

## 12.2 Stage 2 Initiation of Albany Highway Precinct Structure Plan

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|----------------------------|---|
| <b>Location</b>            | East Victoria Park<br>St James<br>Victoria Park   |
| <b>Reporting officer</b>   | Place Leader (Strategic Planning)   |
| <b>Responsible officer</b> | Manager Place Planning  |
| <b>Voting requirement</b>  | Simple majority   |
| <b>Attachments</b>         | 1. Albany Highway Today Report [12.2.1 - 80 pages]<br>2. Albany Highway Tomorrow Report [12.2.2 - 70 pages] |

### Recommendation

That Council:

1. Receive the 'Albany Highway Today' and 'Albany Highway Tomorrow' reports, being the major deliverables of Stage 1 of the Albany Highway Precinct Structure Plan project;
2. Support the Key Ideas identified within the 'Albany Highway Tomorrow' report to guide the future stages of the project and address the major Design Elements of State Planning Policy 7.2 'Precinct Design', namely:
  - (a) A Sustainable Highway;
  - (b) A Fine-Grain Highway;
  - (c) A Pedestrian Highway;
  - (d) A Connected Highway;
  - (e) A Diverse Highway; and
  - (f) A Distinctive Highway
3. Approve initiation of Stage 2 of the Albany Highway Precinct Structure Plan which will enable commencement of scenario and concept planning and the delivery of comprehensive community engagement to arrive at a Preferred Concept and Draft Precinct Structure Plan.

### Purpose

To receive Council support for the major Stage 1 outputs of the Albany Highway Precinct Structure Plan (PSP) project and obtain approval to proceed to Stage 2 of this major strategic project.

### In brief

- The Albany Highway PSP project aims to develop a Precinct Structure Plan for the entirety of the Albany Highway commercial strip from the Causeway to its intersection with Shepperton and Welshpool Roads in St James.
- The development and implementation of a PSP for Albany Highway will serve as a major catalyst for development and provide potentially significant and far-reaching changes to the Town's existing local planning framework.
- It is recommended that Council endorse the Stage 1 key deliverables and approve the Town's transition to Stage 2 of this major strategic planning project.

## Background

1. The review and update of the Town's local planning framework as it relates to the Albany Highway activity centre is a strategically significant project, identified as a key action within the Town's Corporate Business Plan and supported by the Town's relevant Place Plans (Victoria Park, East Victoria Park and St James).
2. The Town's Draft Local Planning Strategy (LPS) identifies Albany Highway as a Precinct Planning area and therefore requires the preparation of a PSP to guide updates to the local planning framework in accordance with the requirements of State Planning Policy 7.2 Precinct Design (SPP 7.2).
3. SPP 7.2 requires that a PSP be approved by the Western Australian Planning Commission (WAPC) prior to making significant changes to a local planning scheme where they are likely to result in significant and/or complex outcomes to an existing activity centre(s). The Draft LPS recommends the reclassification and consolidation of the entire Albany Highway commercial area as a Secondary Centre under the Activity Centres Hierarchy of SPP 4.2 'Activity Centres for Perth and Peel'.
4. The Albany Highway PSP will provide the guiding framework (strategic vision and statutory framework) for the planning and development of Albany Highway by taking a holistic, long term approach that can be updated over time in response to contemporary issues and community aspirations. The PSP will guide movement and access, land use and built form within the Albany Highway Activity Centre, informing changes to the local planning framework to facilitate private development, as well as setting out the recommended servicing, infrastructure and public realm design requirements and their implementation that will be necessary to realise the vision and objectives for the activity centre.
5. The Council awarded a contract to Hatch | Roberts Day in May 2021 as lead consultant to prepare the Albany Highway PSP, with the administrative support of the Town's Place Planning service area.
6. Stage 1 has now concluded, resulting in the delivery of the 'Albany Highway Today' and 'Albany Highway Tomorrow' reports that have been informed by comprehensive site analysis and community engagement to establish a set of guiding principles and Key Ideas to inform the next stage of the project.
7. Stage 2 will build and test options for the future growth and development of Albany Highway with the community and key stakeholders to arrive at a Preferred Concept and Draft Precinct Structure Plan (unformatted).
8. The final Stage 3 of the project will involve assembly and WAPC approval of the formal Precinct Structure Plan and the development/delivery of recommendations to the Town's local planning framework to support its implementation.
9. Progression to Stages 2 and 3 is subject to Council Adoption of the prior stage's outputs and Council Approval to proceed to the following stage of the project.
10. The Draft LPS is scheduled for consideration by the Statutory Planning Committee of the WAPC imminently and has been recommended for approval by DPLH officers subject to minor modifications. This is a significant milestone for the Town and its community and confirms support of the designation of the whole of the Albany Highway activity corridor as a single Secondary Centre under the Activities Centres Hierarchy of State Planning Policy 4.2 'Activity Centres for Perth and Peel'. This raises the recognition of Albany Highway as a major commercial, office and retail destination (with a significant and growing residential population) that provides significant employment opportunities and a diverse range of goods and services distributed along its length and concentrated at key identified nodes of activity. Examples of Secondary Centres elsewhere within the Perth Metropolitan Area include Leederville, Karrinyup, Belmont and Subiaco. The pending finalisation of the LPS provides certainty to the Town that the strategic approach proposed to be undertaken in preparation of the PSP during Stage 2 of the project is sound and can commence as recommended by Council's administration.

## Strategic alignment

| Civic Leadership   |   |
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| Strategic outcome  | Intended public value outcome or impact   |
| CL02 - A community that is authentically engaged and informed in a timely manner.                                | Stage 1 included an extensive engagement program that is outlined in the engagement section below.  |
| CL03 - Well thought out and managed projects that are delivered successfully.                                    | The project has been split into 3 stages with gateway approval sought prior to the initiation of each subsequent stage of the project.  |
| CL08 - Visionary civic leadership with sound and accountable governance that reflects objective decision-making. | The PSP has been collaboratively prepared with the Department of Planning, Lands and Heritage via a regular Project Control Group which is a unique and progressive way to manage a structure planning process. The work has been based on a range of technical analyses, extensive community engagement and then collaborative refinement between the Town, State Planning Officers and the consultant team. |
| CL09 - Appropriate devolution of decision-making and service provision to an empowered community.                | Stage 1 outcomes report has been developed to support Stage 2 (which will further seek community feedback on key ideas to shape future of Albany Highway) and will be used to help engage with the community and other stakeholders about possibilities and opportunities for the preparation of a PSP  |

| Economic   |   |
|--|---|
| Strategic outcome  | Intended public value outcome or impact   |
| EC01 - A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship. | Stage 1 of the PSP is supported by a thorough economic analysis of the strip and the 'A Fine Grain Highway' and 'A Diverse Highway' sections in Attachment 2 which outlines a range of ideas that support the development of local economy. |

| Environment  |   |
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| Strategic outcome  | Intended public value outcome or impact   |
| EN01 - Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character. | The 'A Distinctive Highway' section in Attachment 2 includes a range of ideas that support a people friendly public realm, support different housing typologies and density as well as potential planning mechanisms to preserve and enhance character. |

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| EN02 - A safe, interconnected and well maintained transport network that makes it easy for everyone to get around. | The 'A Pedestrian Highway' and 'A Connected Highway' sections in Attachment 2 outline a range of ideas to be refined into designs and actions relating to the public realm in support of active transport and public transport. |
| EN03 - A place with sustainable, safe and convenient transport options for everyone.                               | As per EN02 above.  |
| EN04 - A clean place where everyone knows the value of waste, water and energy.                                    | Ideas and directions regarding the urban ecology of the Albany Highway precinct are outlined in the 'A Sustainable Highway' section of Attachment 2   |
| EN06 - Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.  | The 'A Pedestrian Highway' section in Attachment 2 outlines directions relating to new and/or improved public space.  |
| EN07 - Increased vegetation and tree canopy.   | As per EN06 above.  |

| <b>Social</b>   |  |
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| Strategic outcome   | Intended public value outcome or impact  |
| S01 - A healthy community.  | The range of ideas and directions across Attachment 2 work toward creating a healthier community especially the ideas in 'A Pedestrian Highway' and 'A Connected Highway'.   |
| S03 - An empowered community with a sense of pride, safety and belonging.                                 | Community engagement for this project has been rigorous as outlined in the Engagement section below. The 'A Distinctive Highway' section in Attachment 2 has a real focus on building on existing place character which can and will build community pride and identity. |
| S04 - A place where all people have an awareness and appreciate of arts, culture, education and heritage. | The section 'A Diverse Highway' includes a focus on creativity and culture.  |

## Engagement

11. Building strong relationships with local stakeholders will ensure effective and targeted engagement, with the aim of communicating the benefit to the community of a Precinct Plan that accommodates bold change over the long term, while protecting the unique and special qualities of Albany Highway.
12. Landowners, community groups and local residents have informed the preparation of the Stage One Albany Highway Tomorrow report by sharing what they want to see the Highway grow and evolve into the future.
13. The Stage One Albany Highway Tomorrow report has been prepared to inform ongoing consultation and guide the detailed development of the Precinct Structure Plan within stages Two and Three of the project.

## Internal engagement

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| Place Leaders / Urban Planning / Development Services / Property Management / Project Management | Online Definitions Workshops held 29 June 2021 to determine i) what challenges the Precinct Structure Plan needs to address; ii) what are the Town's Strategic Objectives for the Albany Highway Precinct; iii) performance of the Town's current planning controls under TPS1; iv) addressing State Planning Policy requirements |
| Elected Members  | 26 October - Elected Member Concept Forum   |

| External engagement   |   |
|-----------------------|---|
| Stakeholders          | <ol style="list-style-type: none"> <li>1. Local Community/Residents/Landowners</li> <li>2. Regional visitors to the Centre</li> <li>3. Key stakeholders including Mindeera Advisory Group, Vic Park Collective Community Group</li> <li>4. A range of local Albany Highway business operators and major /strategic landowners along Albany Highway (including Vicinity Group and Hawaiian Pty Ltd)</li> <li>5. A meeting with John Hughes has also been sought and will take place in late May however they provided no response during the formal engagement period</li> </ol>   |
| Period of engagement  | <ol style="list-style-type: none"> <li>1. 20 October 2021 Public Engagement Launch</li> <li>2. 20<sup>th</sup> Oct - 1st December (2021) – Online Survey</li> <li>3. 3 x Influencer Roundtables 19/21/22 October</li> <li>4. 3 x Listening Posts (St James 4 Nov / East Vic Park 5 Nov / Vic Park 7 Nov)</li> <li>5. 26 October - Elected Member Concept Forum</li> <li>6. Online Business Survey 15<sup>th</sup> Feb to 15<sup>th</sup> March</li> </ol>   |
| Level of engagement   | <ol style="list-style-type: none"> <li>1. Empower</li> </ol>  |
| Methods of engagement | <ol style="list-style-type: none"> <li>1. On-street listening posts – to raise awareness and gather initial feedback on priorities, expectations, future uses and activities at key locations and events</li> <li>2. Selected small group stakeholder roundtables / briefings to build rapport with highly engaged community members and understand specific issues</li> <li>3. Big Ideas gathered through innovative online engagement tools including a Community Survey, Business Survey, Ideas Mapping and Information Summaries</li> <li>4. Separate Landowner Meetings with Vicinity and Hawaiian as major retail/activity</li> <li>5. Elected Member Concept Forum with Menti survey to</li> </ol> |
| Advertising           | Shape Albany Highway campaign <ol style="list-style-type: none"> <li>1. Letters to all landowners along and within 200m of Albany Highway</li> <li>2. Whole of Town postcard drop</li> <li>3. Individual Invitation to participate via email (to highly engaged business operators and community members)</li> <li>4. Social Media blitz (Facebook)</li> </ol>  |

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|                    | <ol style="list-style-type: none"> <li>5. Perth Now Newspaper advert</li> <li>6. Town website "Your Thoughts"</li> <li>7. Town of Vic Park Media Release</li> <li>8. ToVP Business News (e-Vibe)</li> </ol>   |
| Submission summary | <p>Our community survey attracted 212 responses while our online and in-person ideas board received 320 ideas. We also engaged with 12 local businesses via a separate survey and interviewed 14 local stakeholders in a one-to-one or group basis.</p> <p>Respondents to the community survey were comprised of 72% local residents and 6% workers or business operators, with the remainder (22%) being external visitors or property owners.</p>   |
| Key findings       | <p>When asked to describe Albany Highway today, responses were largely positive. The most commonly chosen descriptions were Improving (51%), Walkable (47%) and Diverse (46%). However, negative descriptions also featured highly including Disjointed (39%), Disconnected (20%) and Tired (23%). Strongly negative descriptions were limited, such as Boring (5%), Struggling (8%) and Inhospitable (6%). Notably, some positive descriptors were not selected inferring areas where improvement may be needed. Ten or fewer respondents described the Highway as Green (0.1%), Sustainable (0.3%), Innovative (0.3%) or Beautiful (0.5%).</p> <p>When asked what Albany Highway needs more or less of, responses identified a desire for significantly more greenery and pedestrian space (91%), cultural and entertainment venues (84%), community and creative spaces (74%) and boutique retail (65%). Views were mixed on more housing (48% support more) and office space (35%), while the existing supply of everyday necessities, cafes and restaurants and car parking was seen as sufficient</p> <p>Survey respondents were asked to prioritise principles that should guide the preparation of the Precinct Structure Plan. Nine priorities drawn from previous community feedback and Town policy were put forward for prioritisation</p> <p>Six separate places have also been defined along the Highway - based on differences in built form, land use and economic activity. Stakeholders were asked to rate each Place in terms of the current place perceptions and what level of change (if any) the Precinct Structure Plan should adopt. Outcomes are summarised in full as part of the attached Albany Highway Tomorrow document.</p> |

| Other engagement |          |
|------------------|----------|
| Stakeholder      | Comments |

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| DPLH | <p>A Project Control Group (PCG) has been set up to foster collaboration and bring together individuals possessing the relevant knowledge and skills to support the purpose of the PSP and achieve the project's objectives. The key objectives for the PCG are to</p> <ul style="list-style-type: none"> <li>i) facilitate and monitor the preparation of the PSP through inception to final endorsement, ensuring the tasks and activities of the project lead to an effective outcome;</li> <li>ii) provide strategic guidance and direction to ensure project outputs meet the Town's obligations in accordance with: <ul style="list-style-type: none"> <li>a. the Local Planning Strategy; and</li> <li>b. State Planning Policy.</li> </ul> </li> </ul> |
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## 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 2 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  |
|----------------------|---|--------------------|-------------------|--------------------------|-------------------------|--|
| Financial            | Not Initiating Stage 2 means development controls cannot be updated to reflect contemporary development outcomes with future population growth unable to be catered for and a lack of rates growth resulting in the delay of projects and | Low                | Unlikely          | Insignificant            | Low                     | TREAT risk by continuing to work with EM's to progress to Stage 2 and also have a program of strategic planning work for other identified growth areas in the draft Local Planning Strategy. |

|  |  |     |          |               |        |  |
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|  | programs planned by the Town.  |     |          |               |        |  |
| Environmental                          | N/A  | N/A | N/A      | N/A           | Medium |  |
| Health and safety                      | N/A  | N/A | N/A      | N/A           | Low    |  |
| Infrastructure/ ICT systems/ utilities | N/A  | N/A | N/A      | N/A           | Medium |  |
| Legislative compliance                 | Not Initiating Stage 2 means we can't meet our obligations under State Planning Policy for the Precinct and development controls cannot be updated to reflect contemporary development outcomes – ultimately making it difficult for the Town to negotiate better planning and building outcomes | Low | Unlikely | Insignificant | Low    | TREAT risk by continuing to work with EM's to progress to Stage 2 and also have a program of strategic planning work for other identified growth areas in the draft Local Planning Strategy. |
| Reputation                             | Not Initiating Stage 2 means the Town cannot carry out its Actions identified within the Town's Strategic Framework and it won't meet community expectations following extensive community engagement processes.   | Low | Unlikely | Insignificant | Low    | TREAT risk by continuing to work with EM's to progress to Stage 2 and also have a program of strategic planning work for other identified growth areas in the draft Local Planning Strategy. |
| Service delivery                       | Not Initiating Stage 2 means Place Planning cannot meet our obligations under the Local Planning Strategy and  | Low | Unlikely | Insignificant | Medium | TREAT risk by continuing to work with EM's to progress to Stage 2 and also have a program of strategic planning  |

## Financial implications

### Current budget impact

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

Council at its Ordinary Meeting held 18 May 2021 allocated the following funds towards the Albany Highway PSP

1. Awarded the contract associated with TVP/21/02 *Preparation of Albany Highway Precinct Structure Plan* to Hatch Pty Ltd, for the estimated lump sum price of \$524,341 (Excluding GST).
2. Identified \$467,948.60 (Excluding GST) in the Long-Term Financial Plan to be expended between the 2021/2022 Financial Year and the 2022/2023 Financial Year.
3. Identified \$355,794.60 (Excluding GST) to be budgeted in the 2021/2022 Annual Budget.
4. Allocated \$112,154.00 (Excluding GST) into the Future Projects Reserve to ensure there is the appropriate balance of funds to service the stages of the project that will fall into the 2022/2023 Financial Year.

A Total of \$146,392.00 out of the budgeted \$355,794 has been used to carry out Stage 1 within the 21/22 Financial Year. This leaves a carry over request of the balance amount (\$209,401.17) for the finalisation of Stage 1 and Commencement of Stage 2 within the 22/23 FY.

### Future budget impact

Funds for delivery of the project have been allocated in the Future Projects Reserve to ensure that the Council can honor its financial commitments to Hatch Pty Ltd trading as Hatch | Roberts Day, whilst also taking into account the Town's own budgeting processes.

- Stage 2 has an estimated budget (Professional Services for Urban Planning, Urban Design, Transport Planning, Commercial and Local Economy Analysis, Civil Design, Drainage Analysis and Communication and Marketing) of \$281,206.00
- Stage 3 has an estimated budget (Professional Services for Urban Planning, Urban Design, Transport Planning, Commercial and Local Economy Analysis, Civil Design, Drainage Analysis and Communication and Marketing) of \$122,154.00
- An estimated \$403,360 is therefore anticipated over FY22/23 and FY23/24

to complete the project.

The draft 22/23 budget allocation includes:

1. a requested carry over of unused funds (\$211,727) from the current 21/22 budget. Unused funds are a result of delays to the project delivery timeline due to resourcing constraints; alteration to the community engagement plan arising from the need to avoid overlap with the engagement programs for other major strategic Council projects (e.g. Draft Local Planning Strategy, VicVision) 2021 Local Government Election Caretaker Period, and State Government imposed restrictions related to the COVID-19 pandemic.
2. A further \$142,000 to deliver Stage 2 and commence Stage 3 within FY22/23.

It is anticipated that FY23/24 will require a balance of \$49,633 (Professional Services for Urban Planning, Urban Design, Communication and Marketing) taking the project through to final endorsement by the State Government and project completion.

## Analysis

14. The Town has significantly progressed the update of its local strategic planning framework through the preparation of a Draft Local Planning Strategy (Draft LPS) which will inform preparation of a new local planning scheme.
15. In order for the new Scheme to adopt updated planning controls for the Albany Highway Precinct, the Precinct Structure Plan (PSP) must first be prepared.
16. Initial scoping of the project anticipated the preparation of up to three (3) Precinct Structure Plans, or a single Precinct Structure Plan (with sub-precincts). Stage One outputs of the AH PSP included the need to define a suitable approach to the Structure for a final Precinct Plan, considering whether each existing zoned activity centre (St James, East Vic Park and Victoria Park) are identified as sub-precincts in one PSP, or as requiring three separate PSPs.
17. Stage One of the PSP 'Context Analysis and Precinct Visioning' was broken into two parts (1A and 1B), in accordance with the Tender Methodology outlined by Hatch Pty Ltd and therefore agreed to under contract.
18. Stage 1A 'Understand' established project management protocols, scoped the engagement approach and undertook preliminary technical investigations and analysis that informed effective community consultation. It also outlined the structure for Precinct Planning to follow, informing the structure of subsequent stages.
19. Part 1A included collaboration and consultation with the Town's Urban Planning and Place Planning teams as well as senior management, alongside the Department of Planning Lands and Heritage (DPLH), to establish a clear long-term project roadmap and agreed Precinct Plan content. As such a Project Control Group (PCG) has been set up and will continue throughout the duration of the project to minimise the risk of substantive revisions at lodgement stage.
20. To date, two PCG meetings have been held to discuss the strategic objectives for the project, structure of document, Rationale for precinct boundary definition and sub-precincts, suitability of proposed

technical inputs and interpretation of State Planning Policy requirements. Key outcomes being to (i) support a single PSP being prepared over the entire precinct and (ii) to test a PSP frame area as part of the boundary definition in subsequent stages of the project, as this will better respond to proposed development scenarios.

21. As such a definitive boundary beyond the Precinct Core has not yet been determined and this will now become an outcome of Stage 2 as per the recommendation of the PCG.

#### Albany Highway Today

22. The Albany Highway Today document (Attachment 1) prepared under Part 1A provides an evidence-based snapshot of how Albany Highway functions. The report looks at the role of the Highway as an activity centre, how it got to where it is today, who lives and works there, how its buildings and public spaces look and feel, when people visit and how they move about. The report also explores future population growth forecasts, examines the potential impacts of climate change and identifies important technical, heritage and environmental values, all of which will guide ongoing consultation and strategic objectives for the PSP.
23. Importantly, the Today document groups or categorises its findings to align with the six elements of State Planning Policy 7.2 *Precinct Design*, being Urban Ecology, Urban Structure, Built Form, Public Realm, Movement and Land Use. It also includes an additional 'People and Place' section which focuses on the community, local economy and urban context of the Highway.
24. One of the key findings from the Albany Highway Today document that shaped the subsequent stakeholder engagement process under Part 1B, was in support of establishing Six Sub-Precincts within the single Secondary Centre, as per the recommendation of the Town's 2018 Activity Centres Strategy. These being (i) Causeway; (ii) Victoria Park; (iii) Central; (iv) East Vic Park; (v) East End; and (vi) St James.
25. Furthermore, it was decided that a single PSP should be prepared over the entire Albany Highway Precinct so that it could respond appropriately to the role of each specific sub-precinct or 'Place' as well as the broader function of Albany Highway as a Secondary Centre.
26. Stage 1B 'Discover' has developed an in-depth understanding of Albany Highway's place character, heritage value, land use composition, economic performance, social value, and defined community priorities and values that will support an evidence-based and contextually relevant planning framework.
27. Deliverables identified within Stage 1B included:
- Delivery of Stage 1 Community Engagement to ensure the community and all stakeholders are informed and engaged effectively throughout the process;
  - Prepare a precinct vision and driving principles derived from stakeholder feedback;
  - Identify key values, priorities and objectives expressed by the community;
  - Identify key places, and/or areas of distinction and unique character differentiation, both in terms of physical character and community sentiment;
  - Develop 'Big ideas', strategies and potential actions within the future Precinct Plan which may achieve community aspirations and address identified issues, as well as guide subsequent scenario planning and community consultation if Stage 2.

#### Albany Highway Tomorrow

28. The Albany Highway Tomorrow document (Attachment 2) was prepared in response to the findings of the Albany Highway Today document and outcome from the Consultation process. It sets the direction for a future Precinct Structure Plan by identifying opportunities for place-specific and precinct wide urban design outcomes.

29. Each sub-precinct or 'Place' has been subsequently evaluated in terms of current community perception and its potential for future growth or change.
30. Six precinct-wide principles have then been developed to set the direction for Precinct Structure Planning. The following principles have been designed to align with State Planning Policy with the associated objectives reflecting the Actions within the Town's Local Planning Strategy:
- (i) Urban Ecology - A Sustainable Highway.
  - (ii) Urban Structure - A Fine-Grain Highway.
  - (iii) Public Realm - A Pedestrian Highway.
  - (iv) Movement - A Connected Highway.
  - (v) Land Use - A Diverse Highway.
  - (vi) Built Form - A Distinctive Highway.
31. The six Principles are then supported by a series of Big Ideas that will be used to guide change and test development outcomes within each sub-precinct, as part of Stage 2.
32. Whilst the Big Ideas have been developed based on stakeholder feedback, they are intended to be ambitious and may change and evolve based on further consultation as the Precinct Structure Plan is developed.
33. The Albany Highway Today (Attachment 1) and Albany Highway Tomorrow (Attachment 2) reports are considered to meet the requirements under the Stage One Precinct Visioning and Context Analysis requirements, as set out in the Tender documents and subsequent contract with Hatch Pty Ltd for the preparation of the PSP.
34. Initiation of Stage 2 will engage Hatch Pty Ltd to continue their work on the Albany Highway PSP.
35. Stage 2 will explore evidence-based design and development scenarios across the precinct and test the options through a series of design workshops. A Concept Options Report will then be prepared to compare various land use, built form and public realm approaches, and test the feasibility of the preferred outcomes.
36. It is intended that a Community Reference Group be set up to provide real-time input and feedback into Design Optioneering. The final concept options will then be presented to the wider community for input that will ultimately guide the preparation of the Draft Precinct Structure Plan.
37. Subject to the Town's confirmation of a preferred scenario, detailed technical reporting will then be carried out and a Draft Precinct Structure Plan will be prepared for final consideration.

## **Relevant documents**

[Draft Local Planning Strategy 2021](#)

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

[State Planning Policy 7.2 Precinct Design](#)