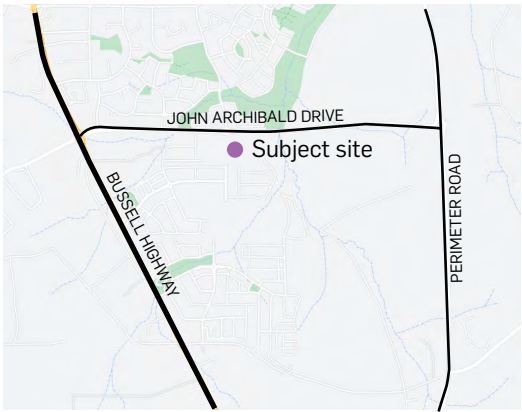


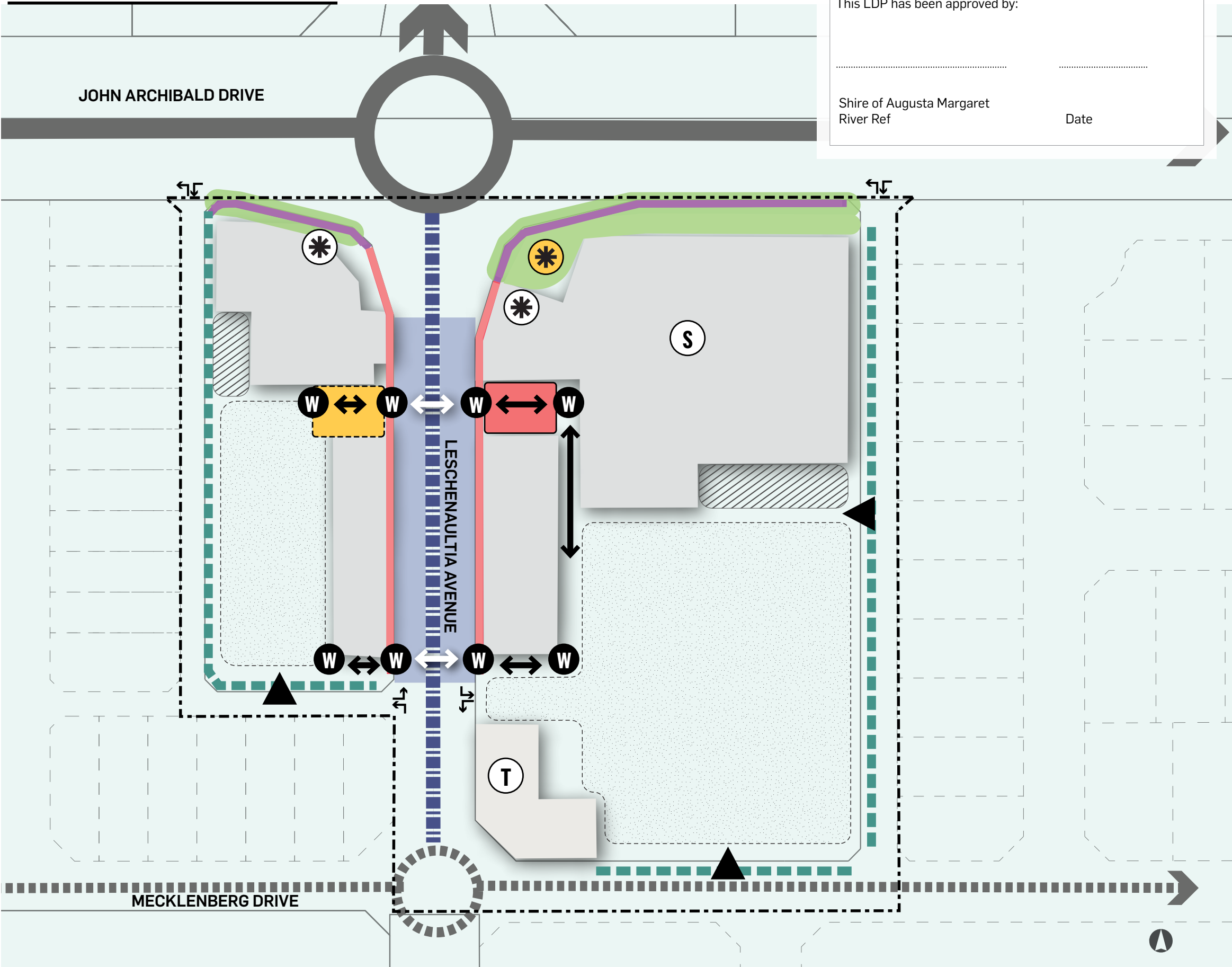
LOCATION PLAN



LEGEND:

- LDP area
- Active Frontage
- Attractive Frontage
- Indicative Footprint
- Building emphasis location
- Entry statement
- Indicative supermarket location
- Transitional Use (potential for non-retail land use)
- Town Square
- Alternate Town Square
- Key wayfinding points
- Key pedestrian linkages
- On street parking & flush kerb shared zone
- Indicative pedestrian crossing points
- Customer vehicle access & egress
- Indicative service area
- Indicative primary car park and circulation
- Left-In Left-out
- Landscape buffer
- Landscape interface
- Main street
- Access street

PLAN



APPROVAL

This LDP has been approved by:

Shire of Augusta Margaret
River Ref

Date



LDP PROVISIONS

VISION

The vision for the LDP is to create a vibrant and welcoming village centre that builds on the existing natural beauty of its rural location. The main street, situated along Leschenaultia Avenue, will provide a safe and comfortable environment, connecting residential areas of Rapids Landing and beyond to John Archibald Drive at slow speeds. The Rapids Landing Village Centre will provide an inclusive environment catering for families, aged people, locals and visitors.

The Rapids Landing Village Centre will feature a range of land uses, including a supermarket, smaller tenancies providing active frontages to the main street, cafes, retail spaces and non-retail uses. At the entrance to the supermarket, a 'Town Square' will be filled with alfresco dining, bench seating, paving, weather protection and landscaping to create a heart for the centre, and act as a welcoming meeting place for the community.

Framing the centre on its edges, car parks treated with attractively landscaped edges will separate the residential areas from the core of the centre. Buildings along John Archibald Drive will be set back to provide for a landscaped entry and transition to the main street. Reflecting the approach to residential areas to the south and the Rapids Landing aesthetic, buildings within the Village Centre will utilise high-quality, natural materials and colours adding to the area's rural feel.

DESIGN ELEMENTS

1. BUILDING FACADES

The LDP provides for 2 façade types. These are distributed through the centre to ensure that activity and built form is scaled and designed to respond to the relevant street and building context, and to foster an appropriate experience for users of the street.

1.1 Active Frontages

This frontage is concentrated around Leschenaultia Avenue, the 'main street', where a high level of activation and clear visual engagement with pedestrians is promoted. Built form along the active frontage shall be in accordance with the following:

- Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.
- Minimum ground floor to ceiling height of 3.6 metres. Minimum façade height of 5.2 metres for single storey buildings to create a sense of enclosure for the pedestrian environment.
- Maximum building height of two storeys at the street interface. Additional storeys may be supported where setback further to create a clear separation of building forms, and to not detract from the pedestrian scaled street environment, or adversely impact solar access and view lines.
- Building façades to be fine grained and maximise building articulation, with a primarily glazed edge including 70% glazing (with at least 50% of glazed area unobscured) at ground floor to maximise surveillance, with primary entrances

The provisions contained in this Local Development Plan (LDP) constitute variations to the development standards of the Shire of Augusta-Margaret River Local Planning Scheme No.1 (LPS1) and any relevant local planning policies effective under LPS1.

Where there is a conflict between the requirements of LPS1 and the LDP provisions, the LDP provisions shall prevail. The requirements of LPS1 and the Residential Design Codes shall be satisfied in all other matters.

This LDP is made pursuant to Part 6 of Schedule 2 – Deemed Provisions for Local Planning Schemes, of the Planning and Development (Local Planning Schemes) Regulations 2015, and in the context of the Rapids Landing Neighbourhood Centre Structure Plan and design principles identified by State Planning Policy No.7.2: Precinct Design.

Each application for Development Approval shall be accompanied by a response to the design principles set out in SPP7.0 – Design of the Built Environment.

directly accessible and visible from the street or public realm, and minimising widths of blank wall.

- Diversity in building form is to be provided by way of variations to ground floor and parapet built form structure, texture and materials.
- The supermarket shall have access to its entry located in a central position on the main street, and may be sleeved by smaller retail tenancies and provide a link through to the rear parking area. A varied and higher roof structure may be provided at the entry space from both the main street and rear carpark to signify the entry points.
- The Town Square location will coincide with the location of the supermarket entry, be sleeved with active uses (such as cafes and shops) with glazed frontages and openings; and be designed to accommodate alfresco dining, weather protection, paving, landscaping and seating as focus and meeting place for the community. The minimum dimensions for this space are 10m with a minimum area of 200m² for accommodating a high level of activity and interaction, and provide a heart to the Town Centre.
- An alternate Town Square location is identified on the west side of Leschenaultia Avenue. This location has been identified should it be deemed more suitable by the applicant based on leasing, land use and implementation considerations. The same dimensions apply. Only a single Town Square will ultimately be provided and this location is identified as the lower-order option.
- Built form should provide flexibility to allow a range of tenancy sizes and frontages.
- Awnings shall be provided along each building frontage with a minimum 3m under clearance and be wide enough to provide shelter to pedestrians.

1.2 Attractive Frontages

These frontages relate to areas intended to reflect an urban character but not necessarily support highly active functions. Built form along the attractive frontage shall be in accordance with the following:

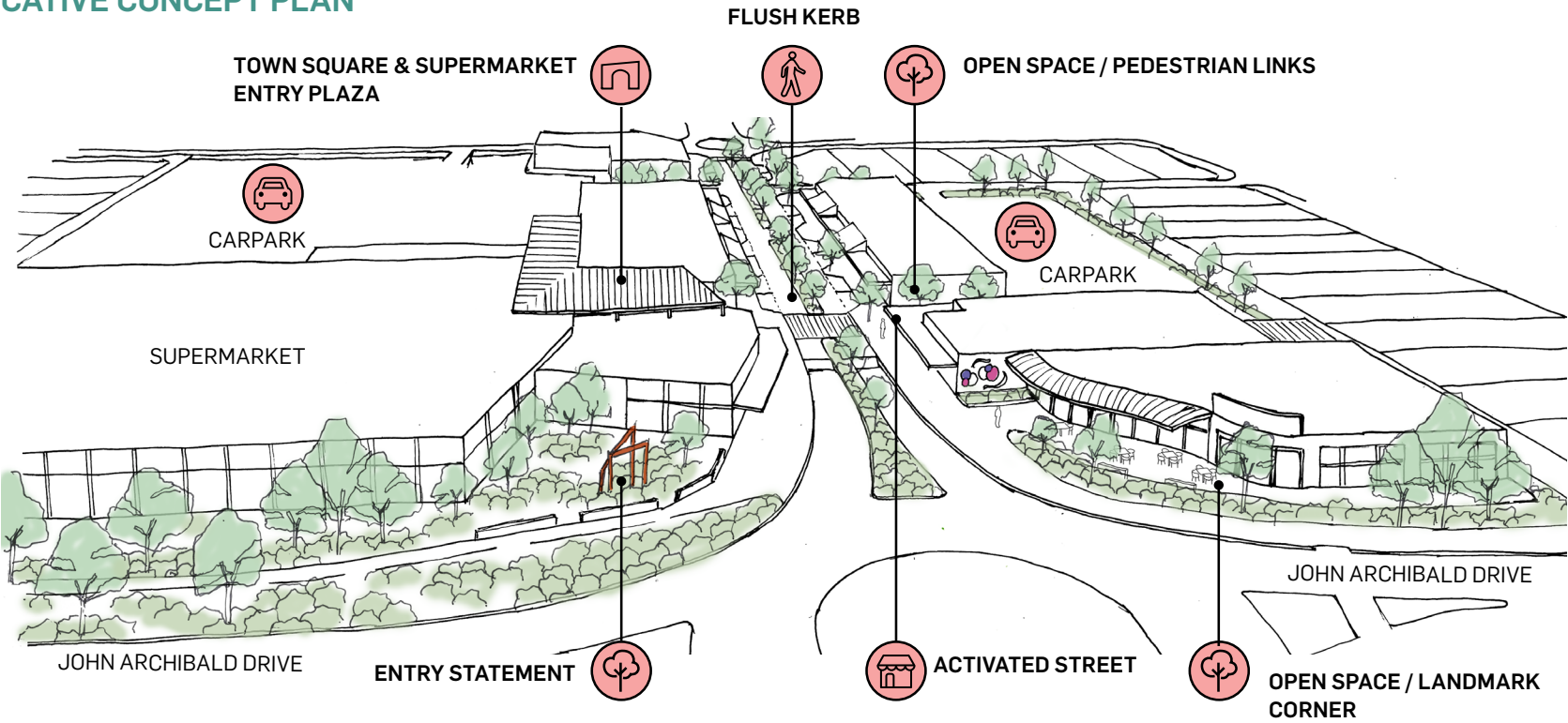
- Building setbacks may be supported to allow activities such as public spaces, landscaping and similar uses that create interest and diminish building bulk. Parking and vehicle access will not be supported in the setback area, if provided.
- Minimum building heights of 3.6m or equivalent 2 storeys.
- Blank walls shall be treated with a variety of materials, articulated relief, colour, texture and landscaping to create interest, surveillance, and to avoid visual monotony of the blank wall to the public realm.
- Front or side fencing is not permitted along lot boundaries unless required for safety purposes.

2. LAND USE

2.1 Land use permissibility shall be in accordance with the corresponding zone identified on the Structure Plan. Land use permissibility is to also be in accordance with the provisions and requirements in LPS1 except that the following uses are not permitted in the Village Centre zone: Motor Vehicle Repairs, Industrial Uses, Service Station, Funeral Parlour and Nightclub.

2.2 Alfresco dining and public seating areas are encouraged within front setback areas and within the road reserve of the main street.

INDICATIVE CONCEPT PLAN



LDP PROVISIONS (CONT'D)

3. BUILDING EMPHASIS

Entry points to the centre and other key wayfinding locations, as indicated on the LDP, are to be highly visible and easily recognisable from street level and from a distance. Built form should generally incorporate the following to emphasise these locations:

- Second storeys and/or prominent parapet heights and/or more pronounced facades at key points.
- Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing.
- Facades, glazing and entrances that address both street frontages and/or the public realm.

4. SUSTAINABLE BUILDINGS

Development should aspire to achieve sustainable building outcomes, with consideration given to:

- 4.1 Recovery and re-use of rainwater, stormwater, grey water and/or black water for non-potable water applications;
- 4.2 Shading devices to reduce unwanted solar gain in summer and increase passive solar gain in winter; and
- 4.3 Integration of renewable energy and energy storage systems to optimise energy consumption.

5. LANDSCAPE

5.1 Within road reserves, one tree at a minimum size of 150 litres shall be planted at a rate of 1 tree for every 2 on-street parking bays (as appropriate) to provide visual relief, break up the expanse of paving, provide shade and cooling and a sense of enclosure to the street environment along with encouraging a slowing of vehicle speeds.

5.2 Within parking areas, trees shall be planted at an average rate of 1 tree/6 bays. Rather than individual tree planting between bays, planting may be consolidated into selected planting areas with deep soil zones, to provide a more natural landscape appearance, visual relief, more mature tree growth and improved micro-climate. Minimum size of trees planted within carparking areas shall be 150 litres.

5.3 Local endemic species that occur within the relevant vegetation complexes and soil types should be planted where possible and appropriate.

5.4 Where carparking areas may be viewed from secondary streets, these areas shall be provided with a landscaping strip or other suitable treatments.

5.5 Water Sensitive Urban Design principles shall be applied to any drainage incorporated in the parking areas and adjacent landscaping.

5.6 Landscaping areas are to be designed in accordance with the applicable Urban Water Management Plan.

6. PUBLIC REALM

6.1 Road reserves and footpath widths along the main street shall provide adequate space for pedestrians, street furniture and alfresco activities.

7. MATERIALITY

7.1 Materials and colours should reflect earthy materials, stone, rammed earth, timber and organic finishes with suitable deep relief treatments reflecting a south-west design vernacular.

8. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

8.1 Streets and built form interfaces shall be designed to follow CPTED principles to ensure pedestrian safety, natural surveillance, access control, territorial reinforcement and space management.

8.2 Where upper storey land use is proposed along the main street, windows and balconies shall provide passive surveillance to the street and carparking areas.

9. LEGIBILITY

9.1 Pedestrian connections within the LDP area should be provided as indicatively set out in the LDP.

9.2 Connected and accessible pedestrian movement paths shall be designed for inclusive access and mobility.

10. SERVICING

10.1 External fixtures (e.g. utilities, plant, equipment, infrastructure) are to be a similar colour to the building to which they are affixed and adequately screened so as not to be visually obtrusive when viewed from the road reserve or public realm.

10.2 Service areas, including refuse and storage areas and loading docks, shall not face the street or public spaces unless these areas are fully integrated with the design of the centre and sleeved behind other externally-oriented buildings, and/or are adequately screened from view of

10.3 Service areas shall be designed to allow service vehicles to enter the public road in forward gear and avoid conflict with users of customer parking areas and pedestrian movement linkages.

10.4 Driveways shall be consolidated to reduce unnecessary conflict between pedestrians and vehicles and to free up verge areas from driveways.

10.5 Electricity transformers/substations should not be located along Leschenaultia Avenue and should be situated adjacent to a secondary street or laneway.

11. SIGNAGE

11.1 A single pylon/monolith sign for the centre shall be permitted for the purpose of providing a consolidated business sign visible from the John Archibald Drive road reserve.

11.2 All other signs shall be located so as not to detract from the primacy of the consolidated centre sign. Signage shall be compatible in scale and siting so as not to detract from the amenity of the road frontages and nearby development.

12. ROAD DESIGN

12.1 A 20m wide road reserve for the main street shall be provided with parallel parking provided along both sides of the road. The design of the road shall be generally in accordance with the indicative street section below.

12.2 Flush paving shall be provided to create a pedestrian friendly environment.

12.3 Street paving detail is required to signify a changed street environment, and the shared zone accommodating slow vehicle movement and pedestrian priority.

12.4 Dedicated pedestrian crossing places shall be provided.

13. PARKING

13.1 Car parking for all non-residential land uses is to be provided at a minimum rate of 4 car spaces per 100sq.m NLA, except for bulky goods retail/showroom which is to be provided at a rate of 2 car spaces per 100sq.m NLA.

13.2 Car parking for the centre is to be supplied in the form of off-street reciprocal and shared parking facilities wherever possible.

13.3 On-street parking opportunities shall be concentrated in the main street, and along the northern side of the McCormick Crescent road reserve.

13.4 Off-street car parking is to be located either to the rear or side of buildings and not within the street setback area between the front of a building from the street boundary. The location of parking shall not visually dominate or disrupt the continuity of building frontages.

13.5 Bicycle parking shall be provided in accordance with Shire requirements.

14. LIGHTING

14.1 Main Street lighting may comprise conventional street lighting, bollard lighting and pole-top lighting, in consultation with the Shire of Augusta-Margaret River.

14.2 Car parking areas are to incorporate suitable pole-top lighting to support CPTED principles whilst also ensuring they are located to avoid nuisance to surrounding residential areas.

INDICATIVE STREET SECTION

