



APPENDIX B

RAPIDS LANDING VILLAGE CENTRE DESIGN REPORT

URBIS

RAPIDS LANDING VILLAGE CENTRE LESCHENAULTIA AVENUE

31 AUGUST 2022





SITE & PURPOSE

Leschenaultia Avenue will function as the commercial 'main street' of the future Rapids Landing Village Centre in Margaret River.

The future street and surrounding lots will form the active focal point for the area and include design elements for a slow, safe, and activated space.

The street will reflect the character identified in the Rapids Landing Neighbourhood Centre Structure Plan, and design principles identified by the State Planning Policy 7.2: Precinct Design.

KEY CONSIDERATIONS

The street is required to provide important vehicle access and movement for residential areas to the north and south. It will operate as both a connection and an activated main street.

The main street will need to:

- Provide a safe and attractive pedestrian environment
- Encourage activation of the commercial uses along the street
- Provide vehicle access to the commercial lots
- Include a variety of commercial, retail and hospitality uses including a supermarket
- Incorporate landscaping

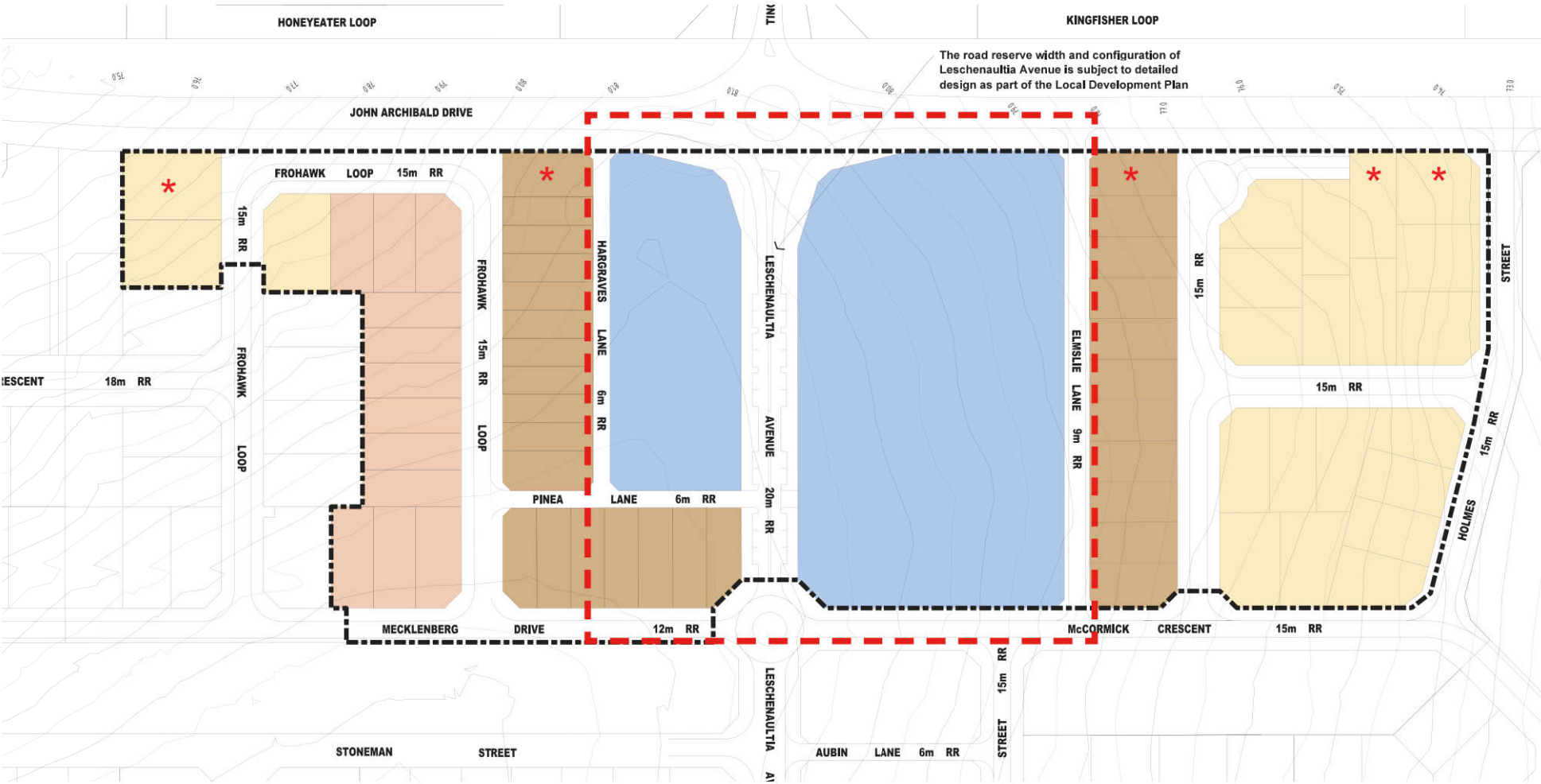
SPATIAL CONSIDERATIONS

The planned road reserve is 20m wide with adjacent commercial blocks of 120m and 162m in length.

The road reserve area includes a water main with a 3m easement along the eastern edge which will be incorporated into the future verge.

STRUCTURE PLAN MAP

Subject Site



CASE STUDIES

BALDIVIS - PHAR LAP PARADE

Phar Lap Parade is a recently developed main street and local centre which services the growing community of Baldivis.

The design features a pedestrian focussed environment with a variety of spaces, material and landscaping.

Key features include:

- Active interfaces to the street with parking sleeved behind built form
- Flush paving for a pedestrian friendly environment
- Open spaces and landscaping
- A high level of pedestrian connectivity
- Street parking

LEGEND:

- ① Supermarket entrance plaza - sleeved by smaller tenancies
- ② Landmark Corner - Pocket Park & Alfresco area
- ③ Large car parks sleeved behind active uses

↔ Pedestrian access from street to car park



STREETSCAPE ANALYSIS

- Elements which reflect design principles
- Elements which do not reflect design principle and/or can not be applied to the subject site



- PARALLEL STREET PARKING**
- Road, parking and verge flush level
 - Parking bays are separated by trees and dedicated pedestrian crossing areas



- ANGLED STREET PARKING**
- Requires wider road reserve
 - May have a greater impact key north-south vehicle movement than parallel parking



- SUPERMARKET ENTRY PLAZA**
- Entry space for large tenancy sleeved by smaller retail
 - Pedestrian link through to rear parking

- OPEN SPACE / LANDMARK CORNER**
- Pocket park and active alfresco area
 - Use of landscape and open space as a landmark
 - Open and visually welcoming

ATWELL - LYON ROAD

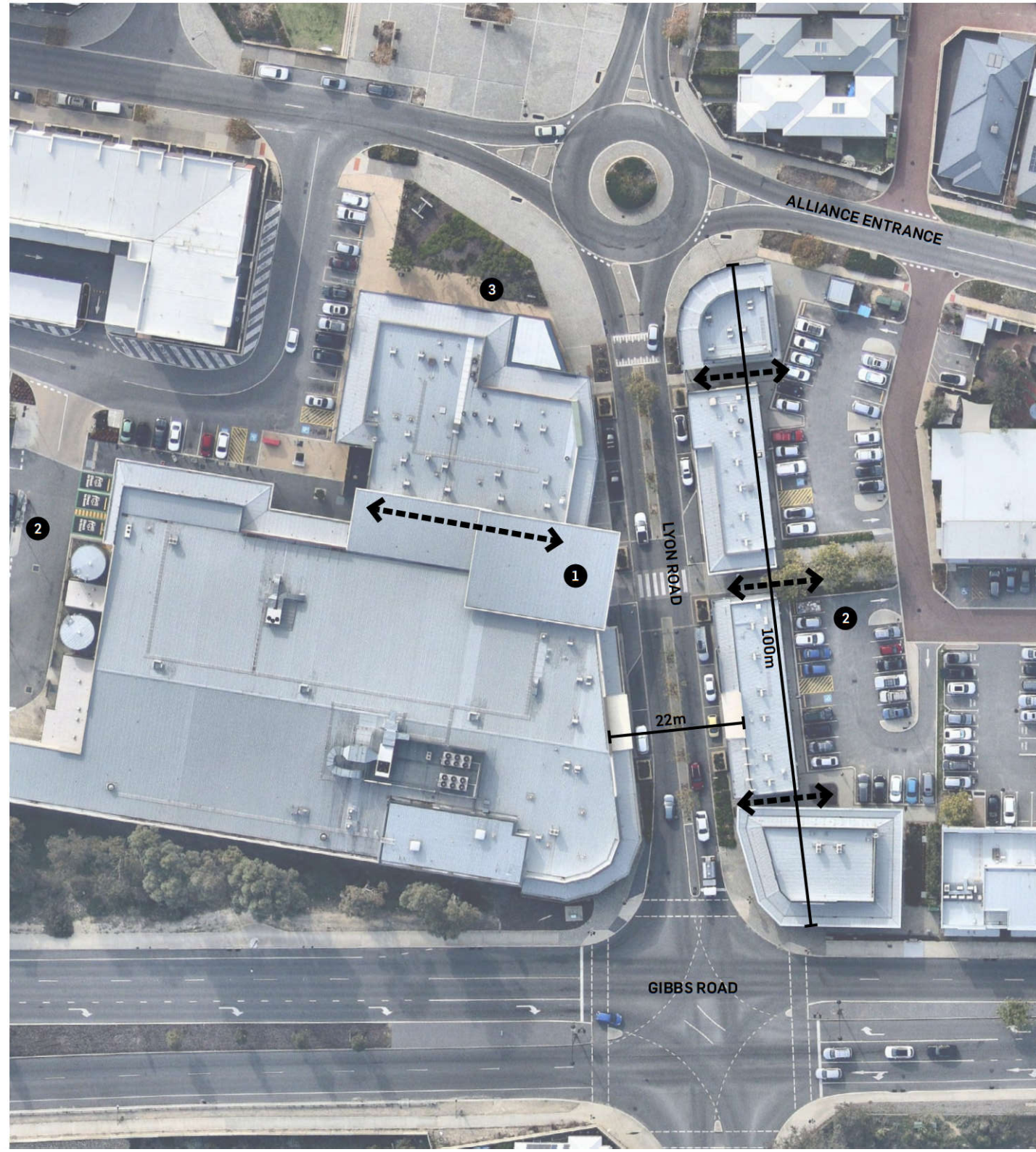
Lyon Road is a main street and local centre servicing medium and low density residential areas in Atwell.

Key features include:

- Active interfaces to the street with parking sleeved behind built form
- Landscaped and activated connections from the main street to rear parking areas
- A high level of pedestrian connectivity
- Street parking

LEGEND:

- ① Supermarket entrance plaza - sleeved by smaller tenancies
- ② Large car parks sleeved behind active uses
- ③ Setback corner open space
- ↔ Pedestrian access from street to car park



STREETSCAPE ANALYSIS

- Elements which reflect design principles
- Elements which do not reflect design principle and/or can not be applied to the subject site



DIVERSITY IN BUILT FORM

- Varied built form structure and materials
- Maintains overall consistent character while including diversity



PARALLEL STREET PARKING

- Full length street parking on both sides of the road
- Parking bays are separated by trees and dedicated pedestrian crossing areas



ACTIVATED STREET

- Fine grain retail which fronts the street
- Nil Setback & awnings for pedestrian amenity
- Primarily glazed edge with minimal widths of blank wall



OPEN SPACE / LANDMARK CORNER

- Alfresco dining area
- Use of landscape and activity to mark the street entrance



SUPERMARKET ENTRY PLAZA

- Entry space for large tenancy sleeved by smaller retail
- Pedestrian link through to rear parking
- Varied roof structure to mark the entry point



LARGE FRONTAGE

- Large format frontage to the main street
- Primarily glazed inactive edges



LANDSCAPE

- Planted median breaks up expanse of paving
- Trees provide a sense of enclosure and assist with traffic slowing

VASSE - NAPOLEON PROMENADE

Napoleon Promenade in Vasse is a developing main street which focuses around a Coles supermarket and is situated amongst development lots for future residential and commercial uses.

Key features include:

- Primary parking sleeved behind built form
- Small open space and landscaped connection from the main street to rear parking areas
- Abundant verge and median landscaping
- Street parking

LEGEND:

- ① Pocket park
- ② Large car parks sleeved behind active uses
- ③ Future development - active edges
- ↔ Pedestrian access from street to car park



STREETSCAPE ANALYSIS

- Elements which reflect design principles
- Elements which do not reflect design principle and/or can not be applied to the subject site



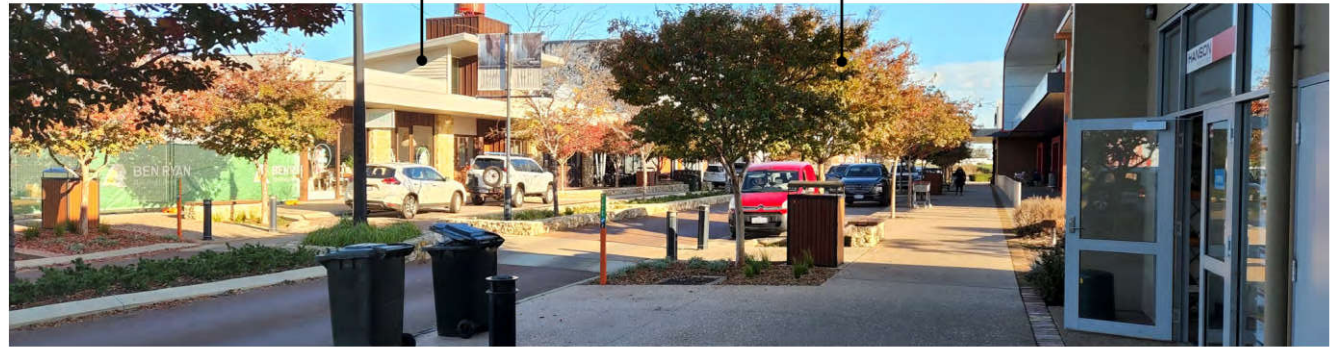
DIVERSITY IN BUILT FORM

- Varied built form structure and materials
- Maintains overall consistent character while including diversity



LANDSCAPE

- Planted median & verge breaks up expanse of paving
- Trees provide a sense of enclosure and assist with traffic slowing



WASTE COLLECTION

- Collections can be co-located with service areas away from active edges



PARALLEL STREET PARKING

- Full length street parking on both sides of the road
- Parking bays are separated by trees and dedicated pedestrian crossing areas



LARGE FRONTAGE

- Large supermarket frontage to the main street
- Primarily glazed inactive edges



OPEN SPACE

- Public open space amenity
- Clear and open link between main street and parking area
- Provides a break in built form

RECOMMENDATIONS

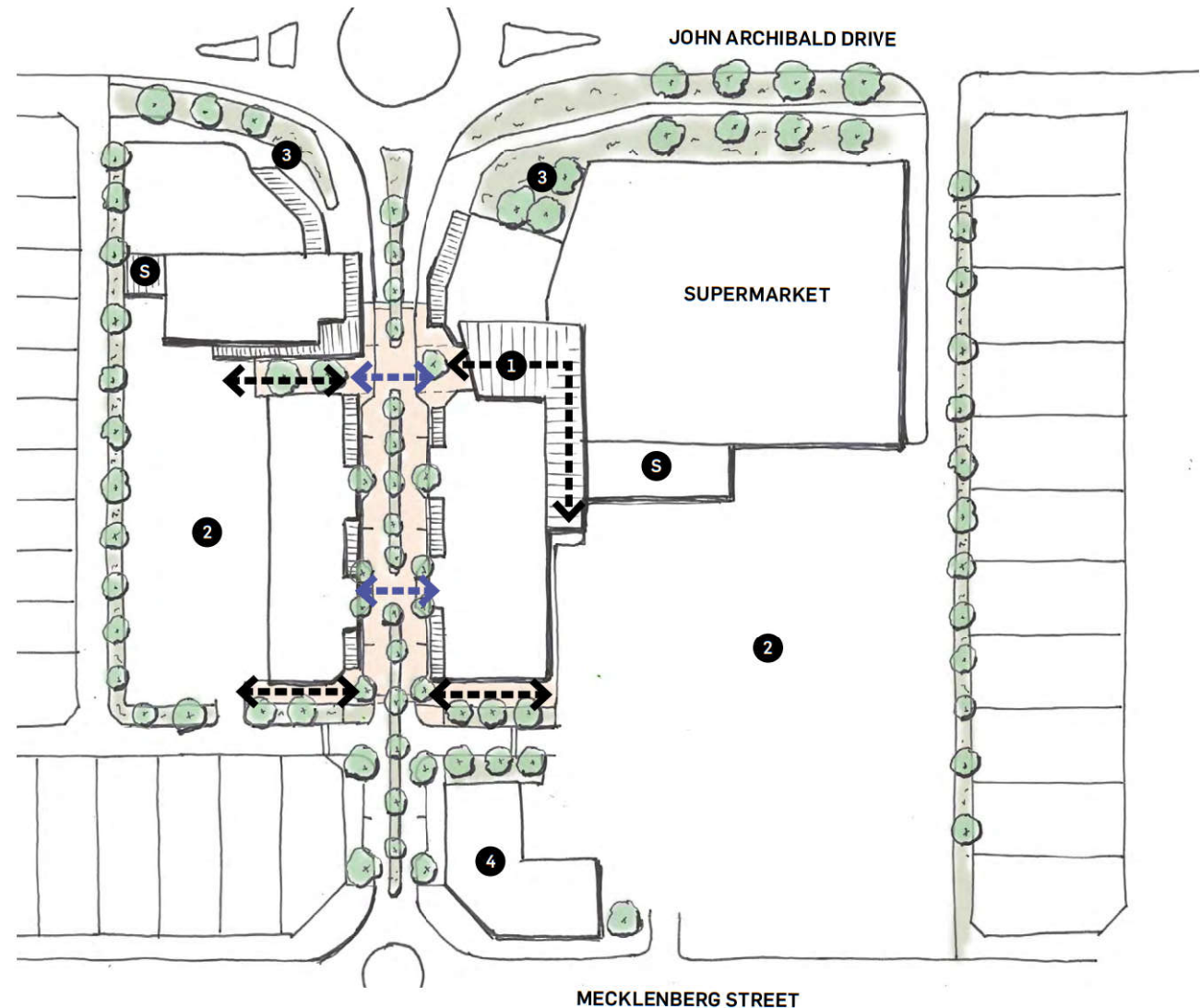
The following recommendations are based on delivering design principles outlined by the Structure Plan and elements identified through the case studies.

Key recommendations include:

- Landmark corners utilising open space rather than built form to create an attractive entry and separate activity from the large roundabout
- Approx. 100m of activated edges at minimal setback
- Transition of uses into non-retail or low impact to the south where the site interfaces residential uses
- Detailed design to encourage a pedestrian focussed, active and attractive street

LEGEND:

-  Flush Kerb - Shared zone
-  Pedestrian access from street to car park
-  Crossing points at convenient breaks to maximise safety
-  1 Supermarket entrance plaza
-  2 Consolidated car parking area located behind built form to minimise visual impact from main street
-  3 Landscaped entry and transition to main street
-  4 Transition to non-retail uses
-  S Loading dock / Servicing area



STREET SECTION

- 20m road reserve
- Accommodated water main easement on the eastern boundary
- Flush Kerbs
- Landscaped median & street trees
- Main active stretch with nil setback on built form

