relation to transport, road noise assessment, access and future road planning. These comments are capable of being considered and are more appropriately addressed through subsequent stages of the project.
Key Findings	<ul style="list-style-type: none"> • Responses received from State Government agencies are generally very positive and support the general approach and vision for Albany Highway as envisaged in the draft strategies and growth scenario modelling. • Detailed and site-specific comments have been received; however these are capable of being considered and/or addressed through the subsequent stages of the project.

Legal compliance

[Planning and Development Act 2005](#)

State Planning Policy 7.2 'Precinct Design' and its associated Guidelines have been made and apply to local government planning frameworks in accordance with Part 3 of the *Planning and Development Act 2005*.

[Planning and Development \(Local Planning Schemes\) Regulations 2015](#)

The preparation and approval of Precinct Structure Plans is governed by Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Formal advertising and approval of the Draft PSP to be developed during Stage 2B of the project will occur during the final third stage of the project when the PSP will be formally assembled for approval by the WAPC in accordance with its published manner and form requirements.

Stage 3 will also include preparation of the recommended changes to the local planning scheme and policy framework to support implementation of the PSP.

Risk management consideration

Risk impact category	Risk event description	Consequence rating	Likelihood rating	Overall risk level score	Council's risk appetite	Risk treatment option and rationale for actions
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Financial	Delaying or not progressing the project could result in additional costs associated with longer project timeframes.	Moderate	Likely	High	Low	TREAT risk by endorsing the 'Combined' Growth Scenario to enable progression to the next stage of the project, namely the formal preparation of the Draft Albany Highway Precinct Structure Plan.
Financial	Delaying or not progressing the project would result in development controls remaining outdated impacting growth and development within the Albany Highway precinct.	Moderate	Likely	High	Low	TREAT risk by endorsing the 'Combined' Growth Scenario to enable progression to the next stage of the project, namely the formal preparation of the Draft Albany Highway Precinct Structure Plan.
Environmental	Delaying or not progressing the project would result in outdated development controls not being updated to address contemporary best practice environmental and climate sensitive urban design principles and would delay the transition to more sustainable building and development practices along the Town's major growth corridor.	Moderate	Unlikely	Low	Medium	TREAT risk by endorsing the 'Combined' Growth Scenario to enable progression to the next stage of the project, namely the formal preparation of the Draft Albany Highway Precinct Structure Plan.
Health and safety	Not applicable.				Low	
Infrastructure/	Not applicable.				Medium	

ICT systems/ utilities						
Legislative compliance	Delaying or not progressing the project would prevent the Town from meeting its obligations under State Planning Policy making it difficult for the Town to negotiate better planning and development outcomes.	Moderate	Unlikely	Low	Low	TREAT risk by endorsing the 'Combined' Growth Scenario to enable progression to the next stage of the project, namely the formal preparation of the Draft Albany Highway Precinct Structure Plan.
Reputation	Delaying or not progressing the project would not align with community expectations following the extensive community engagement undertaken to date.	Moderate	Unlikely	Low	Low	TREAT risk by endorsing the 'Combined' Growth Scenario to enable progression to the next stage of the project, namely the formal preparation of the Draft Albany Highway Precinct Structure Plan.
Service delivery	Delaying or not progressing the project would prevent the Town's administration from meeting its obligations under the Local Planning Strategy and Corporate Business Plan.	Moderate	Unlikely	Low	Medium	TREAT risk by endorsing the 'Combined' Growth Scenario to enable progression to the next stage of the project, namely the formal preparation of the Draft Albany Highway Precinct Structure Plan.

Financial implications

Current budget impact

Sufficient funds exist within the annual budget to address this recommendation.

Future budget impact

The AHPSP project is comprised of three Stages.

A total budget of \$524,341 was awarded to the consultant as per the Tender Contract. Under the contract agreement, the consultant can review costs at the commencement of each Stage of the project.

Communication, Advertising and Legal Fees were not included in the original budget.

- Stage 1 is complete: *An additional \$30,000 was included in the Total Budget for the administration of all stages*
- Stage 2 is in progress: *An additional \$34,600 has been approved for 3D Modelling and includes a review of consultant costs.*
- Stage 3 not started: An additional \$32,000 has been requested in the 2023/2024 budget as part of the cost review for Stage 3.

A total budget of \$619,000 has been applied to the project.

Analysis

14. Stage 2 of the AHPSP is broken into two phases:
 - (a) Phase 2A Envision, to imagine the possibilities for Albany Highway and explore conceptual future growth scenarios; and
 - (b) Phase 2B Design, to synthesise background review findings, preferred concept, engagement outcomes and place visioning into a draft PSP.
15. For Stage 2A, the project team built on the 18 big ideas from Stage 1 and modelled three growth scenarios and supporting recommendations to address SPP 7.2 design elements. These have been documented in the following three draft informing strategies:
 - a. Draft Albany Highway Built Form Strategy;
 - b. Draft Albany Highway Mobility and Access Strategy; and
 - c. Draft Albany Highway Public Realm Strategy.
16. The growth modelling work, informing strategies, and growth scenario testing outcomes with the CRG that lead to the development of a third Combined Growth Scenario were also summarised in a Concept Design Summary Report (refer Attachment 2).
17. The Concept Design Summary Report and three draft informing strategies were released for broad community engagement in May 2023.
18. A series of built form attributes were developed, based on the agreed direction of the Albany Highway Tomorrow report and in response to:
 - (a) A technical review of recently approved developments alongside a review of exemplary development projects elsewhere, to identify potential reforms to Albany Highway's existing built form framework.
 - (b) An evaluation of the current TPS1 Planning Framework identified numerous issues with the Town's current planning controls for Albany Highway which have failed to achieve desired development outcomes, as evidenced by low rates of dwelling growth, inconsistent architectural quality, limited retail diversity, and low levels of local employment.
19. The draft Albany Highway Public Realm Strategy features a series of typologies that have been extracted from global best practice examples of giving space back to people and the environment (refer Attachment 3).
20. Public realm improvements will provide opportunities for a range of intervention approaches, ensuring diversity in the delivery of the vision for a more pedestrian and cycle friendly Highway.
21. The draft Albany Highway Mobility and Access Strategy recommends transport upgrades for the Precinct to support modal shift and the ideas established in the Tomorrow report. It reflects evidence-based best practice transport planning and existing government policy (refer Attachment 4). Where possible, the recommended transport and access upgrades align with the objectives of the draft Albany Highway Public Realm Strategy.
22. Scenario Testing commenced with development of two growth scenarios: 'distributed' and 'concentrated' growth scenarios - that explored and tested various ways to increase Albany Highway's maximum development capacity, through greater building heights and plot ratio.
23. The Distributed model limited maximum building height, with future growth distributed along the Highway and into some surrounding areas.

24. The Concentrated model contained the majority of growth to existing commercial properties along Albany Highway itself, with demand met through increased development on major sites.
25. Both scenarios support significant changes to the planning framework and will increase the number of dwellings and amount of employment-generating floorspace within the activity centre, and by extension the number of residents and workers in the local area.
26. Change is expected to be gradual, with an anticipated increase in precinct population of between 18% and 36% by 2033, or 400–800 new units completed over a ten-year period.
27. In August 2022, the Town advertised an Expression of Interest process for residents, businesses and community groups to be involved in the Albany Highway Precinct Community Reference Group (AHCRG). The aim of the group was to provide early input into scenario models and precinct design responses. The group was invited to participate in 3 x 3hr focus group discussions which incorporated interactive design exercises and closed-group online activities.
28. Through consultation and review of the growth scenarios, built form attributes and supporting strategies, alongside the AHCRG, a third 'combined' growth scenario was developed (Combined Growth Scenario).
29. The Combined Growth Scenario is a direct reflection of AHCRG feedback, and technical market and economic advice. It concentrates future growth within a limited number of major sites and distributes the remaining opportunities for future development at a lower intensity over a wider area.
30. The combined scenario was refined and evaluated to arrive at the draft directions outlined in the draft Albany Highway Built Form Strategy, which is intended to form the basis of preparing the PSP (refer Attachment 1).
31. The draft Albany Highway Built Form Strategy responds to the six identified sub-precinct areas along the Highway, which are based on an analysis of established character. Proposed development outcomes for each sub-precinct have been further developed to create a diverse and varied future urban character while maintaining the positive attributes of the existing character.
32. The draft informing strategies, along with the Concept Summary Report, have been the subject of a comprehensive and extensive engagement process, with formal advertising over 4 weeks from 1st to 29th May 2023 (with some extensions granted to State Government agencies).
33. With the Combined Growth Scenario being identified as the preferred option by the AHCRG and supported by feasibility testing, phase 2A Shape Albany Highway engagement activities were aimed at seeking a broad level of support in progressing this option into the PSP.
34. An online survey was prepared in line with the Concept Design Summary Report, seeking feedback on the Combined Growth Scenario, built-form attributes, sub-precinct visioning and community priorities for each sub-precinct.
35. The survey was promoted extensively through social media, online advertisements, direct emails and letters to business and landowners and a flyer drop to local residents.
36. A Concept Design Engagement Outcomes Report is contained in Attachment 5 which provides details on the survey and responses.
37. In total, there were 779 participants aware of the process, with just 35 people submitting completed surveys, plus 11 written submissions: 6% of aware participants provided a response. This data indicates the community is broadly supportive of the proposed recommendations put forward in the draft Built Form, Transport and Public Realm Strategies, as the Town progresses into the next phase of the project.

38. Of the 35 online survey responses, the majority supported the combined scenario, with 69% in support, 17% neutral and 14% opposed.
39. More than 70% of respondents showed somewhat support for major sites, solar transition, solar access, street interface, heritage response, and height and plot-ratio built form attributes, and 60% supported the upper-level setbacks and street walls.
40. Approximately 80% of respondents either 'somewhat supported' or 'strongly supported' the public realm streetscape typologies.
41. Between 70-80% of respondents 'somewhat supported' or 'strongly supported' the movement and mobility principles, but there were mixed views in relation to balancing pedestrian and cycle activity.
42. Some of the key themes arising from the general survey feedback include:
 - (a) Prioritising affordable living (not just housing);
 - (b) Parking and traffic management, on the Highway and in adjoining residential streets;
 - (c) Short-term pickup bays for goods and delivery vehicles (e.g. Uber eats);
 - (d) Laneway activation and surveillance;
 - (e) Ecologically Sustainable Design (ESD) Building Standards – including Green Roofs and Green Walls;
 - (f) Support for more arts and culture as a top priority;
 - (g) Better cycling infrastructure; and
 - (h) Accessibility for people with mobility issues.
43. In addition to the survey responses, the Town received several written submissions, primarily from major landowners and State Government agencies.
44. Major landowners were generally supportive of the process to date and the Town's vision for re-imagining the Albany Highway Precinct however, further consideration needs to be given to refinement of site-specific development requirements and community benefits.
45. Stakeholder feedback on the draft strategies will guide and inform the Draft AHPSP and subsequent Public Realm Guidelines, which will be released for more community feedback as part of phase 2B, later in the year.
46. Key matters that need to be addressed in the next phases include:
 - (a) A more detailed consideration of the impacts of anticipated future growth of the precinct structure planning area on affordability, both in terms of impacts on existing stocks of affordable housing and accessibility to affordable commercial floor space, albeit with the understanding that growth is expected to occur slowly, in an incremental manner. This analysis should also consider measures to incentivise or mandate the inclusion of affordable housing and/or commercial floor space, particularly for large scale developments where such measures are more financially viable and/or where variations are being sought to development standards or developers are seeking greater density, height or plot ratio;
 - (b) The need for a clear strategy for the provision of 'community benefits' in new development to ensure an equitable and transparent plan is in place, providing certainty to the Town, landowners and the broader community on the outcomes/ public benefits expected to be provided through the private development process. Particularly as additional density, height, plot ratio or other variations to development standards are being sought by private developers;
 - (c) Review of existing local planning scheme provisions and policies applicable to development within the Albany Highway PSP area (in Stage 3) to ensure the effective implementation of the PSP through appropriate statutory planning provisions.
 - (d) Review and refinement of the development controls for major, strategically significant sites and ongoing engagement with these landowners to reduce the need for Local Development Plans or other site-specific local planning framework instruments in addition to the PSP itself.

47. In view of the above, it is recommended that the Council endorse the Combined Growth Scenario as the preferred growth scenario.
48. Endorsement of the Combined Growth Scenario as the preferred growth scenario by Elected Members will enable the next phase of the project to proceed, being the formal preparation of the draft AHPSP and accompanying implementation documentation.
49. Once the draft suite of documents is prepared, they will be presented to a future Council meeting seeking Elected Member consent to undertake statutory advertising and formal referral to State Government agencies and utility service providers.
50. The statutory advertising period is expected to last for at least 6 weeks, after which the submissions will be considered.
51. Subject to the engagement outcomes (and provided the PSP documents are not considered to require substantial further changes) a further report will then be provided to Council, with a recommendation on whether to refer the draft AHPSP to the Western Australian Planning Commission for final approval, with or without modifications.

Relevant documents

[State Planning Policy 4.2 Activity Centres for Perth and Peel](#)

[Draft State Planning Policy 4.2 - Activity Centres](#)

[State Planning Policy 7.3 Precinct Design Guidelines](#)

[Town of Victoria Park Local Planning Strategy](#)

[Shape Albany Highway](#)

Further consideration

MainRoads WA comments have been received since the agenda report was finalised for the 4th July ABF. A summary of the comments is included in the 'Other Engagement' table above.