

RAPIDS LANDING NEIGHBOURHOOD CENTRE STRUCTURE PLAN

Lot 9014 John Archibald Drive, Margaret
River

Prepared by:



AHOLA PLANNING
TOWN PLANNING | DESIGN

PO Box 1713
MARGARET RIVER, WA 6285
E: glenn@aholaplanning.com.au
T: 08 9757 1330
M: 0413 611 725
W: www.aholaplanning.com.au

Project Contact: Glenn Ahola
Project Job Code: 00062
Identification No: AUGU/2021-223207
Date: 23 May 2022

Prepared for:

BALWYN MARGARET RIVER PTY LTD

AHOLA PLANNING ABN 72 259 767 785

This structure plan was prepared under the provisions of the Shire of Augusta-Margaret River of Town Planning Scheme No.17

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

01 November 2006

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry: 19 October 2025

TABLE OF AMENDMENTS

Table 1 – Table of Amendments

Amendment No.	Summary of Amendment	Amendment Type	Date Approved by WAPC
1	Prepared as a requirement of the overall Rapids Landing Estate Outline Development Plan endorsed by the WAPC on 1 November 2006 that was extended to include a number of residential cells to the east of the village centre	Major	7 May 2010
2	Improve the form and function of the Village Centre core into a more simplified 'main street' concept to contain approximately 6,000m ² of retail/commercial floor space; Revisit the residential product mix, which has resulted in a general increase in lot size to meet the current market demand in Margaret River	Minor	18 December 2014
3	Identified Residential lots require notification on Titles (Traffic Noise) or implementation of Quiet House Design "Package A" and notification on Titles (Traffic Noise)	Minor	3 August 2015
4	Enlarge the land area of the Village Centre on the east side of Leschenaultia only that will facilitate development of up to 7,800m ² of retail and non-retail floor space in total, reduce western area of the Structure Plan noting existing residential development that has occurred, minor road and lot layout changes to respond to the increased area of the Village Centre	Minor	02 June 2022



Executive Summary

Lot 9014 John Archibald Drive is owned by Balwyn Margaret River Pty Ltd and represents the balance undeveloped portion of Rapids Landing Estate. The Estate has been progressively developed over the past 15 years.

AholaPlanning has been commissioned by the landowner to prepare and lodge an amendment to the existing endorsed Rapids Landing Village Centre Structure Plan (WAPC Endorsed 5 August 2015) over portion of Lot 9014.

The amendments to the Structure Plan, which only relates to an increase in area of commercial land east of Leschenaultia Avenue, will facilitate up to 7,800m² of overall retail and non-retail floor space. It has also seen adjustments to residential cells and the associated road network to the east of the Rapids Landing Village Centre as a consequence of the increase in area of commercial land.

The table below provides a summary of the land uses within the Structure Plan.

Structure Plan Summary Table

Table 2 – Table of Executive Summary

Item	Data	Structure Plan Ref (Section No.)
Total area covered by the structure Plan	6.94 hectares	1.2.2
Area of each land use:	Hectares/m ² Lot Yield	3.1 & Structure Plan
• Commercial	2.03 hectares 2	
• Residential	3.16 hectares 63	
Total estimated lot yield	65	3.1
Estimated number of dwellings	63	3.1
Estimated residential site density	19.9 dwellings per Site Hectare	
Estimated population	158 (@ 2.5 (based on average per household for Margaret River Locality)	
Number of High Schools	0	N/A
Number of Primary Schools	0	N/A
Estimated Commercial Floor Space	7,800m ² (GLA)	3.1
Estimated area and percentage of public open space given over to:		
• Regional Open Space	0 hectares 0%	N/A
• District Open Space	0 hectares 0%	N/A
• Neighbourhood Parks	0 hectares 0%	N/A
• Local Parks	0 hectares 0%	N/A
Estimated percentage of natural area	Hectares 0ha 0 %	



Table of Contents

Executive Summary	3
PART ONE – IMPLEMENTATION	6
1.0 Structure Plan Area	7
2.0 Operation	7
3.0 Staging	7
4.0 Subdivision and Development Requirements	7
4.1 Land Use Permissibility	7
4.2 Subdivision	7
4.3 Precinct Objectives	8
4.4 Floorspace Allocations	9
5.0 Local Development Plans	9
6.0 Other Requirements	10
7.0 Additional Information	10
8.0 Structure Plan (Map)	10
PART TWO – EXPLANATORY SECTION	12
1.0 Planning Background	13
1.1 Introduction and Purpose	13
1.2 Land Description	13
1.2.1 Location	13
1.2.2 Area and Land Use	13
1.2.3 Legal Description and Ownership	14
1.3 Planning Framework	14
1.3.1 Zoning	14
1.3.2 Regional and Sub-regional Structure Plans	15
1.3.3 Planning Strategies	15
1.3.4 Planning Policies	16
1.3.5 Other Approvals and Decisions	17
1.3.6 Pre-lodgement Consultation	18
2.0 Site Conditions and Constraints	23
2.1 Biodiversity and Natural Area Assets	23
2.2 Landform and Soils	23
2.2.1 Topography	23
2.2.2 Soils and Land Capability	23
2.2.3 Acid Sulfate Soils	23
2.2.4 Contaminated Sites	23
2.3 Groundwater and Surface Water	24
2.3.1 Groundwater	24
2.3.2 Surface Waterway	24
2.4 Bushfire Hazard	24
2.5 Heritage	24



2.5.1	Indigenous Heritage	24
2.5.2	Non-Indigenous Heritage	24
2.6	Context and Other Land use Constraints and Opportunities	25
3.0	Land Use and Subdivision Requirements	26
3.1	Land Use	26
3.2	Village Centre	27
3.2.1	Retail Need and Sustainability Assessment	28
3.3	Residential	30
3.4	Access and Movement Network	30
3.5	Infrastructure Coordination, Servicing and Staging	31
4.0	Conclusion	33
5.0	Technical Appendices	34

Tables

Table 1 -	Table of Amendments
Table 2 -	Table of Executive Summary
Table 3 -	Ownership Details
Table 4 -	Proposed Village Centre Land Use Mix and Floor Space Allocations
Table 5 -	Village Centre Floor Space Schedule – West Side
Table 6 -	Village Centre Floor Space Schedule – East Side
Table 7 -	Total Floor Space Summary

Appendices

Appendix 1 -	Certificate of Title
Appendix 2 -	Retail Need and Sustainability Assessment (Location IQ)
Appendix 3 -	Bushfire Management Plan (Ecosystem Solutions)
Appendix 4 -	Aboriginal Heritage Enquiry System – List of Registered Aboriginal Sites (DPLH)
Appendix 5 -	Review of SPP 5.4 Acoustic requirements (Herring Storer Acoustics)
Appendix 6 -	Rapids Landing Building Guidelines Concept Plan (Martin Richards/AholaPlanning)
Appendix 7 -	Transport Impact Assessment (Cardno)

PART ONE – IMPLEMENTATION



1.0 Structure Plan Area

This Structure Plan applies to portion of Lot 9014 on Deposited Plan 413998 John Archibald Drive, Margaret River as contained in Certificate of Title Volume 2959/ Folio 570 (refer to **Appendix 1: Certificate of Title**).

The Structure Plan area is bounded by John Archibald Drive to the north, Rapids Landing Estate residential development to the south and west, and associated foreshore and public open space to the east.

2.0 Operation

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the Western Australian Planning Commission ('WAPC').

3.0 Staging

The availability of essential infrastructure including reticulated water and sewer, stormwater, power and telecommunications means that the extension of such services can occur within the Structure Plan area.

The extension/construction of Leschenaultia Avenue to the intersection with John Archibald Drive is to be undertaken at the first Stage of Subdivision or Development within the Rapids Landing Village Centre Structure Plan.

4.0 Subdivision and Development Requirements

The Structure Plan outlines land use and zoning applicable within the Structure Plan area. The zone designated under this Structure Plan applies to the land consistent with the zone referenced in the Shire of Augusta-Margaret River Local Planning Scheme No.1 ('the Scheme').

4.1 Land Use Permissibility

Land use permissibility within the Structure Plan Area 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 Local Planning Scheme No. 1 except that the following uses are not permitted in the Village Centre zone: Motor Vehicle Repairs, Industrial Uses, Service Station, Funeral Parlour and Nightclub.

4.2 Subdivision

1. The following matters will be addressed via recommended conditions of subdivision -
 - a) Subdivision shall be generally in accordance with this endorsed Structure Plan.
 - b) No further subdivision of the Village Centre zone will be permitted until such time as a development approval has been issued for development within the zone pursuant to Local Planning Scheme No. 1, unless otherwise agreed by the Shire of Augusta-Margaret River



and WAPC.

- c) Road design, dimensions and descriptions are indicative only, the details of which will be resolved at the subdivision/ development application phase to follow and shall satisfy the relevant engineering standards to the satisfaction of the Shire of Augusta-Margaret River.
- d) Roads with median islands to be subject to detailed design to accommodate access needs to lots and intersections at the engineering design stage.
- e) Engineering drawings and specifications are to be submitted, approved and implemented for the provision of shared paths through and connecting the Structure Plan area.
- f) The following management plans are to be provided by the applicant to support any future subdivision/development application over the structure plan area:
 - Urban Water Management Plan (UWMP);
 - Tree Retention and Protection Plan;
 - Detailed Landscape Plan; and
 - Noise Management Plan.

A condition of any planning and/ or subdivision approval may be imposed, requiring the implementation of the approved plans to the satisfaction of the Local Government and other relevant State Government agency.

- g) Landscaping and streetscapes within the public domain i.e. main street, pedestrian connections etc. shall be of a high standard in accordance with a landscape plan to be prepared at the subdivision/development application stage to the satisfaction of the Shire. Any such plans are encouraged to include the use of local endemic species that occur within the relevant vegetation complexes and soil types across the structure plan area.
- h) The subdivider implementing the requirements of an approved Bushfire Management Plan applicable to the Structure Plan area.
- i) A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificate(s) of title of proposed lots(s) with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor.
- j) The extension/construction of Leschenaultia Avenue south between Brookfield and Rapids Landing is to be finalised prior to the first stage of subdivision or development within the Rapids Landing Neighbourhood Centre Structure Plan.

4.3 Precinct Objectives

Village Centre

- Creation of a vibrant and attractive main street environment along Leschenaultia Avenue;
- Provide for development that activates the public realm and fosters a pleasant pedestrian environment;



- Provide active shop frontages (including the supermarket) to the main street;
- Sleeving carparking behind the built form such that it is not dominant when viewed from the main street and major thoroughfares, including the requirement for landscaping to screen carparking areas where viewed from secondary streets.
- Avoid an agglomeration of big box style retail outlets which are not consistent with the intended scale or character of development in this area;

4.4 Floorspace Allocations

Land Use Type	Maximum Gross Floor Area (GFA)
Supermarket	3580m2 GFA
Speciality Retail	2,000m2 GFA
Non-Retail (Office and Commercial)	1,200m2 GFA

5.0 Local Development Plans

1. As a condition of subdivision approval, Local Development Plans are to be prepared and approved for lots created within the areas identified as R30/40 on the Structure Plan.
2. A Local Development Plan is to be prepared and approved prior to any subdivision and development occurring in the Village Centre Zone, as shown on the endorsed Structure Plan. The Local Development Plan is to address the following considerations:
 - Locations of the different typologies of land uses, with the supermarket being designed to have active frontage to the Main Street.
 - Built form considerations including appropriate scale, function and context of the precinct in consideration of:
 - topography and important views
 - the local urban morphology (pattern of streets and blocks)
 - building proportions, scale and heights
 - intended future precinct character
 - scale and design of the public realm (including streets)
 - building design guidelines.
 - Indicate active frontages of buildings and how entries and windows of buildings could overlook adjacent streets and public spaces to establish an active and attractive street edge.
 - Facilitation of an area of public open space/civic square area to provide for passive recreation and a meeting place for the local community.
 - Vehicular access and parking, including consideration of access and loading for delivery and service vehicles and the landscaping and landscape screening of these parking and service areas.



- Consideration of the interface and amenity issues associated with adjacent residential development.
- Consideration of traffic and movement impact and detail any required modifications to John Archibald Drive.
- Consideration of the road reserve width of Leschenaultia Avenue, to be in accordance with Main Street principles outlined in *Liveable Neighbourhoods*.
- Preparation of street/road cross sections and intersection upgrades/treatments that show how street reserves and intersections will accommodate movement for all modes appropriate to the street/road function, together with on-street parking (where relevant), utility services and street trees.
- Crime prevention through environmental design principles shall be incorporated into the development.
- Identification and protection of existing vegetation that is worthy of protection where the vegetation can be integrated into the design.
- A design statement, including graphical perspectives of the future intended main street, to address the design principles listed in *State Planning Policy 7.0 – Design of the Built Environment*

6.0 Other Requirements

1. The subdivider is to make financial contributions on a per lot basis to the Local Government towards the costs of providing community/or common infrastructure in accordance with the Shire of Augusta-Margaret River Local Planning Scheme No.1.

7.0 Additional Information

The Structure Plan does not require the submission of any additional information.

8.0 Structure Plan (Map)

The Structure Plan Map is provided on the next page.



The road reserve width and configuration of Leschenaultia Avenue is subject to detailed design as part of the Local Development Plan



STRUCTURE PLAN - MODIFICATION No. 4

Rapids Landing Village Centre, MARGARET RIVER

AHOLA PLANNING
TOWN PLANNING | DESIGN

ABN: 318 383 004111 A, PO Box 1773, Margaret River, WA 6265 | T: ahola@aholaplanning.com.au
T: (08) 9757 1350 | M: 0413 811 725 | E: glenn@aholaplanning.com.au

Lot 9014
John Archibald Drive,
MARGARET RIVER

CLIENT	Balwyn Margaret River Pty Ltd
SCALE	A3@1:1,500
DATE	19 May 2022
PLAN No	00062-2-0VC
REVISION	C
PLANNER	G.A
DRAWN	B.L

LEGEND

--- (dashed line)	MODIFIED STRUCTURE PLAN AREA BOUNDARY
Yellow fill	R20
Orange fill	R30
Light blue fill	R30/40
Dark blue fill	VILLAGE CENTRE
*	REQUIRES NOTIFICATION ON TITLES (TRAFFIC NOISE)

NOTE:
Base Data supplied by Survey South / RPS
Areas and dimensions shown are subject to final survey calculations.

Revision	Date	Initials	Item
C	19/05/2022	ASD	Notes to Layout, Ave
B	6/09/2021	ASD	Review Eastern Layout
A	22/02/2021	ASD	Initial Issue

PART 2 – EXPLANATORY REPORT



1.0 Planning Background

1.1 Introduction and Purpose

Lot 9014 John Archibald Drive is owned by Balwyn Margaret River Pty Ltd and represents the balance undeveloped portion of the existing Rapids Landing Estate. Preparation of a separate Structure Plan for the Rapids Landing Village Centre is a requirement of the previously approved Outline Development Plan for the overall Rapids Landing Estate that was endorsed by the WAPC in November 2006.

This Structure Plan has been prepared in accordance with the Department of Planning Structure Plan Framework (August 2015). It provides background and explanatory information used to prepare the proposed modification to the existing Rapids Landing Village Centre Structure Plan. It assesses the Structure Plan modifications against the planning framework to demonstrate suitability in context with the layout and applicable subdivision and development requirements.

This Structure Plan will facilitate for the future development of the Rapids Landing Village Centre to accommodate up to 7,800m² of retail and non-retail floor space along with adjustments to residential cells and the associated road network.

1.2 Land Description

1.2.1 Location

The portion of Lot 9014 that comprises the Rapids Landing Village Centre Structure Plan Area ('the land') lies immediately south of John Archibald Drive and north of the existing Rapids Landing Estate. Its eastern margin abuts a future road reserve (Holmes Street) that will form the edge to future public open space and foreshore reserve further to the east. Its western margin is formed by residential development.

The land is situated 1.5 kilometres south east of Margaret River town centre.

The land immediately north of John Archibald Drive has been developed for residential purposes. John Archibald Drive provides a key east-west connection that links the site to the Margaret River townsite/ centre to the west and to the Margaret Perimeter Road to the east.

1.2.2 Area and Land Use

The land has an area of 6.94 hectares and is predominantly cleared with only scattered paddock trees remaining. The land was historically used for cattle grazing and contains pasture grasses throughout.

The land ascends from the east (74m) and west (75m) towards its highest central point of 83m, providing a prominent location for the future village centre immediately south of John Archibald Drive, along with an attractive outlook for future residential allotments.

There are no topographic, environmental, servicing or cultural constraints that would hinder development of the land as proposed.



1.2.3 Legal Description and Ownership

The land is legally described as Lot 9014 on Deposited Plan 413998 John Archibald Drive, Margaret River. **Table 3** below outlines the relevant ownership information associated with the land. The Certificate of Title is contained at **Appendix 1**.

Table 3 - Ownership Details

Landowner	Lot No.	Plan/ Diagram No.	Certificate of Title	Street Address	Easements/ Encumbrances
Balwyn Margaret River Pty Ltd	9014	413998	Volume 2959 Folio 570	John Archibald Drive, Margaret River	Service Easement Burdens are provided on the Certificate of title at Appendix 1 of this report

1.3 Planning Framework

1.3.1 Zoning

1.3.1.1 *Shire of Augusta-Margaret River Local Planning Scheme No.1 (2010)*

The land is zoned ‘Future Development’ in the Shire of Augusta-Margaret River Local Planning Scheme No.1 (‘the Scheme’). The Scheme also designates the land within ‘Structure Plan Area No.5’ pursuant to Schedule 11 of the Scheme and is referenced below.

Area No. (SPA)	Description of Land Area	Land Use Expectation	Matters to be Addressed in Structure Plans (in addition to Part 4 of the Deemed Provisions)	Associated Provisions
5	East Margaret River	Townsite Expansion	Generally in accordance with East Margaret River District Structure Plan 2015 or subsequent Structure Plan approved by the Western Australian Planning Commission in accordance with the process set out in Part 4 of the Deemed Provisions	Land use and development in accordance with the approved Structure Plan

Clause 16 of the Deemed Provisions for local planning schemes (included in the Planning and Development (Local Planning Schemes) Regulations 2015 outlines the information that a Structure Plan is to address. This Structure Plan has been tailored to address the information required in context with the modifications proposed. The Structure Plan is also supported by relevant supporting technical studies. These are discussed further under Section 3 of this report as they relate to the proposed Structure Plan. The technical studies are appended to this report for reference purposes.



1.3.2 Regional and Sub-regional Structure Plans

1.3.2.1 Shire of Augusta-Margaret River East Margaret River Structure plan (EMRDSP) (WAPC: October 2017)

The East Margaret River District Structure Plan (endorsed by the WAPC in October 2017)(EMRDSP) was prepared to guide the future development of more detailed Local Structure Plans and subsequent subdivision and development of East Margaret River. The EMRDSP identifies the land to provide for residential development and an activity node taking into consideration services, infrastructure, movement networks and linkages

1.3.3 Planning Strategies

1.3.3.1 Leeuwin-Naturaliste Sub-regional Strategy (WAPC: May 2019)

The Leeuwin-Naturaliste Sub-regional Strategy (LNSS) is an overarching strategic land use planning document outlining the WAPC's approach and guidance to implement State strategic priorities and inform local planning strategies and schemes. Its purpose is to manage and plan for growth within the sub-region and to inform a review of State Planning Policy 6.1- Leeuwin Naturalist Ridge.

A key strategic direction of the LNSS relevant to this Structure Plan is to 'promote the growth of the Margaret River townsite through consolidation of existing urban areas and urban expansion consistent with the East Margaret River District Structure Plan (2017), generally in the area bounded by the Margaret River, Bussell Highway and the Margaret River Perimeter Road.'

This Structure Plan reinforces the above strategic direction by providing for a Village Centre that will deliver a range of retail and other commercial goods and services located central to Rapids Landing Estate and for the East Margaret River residential growth area. It also provides for a range of lot sizes that integrate with areas already developed within Rapids Landing Estate and provide for higher density development closer to the Village Centre.

1.3.3.2 Shire of Augusta-Margaret River Local Planning Strategy (2011/2017)

The Shire of Augusta-Margaret River Local Planning Strategy (LPS) details the strategies for development within the Shire over the medium to longer term.

The Margaret River Townsite Land Use Strategy Map identifies the land to contain a commercial node (referenced as 'Town Centre') and residential areas. The LPS recognizes that the land forms part of the Rapids Landing Estate which has received Structure Plan approval. The LPS therefore indicatively shows the intended land use and layout set out under the endorsed Structure Plan at that time. The Structure Plan area represents a portion of the undeveloped balance land holding which is strategically placed to extend the existing development front. It represents one of the logical eastern expansion areas that will absorb the expected future urban growth of the Margaret River town site.

The Structure Plan also represents an opportunity to consolidate and reinforce the existing community by providing a mix of residential lot sizes to accommodate differing needs of residents and also provide for a range of retail, other commercial and associated land uses.



Consideration of this Structure Plan to facilitate future urban development is therefore consistent with the LPS.

1.3.3.3 Shire of August-Margaret River Draft Local Planning Strategy 2036

The Margaret River Draft Local Planning Strategy 2036 (Draft LPS 2036) was recently advertised for public comment. The Margaret River Strategy Map provided within Draft LPS 2036 identifies the land to contain a commercial node (again referred to as 'Town Centre') and surrounding residential areas. The layout shown represents the approved Structure Plan - endorsed by the WAPC in August 2015.

The Town Centre Land Use designation is summarized as being a 'focal centre comprising retail, commercial, professional, entertainment and community activities together with residential accommodation to service the populations of the surrounding area.'

The Rapids Landing Village Centre is identified to provide convenience retail and commercial uses servicing the surrounding catchments without reducing the primacy of the Margaret River Town Centre as the primary centre in the Shire. This Structure Plan is supported by a Retail Needs and Sustainability Assessment provided at **Appendix 2** to demonstrate that all sales impacts across all centres (including the Margaret River Sub-regional Centre) are considered to be within an acceptable range. The Retail Need and Sustainability Assessment also concludes that, when considering the sales impacts in context of the size, performance, role and function of surrounding centres, it would be highly unlikely to result in a material reduction of retail service provision.

Draft LPS 2036 also outlines that the Shire will work to facilitate early delivery of the Rapids Landing Village Centre to complement and minimise car dependence of the new growth areas. Consideration of this Structure Plan will achieve site area requirements to accommodate a viable and active Village Centre, thereby providing an obvious community benefit and increased level of service to the surrounding residential catchment.

1.3.4 Planning Policies

1.3.4.1 Statement of Planning Policy 6.1 – Leeuwin-Naturaliste Ridge (WAPC) (1998/2003)

In 1998 the WAPC adopted Statement of Planning Policy 6.1 – Leeuwin-Naturaliste Ridge (SPP 6.1) to provide the strategic framework for the Policy Area for the next 30 years through greater vision, guidance and certainty of land use. It promotes sustainable development, conservation and land resource management that will, amongst other things, provide direction to those managing land use change and give clear regional-level advice to proponents on subdivision and development.

SPP 6.1 identifies the Structure Plan area within the Margaret River Development Investigation Area. The Policy states '*that Development Investigation Areas are a guide to potential development but require detailed investigation prior to subdivision and development, including form, function and design.*'

This Structure Plan proposes to facilitate future urban development consistent with SPP 6.1. Moreover, the land has received various Structure Plan approvals. This proposal represents a modification to what has previously been considered and supported.



1.3.4.2 Statement of Planning Policy No. 3.7 – Planning in Bushfire Prone Areas (December 2015)

Statement of Planning Policy No 3.7 Planning in Bushfire Prone Areas ('SPP 3.7') and the associated Guidelines for Planning in Bushfire Prone Areas (the 'Bushfire Guidelines') are relevant for the Structure Plan area. A Bushfire Management Plan ('BMP') has been prepared in accordance with SPP 3.7 and the Bushfire Guidelines and can be viewed at **Appendix 3** of this report.

The BMP includes a Bushfire Attack Level (BAL) assessment, identifies bushfire hazard issues and demonstrates that the bushfire protection criteria set out in the Bushfire Guidelines can be achieved as part of the subdivision process under this Structure Plan.

1.3.4.3 Statement of Planning Policy No. 3 – Urban Growth and Settlement (March 2006)

This Policy sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The policy aims to facilitate sustainable patterns of urban growth and settlement and should be given weight in statutory decision making in this regard.

The Structure Plan is consistent with the objectives of the Policy as it promotes a sustainable and well planned settlement that will provide for a range of lots to accommodate a variety of housing types and sizes, reduces energy and travel demand, provides safe and convenient access to goods and services and a vibrant commercial centre for the surrounding community. The Structure Plan area can also be developed noting that access infrastructure and services can be provided to support the retail, non-retail and residential land uses proposed.

1.3.4.4 Statement of Planning Policy 5.4 – Road and Rail Noise (September 2019)

The purpose of this Policy is to address the impact of transport noise on noise-sensitive land use or development. It provides a performance based approach to manage and mitigate transport noise on the amenity and quality of life for residents. This Structure Plan proposal has undertaken a review of the previous noise assessment for the land, noting that John Archibald Drive has now been fully constructed immediately north of the Structure Plan area. The review was undertaken by Herring Storer Acoustics and is provided at **Appendix 4**.

The Structure Plan accords with the requirements of the Policy and establishes noise attenuation standards for new applicable residential development where they are located closest to John Archibald Drive. In this regard the Structure Plan notes the applicable residential lots to only require notification on titles relating to traffic noise.

1.3.5 Other Approvals and Decisions

1.3.5.1 – Rapids Landing Village Centre Structure Plan

Preparation of a separate Structure Plan for the Rapids Landing Village Centre is a requirement of the previously approved Outline Development Plan for the overall Rapids Landing Estate that was endorsed by the WAPC in November 2006. The Rapids Landing Village Centre Outline Development Plan was originally endorsed by WAPC on 7 May 2010. The approved Outline Development Plan (Structure Plan) was subsequently amended twice, most recently endorsed in August 2015.



This Structure Plan will supersede that previously endorsed and has been prepared as per the Structure Plan requirements set out in the *Planning & Development (Local Planning Schemes) Regulations 2015*.

1.3.6 Pre-lodgement Consultation

July 2019 – Shire of Augusta-Margaret River

A Meeting was held with the Shire of Augusta-Margaret River Senior Project Officer, the then Director of Development Services and the proponent to consider a modification to the Rapids Landing Village Centre Structure Plan that would accommodate an increase in the commercial site area (by approximately 1,500m²) that would accommodate a larger retail supermarket site on the eastern side of Leschenaultia Avenue.

Findings of a Retail Sustainability Assessment (prepared by MGA Town Planners – July 2019) were also tabled which concluded that an additional 1,500m² nla retail floor space would result in trading levels among competing centres being maintained at current levels.

Findings from a Traffic Impact Assessment (prepared by Cardno - July 2019) that considered an additional 1,500m² nla retail floor space also tabled which concluded:

- The Site is expected to generate approximately 110 and 126 additional trips during the AM peak and PM peak hour periods respectively,
- The additional trips would be distributed between the various access points to the proposed Rapids Landing Village Centre development which would dilute the impact of these trips on the external road network,
- It is unlikely that the trips attracted by the supermarket would have an impact on the network AM peak period,
- It is expected that the trips attracted by the supermarket during the PM peak is likely to include passing trade trips, where residents would shop before heading home from work. The additional trips generated/ attracted are not all expected to be 'new' trips, further diluting the impact on the external and internal road network,
- Additionally, due to the supermarket being located in the vicinity of other retail/specialty shops, some of the trips to the supermarket may be reciprocal trips associated with the retail/ specialty shops in the vicinity of the Site,
- The opening of the Perimeter Road and access via John Archibald Drive will see the majority of the traffic attracted to the Rapids Landing Village Centre being predominantly from the immediate locality,
- That an additional 1,500m² increase in supermarket development yield is expected to have minimal impact on the internal and external road network of the Rapids Landing Structure Plan area.



Council planner/Council support Rapids Landing commercial development that will not detract from the direction by the local commercial traders and Council to achieve Town Centre survival that:

- want to see busy/active shops (as traders are currently outlining they are not thriving);
- need to attend to the immediate impact of main street upgrades to commercial traders and that significant upgrades about to begin in the main Street (next 2 years upgrade)

Council senior planning staff suggested that we need to consider the timing of when should the proponent proceed with the process to modify the Structure Plan, noting the Council's current short term aim and focus to upgrade the Main Street that has been controversial and a high demand item requiring resolution with close involvement with retail traders and businesses.

November 2020 - Shire of Augusta-Margaret River

A subsequent meeting was held with the Shire of Augusta-Margaret River Chief Executive Officer, Director of Sustainable Development & Infrastructure, Manager of Planning and the proponent to again consider the need to modify the Rapids Landing Village Centre Structure Plan to increase the retail and non-retail floor space area from 5,805m² to 7,800m² gross lettable area (GLA), noting the land area relates to the eastern side of Leschenaultia Avenue only. This increase in floor space area is aiming to provide a larger village centre that will be able to accommodate:

- A full-line potential supermarket of 3,580 m² or similar use
- Retail specialty floorspace of 3,020 m²
- Non-retail floorspace of 1,200 m².

A Retail Need and Sustainability Assessment (prepared by Location IQ – October 2020) was provided to Council to:

1. demonstrate that the proposed increase in commercial floor area at Rapids Landing provide substantial positive economic impacts that serve to more than offset the trading impacts that could be anticipated for a small number of existing and proposed retail stores, particularly supermarkets, in the region;
2. demonstrate that the impacts would not threaten the viability of any retail facilities, nor the primacy of Margaret River Town Centre as the primary centre within the Shire; and
3. confirm that the increase in commercial floor area would also enhance the range of services and amenity available to local residents within the Rapids Landing Village Centre catchment thereby delivering a net community benefit and increased level of service to the surrounding catchment;

The proponent was seeking confirmation of the planning process to modify the Structure Plan to accommodate the increased retail and non-retail floor space to 7,800m² and finalise the land use



layout surrounding the Village Centre Commercial area, so future subdivision and development can be undertaken in a coordinated manner.

Feedback from the Council staff included the following:

- that it noted the Rapids Landing Village Centre and abutting residential area has been previously supported by Council and endorsed by the WAPC as a Structure Plan – which is a requirement of the previously approved Outline Development Plan for the overall Rapids Landing Estate that was endorsed by the WAPC in November 2006,
- agreed to follow up with Department of Planning, Lands and Heritage regarding the relevance of the Structure Plan and appropriate process to consider the proposed modification to the Structure Plan to increase the site area to accommodate a proposed increase in retail and non-retail floor space area from 5,805m² to 7,800m² gross lettable area (GLA),
- would want to see a good development outcome for the Village Centre, meaning the function, design and layout are important matters to consider in assessing any future proposed development application,
- confirmed that the local centres identified in previous Structure Plans for the surrounding Brookfield Estate and Riverslea Estate have been removed,
- the proposal would need to address trade diversion impact and to not adversely affect the vitality and primacy of the Town Centre,
- that Council will likely seek a peer review of the Retail Need & Sustainability Assessment to be submitted in support of the modified Structure Plan proposal.

December 2020 – Shire of Augusta-Margaret River

Council Director of Sustainable Development & Infrastructure sought feedback from Department of Planning; Lands & Heritage that centred around the perspective and relevance of the Structure Plan. In particular the proponent has requested a review of the floorspace assumptions through the Structure Plan process. Given the current role of the structure plan in the planning framework Council planning staff have given an undertaking to seek some clarification on process from the DPLH's point of view. It would seem that the Structure Plan isn't binding on the amount of retail floorspace however, the new Activity Centre Structure Plan under proposed SPP4.2 may pick up these broader considerations and is likely to be in effect at the time that application is made. It will be important for us to fully explore the significance of the retail impacts of the proposal and to that end, DPLH's view on the appropriate process for consideration

December 2020 - Department of Planning; Lands; Heritage

The following observations and advice were provided to Council by the Planning Manager at Department of Planning, Lands and Heritage with regard to the query by Council above:

- It is acknowledged that any development application consideration rests solely with the Shire.



- The Deemed Provisions at cl. 63 and 67 provide the Shire with the matters to be given due regard in considering an application for development approval as well as the information required to inform the decision maker. These matters would include, but not be limited to, relevant SPP's (e.g. SPP 4.2) and applicable district and local structure plans (e.g. *East Margaret River District Structure Plan* and *Rapids Landing Village Centre Structure Plan*).
- The Shire's Local Planning Strategy identifies the East Margaret River activity centre as a 'Village Centre', which equates to a 'Neighbourhood Centre' in the WAPC's retail centre hierarchy. This activity centre is envisaged to be reflected in the 'Neighbourhood Centre' zone in draft Scheme No. 2.
- The *Rapids Landing Village Centre Structure Plan* (the 'Structure Plan') does not contain a specific floorspace limitation and the included 'Building Guidelines' plan is indicative.
- Draft SPP 4.2 only applies to land in the Metropolitan, Peel and Bunbury Region Scheme areas. However, similar to the use of the current SPP 4.2, the WAPC is likely to be comfortable with the use of this policy as a 'general guide' in other parts of the State.
- It is not unreasonable that due regard be given to floorspace figures contained within the supporting documentation to the Structure Plan, as this information gave an indication as to the envisaged/ proposed size of the development and commercial offering at the time of considering the plan.
- It is unclear from the information provided if the increased floorspace will extend beyond the 'Village Centre' designation on the Structure Plan. If this is the case, then an amendment to the Structure Plan should be undertaken for the following reasons:
 - to provide the necessary planning justification for the required changes in land use designation, subdivision/urban design and envisaged floorspace; and
 - to inform the assessment of a subsequent development application.
- An amendment to the current Structure Plan will require consideration by the Department and determination by the WAPC, as per the process in the *Planning & Development (Local Planning Schemes) Regulations 2015*.
- If the proposed development and increased floorspace can be contained within the existing footprint of the 'Village Centre' designation, it is arguable that there appears to be scope for the Shire to consider that development, having 'due regard' to the Structure Plan (including the supporting information) and other relevant parts of the planning framework (e.g. LPS, WAPC policy etc).
- Using the Draft SPP 4.2 as a guide, the proposed floorspace would meet the Neighbourhood Centre threshold of 'major development' and therefore it is appropriate that a comprehensive 'Retail Need' and 'Impact Test' (former 'Retail Sustainability Assessment') be provided and considered, along with giving consideration to the policy measures contained within the existing and draft SPP 4.2. (inc. achieving residential density targets around the centre).

In summary:

- If the proposal results in a material change to the Structure Plan, then an amendment should be sought and considered via the established process in the Regulations.
- SPP 4.2. and the advertised draft SPP4.2 should be used as a guide and inform decision making on the Development Application or any required Structure Plan amendment.
- A key planning consideration is likely to be demonstrated compliance with the policy criteria of the 'Impact Test' and 'Need Assessment', particularly in relation to:
 - not impacting upon existing or committed public and private investment;



- not adversely impact upon activity centre hierarchy (i.e. protecting the primacy of the Margaret River district centre);
- delivery of net community benefits and no reduced level of service to the community; and
- achieving high levels of urban/ centre design and meeting surrounding residential density targets.



2.0 Site Conditions and Constraints

2.1 Biodiversity and Natural Area Assets

The land has an area of 6.94 hectares and is predominantly cleared with only scattered paddock trees remaining. The land was historically used for cattle grazing and contains pasture grasses throughout.

The original WAPC endorsed Outline Development Plan (November 2006) included a geotechnical assessment (MRA Williams) that covered the Village Centre Structure Plan area.

There are no environmental constraints that would hinder development of the land as proposed.

2.2 Landform and Soils

2.2.1 Topography

The land ascends from the east (74m) and west (75m) towards its highest central point of 83m, providing a prominent location for the future village centre. The Village Centre is level with the round-a-bout that will provide the key access intersection for the north-south link being Leschenaultia Avenue.

2.2.2 Soils and Land Capability

The original WAPC endorsed Outline Development Plan (November 2006) included a geotechnical assessment (MRA Williams) that covered the Village Centre precinct and remains relevant. The land has been zoned and subject to various Structure Plan approvals that demonstrate the lands capability and suitability for urban development. This has been further reinforced through various subdivision approvals affecting the Village Centre area (WAPC Ref: 157315 and 150638).

2.2.3 Acid Sulfate Soils

The Department of Water and Environment Regulation (DWER) Acid Sulfate Soils (ASS) Risk Mapping indicates only the north-west corner of the Structure Plan area falls in an area of 'moderate to low' risk of encountering ASS within three metres of natural soil surface but a high to moderate risk of ASS occurring beyond 3m that may be disturbed by soil excavation and dewatering associated with infrastructure works. The majority of the Structure Plan Area therefore falls outside the above referenced assessed area.

Notably, the WAPC did not impose an Acid Sulfate Soils self-assessment or requirement for an Acid Sulfate Soils Management Plan on the current valid Subdivision Approval that falls over the land under reference 157315.

2.2.4 Contaminated Sites

The Structure Plan area is not reflected in the Department of Environmental Regulation's Contaminated Sites database and is therefore not constrained from more intensive development in this regard.



2.3 Groundwater and Surface Water

2.3.1 Groundwater

The Structure Plan area forms part of the Rapids Landing Estate which has not been developed, though it abuts other areas already constructed through various earlier stages. The Rapids Landing development was originally granted subdivision approval by the WAPC in January 2007 (WAPC Ref: 132030) which predates the establishment of the Better Urban Water Management Framework. As such, the site has not been subject to the requirement for a Local Water Management Strategy.

However recent WAPC subdivision approvals (WAPC ref: 157315 and 150638) applicable to the Structure Plan area require preparation and approval of an Urban Water Management Plan in consultation with the Department of Water and Environmental Regulation.

Preparation of an Urban Water Management Plan is included as a subdivision requirement set out under Part 1 – Implementation of this report.

2.3.2 Surface Waterways

The land does not contain any surface waterways.

2.4 Bushfire Hazard

The site is located within a bushfire prone area, as declared by State Planning Policy 3.7: Planning in Bushfire Prone Areas. A Bushfire Management Plan (BMP) has been prepared for the land to address all applicable legislation, policy, standards and guidelines. It provides fire management methods and requirements that will be implemented within and around the land to reduce the threat to residents and fire fighters in the event of a fire.

The BMP is provided at **Appendix 3** of this report.

2.5 Heritage

2.5.1 Indigenous Heritage

The previously WAPC endorsed Rapids Landing Outline Development Plan (November 2006) included a heritage assessment undertaken by Brad Goode & Associates. This report covered the Rapids Landing Village Centre Structure Plan area and remains relevant, and can be viewed in the earlier Rapids Landing submission.

A review of the Department of Indigenous Affairs Heritage Inquiry System has outlined that there is one recorded Aboriginal Heritage site. The Registered Aboriginal Site 4495 follows the creek line systems that run through the broader landholding. However it doesn't form part of any portion of the land the subject of this Structure Plan area. The Findings of the Heritage Enquiry are attached at **Appendix 4**.

2.5.2 Non-Indigenous Heritage

A search of the Heritage Council of WA's inHerit places database confirms there are no state registered heritage places on the subject land. Furthermore, the Shire of Augusta-Margaret River Heritage Inventory does not identify any sites located on the property.



2.6 Context and Other Land Use Constraints and Opportunities

The existing Rapids Landing Estate is serviced with all essential services including reticulated water and sewer, stormwater, power and telecommunications. The proposed Structure Plan area will benefit for the extension of these services for the future subdivision and development of the village centre and surrounding residential areas as required.



3.0 Land Use, Subdivision and Development Requirements

3.1 Land Use

The proposed Structure Plan (Ref: 00062-2-2-0VC-Rev A) as provided in Part One of this report aims to achieve the following Land Use and Design objectives:

1. Modify the land use mix and floor space allocations of the Village Centre to comprise 7,800m² of gross lettable area (GLA). The proposed increase in gross lettable area relates to the Village Centre zone land east of Leschenaultia Avenue only. **Table 4** below provides the mix and floor space allocations that achieve the increased retail commercial floor area;

Table 4 – Proposed Village Centre Land Use Mix and Floor Space Allocations

Current WAPC Endorsed Structure Plan	Proposed Structure Plan
<p>The WAPC endorsed Structure Plan (August 2015) contain approximately 6,000m² of retail/commercial floor space, including:</p> <ul style="list-style-type: none"> • 1,500m² supermarket • 1,500m² in specialty shops (approximately 15 shops) • 2515m² in office and commercial space and • 290m² for childcare opportunities <p>The GFA for the residential component increased from 1,190m² to 2,800m².</p>	<p>The land Use Mix and floor space allocations proposes to contain 7,800m² GLA of retail/commercial floor space, including:</p> <ul style="list-style-type: none"> • 3,580m² supermarket • 3,020m² in retail specialty shops and • 1,200m² in non-retail (office and commercial space) <p>The GFA for the residential component remains at 2,800m² - refer to Village Centre Floor Space Schedule' at Table 5 and 7 below</p>

2. Modify the Site Area of the proposed Village Centre zone east of Leschenaultia Avenue to be 1.5ha that is able to accommodate a full-line supermarket plus retail specialty shops and non-retail commercial premises;
3. Modify the road and residential cell arrangement located east of the proposed Village Centre zone that maintains Residential 30/40 density closest to the Village Centre and provide Residential R20 closer to the easternmost proposed road (referred to as Holmes Street);
4. Remove Lots already created west of the Village Centre which front Alferink Crescent and Frohawk Loop from the Structure Plan area; and



5. Remove reference to allocation of a proposed childcare centre - noting it is the proponent's intent to locate a fit for purpose childcare site on the south side of McCormick Crescent, immediately adjacent the Village Centre located to its north.

The land use and road layout provided on the Structure Plan generally reflect the Rapids Landing Building Guidelines Concept Plan provided at **Appendix 6** in this report.

3.2 Village Centre

The Structure Plan proposes an increase to the Village Centre zone area east of Leschenaultia Avenue to accommodate for a potential full-line supermarket or similar use, associated specialty shops and non-retail commercial land uses. This means that all proposed land uses, indicative built form layout, road access and parking layout located west of Leschenaultia Avenue remains the same as that already shown on the previously endorsed Structure Plan (WAPC – August 2015).

A graphic representation of the Structure Plan is illustrated in the Rapids Landing Building Guidelines Concept Plan provided at **Appendix 6**.

The proposed range of land uses within the Village Centre is contained within Tables 5-7 'Village Centre – Floor Space Schedule' below.

Table 5 – Village Centre Floor Space Schedule – West Side

Land Use	Gross Lettable Floor Area (m ²)	Car parking Required	Car parking Provided
Residential (Relates to Mixed Use Precinct and assumes 2 levels of residential above the ground floor being 510m ²)	2800 (100m ² per dwelling unit)	28 bays (1 bay per Dwelling)	
Specialty Stores - Retail	1445	59 bays (1/25sqm)	
Total	2465	87	122 (+ 11 on-street parking bays) = 133

Table 6 – Village Centre Floor Space Schedule – East Side

Land Use	Gross Lettable Floor Area (m ²)	Car parking Required	Car parking Provided
Non- Retail (Commercial/ Office)	1200	48 bays (1/25sqm) (Ground Level)	
Specialty Stores - Retail	1575	63 bays (1/25sqm)	
Supermarket Retail	3580	144 bays (1/25sqm)	
Total	6335	255	227 (+ 11 on-street parking bays) = 238



Table 7 - Total Floor Space Summary

Land Use	Floor Lettable Floor Area (m ²)	Car parking Required	Car parking Provided
Residential (Relates to Mixed Use Precinct and assumes 2 levels of residential above the ground floor being 510m ²)	2800 (100m ² per dwelling unit)	28 bays (1 bay per Dwelling)	
Non-retail – (Commercial/ Office)	1200	48 bays (1/25sqm) (Ground Level)	
Specialty Retail	3020	122 bays (1/25sqm)	
Supermarket Retail	3580	144 bays (1/25sqm)	
Total	8815	342	349 (+ 22 on-street parking bays) = 371

The length of the Village Centre will be concentrated along Leschenaultia Avenue between the round-a-bout intersection with John Archibald Drive to the north and the smaller round-a-bout intersection to McCormick Crescent/Mecklenberg Drive in the south. This will see the retail/commercial land use/frontage being concentrated along the western side of Leschenaultia Avenue for approximately 115m and 150m on the eastern side. The Village Centre frontage accords with the existing WAPC endorsed Structure Plan of August 2015.

The eastern Village Centre site area has increased to 1.49ha which sees the depth of the Village cell being widened to approximately 96m. The increased area and depth will provide suitable land to accommodate a potential full line supermarket or similar use that is able to be located central to the Village Centre. It will provide for a suitably sized anchor tenant, that will allow for supporting specialty stores (retail) to benefit from passing trade and to be in visible proximity.

3.2.1 Retail Need & Sustainability Assessment

A Retail Need and Sustainability Assessment was prepared in support of the proposed Structure Plan as is provided at **Appendix 2** in this report. Key conclusions drawn from the Retail Need and Sustainability Assessment are as follows:

- a) In terms of retail floorspace demand, based on typical benchmarks, there is an indicative undersupply of approximately 2,840 – 7,090 sqm of retail floorspace currently at the local and neighbourhood level, which is projected to increase to between 12,838 – 19,588 sq.m by 2041 based on resident and tourist population growth
- b) Similarly, based on current State benchmarks for the main trade area population and visitors, there is an indicative undersupply of 2,942 sqm of supermarket floorspace across the trade area currently, increasing to 7,859 sqm by 2041.



- c) As a priority, the main trade area should provide for the majority of the food and liquor, as well as day to day retail spending of local residents. The proposed (expanded) Rapids Landing Village Centre would likely be supportable from around 2025/26 (open/commence operation).
- d) With population and visitor growth over the forecast period, there will be a significant increase in the level of retail and supermarket floorspace demand. As the designated new Village Centre for the Margaret River township and surrounds, Rapids Landing Village Centre should accommodate the majority of this future retail floorspace – in particular, that which will be demanded by new residents to the area.
- e) The greatest impacts are typically absorbed by the closest comparable centres. For example, a new Woolworths supermarket is generally likely to impact the closest nearby Woolworths supermarket to the greatest extent, followed by impacts on other comparable supermarkets (e.g. Coles), and at the lower end of the spectrum, smaller scale supermarkets/ foodstores, which serve much more limited roles.
- f) Impacts on smaller local supermarkets/ foodstores tend to be smaller in scale, as these stores normally attract a lower market share of available main trade area expenditure and perform a different role and function within the hierarchy, often serving the local walkable catchments surrounding them, and/ or serving more specialised/discerning needs (e.g. a smaller IGA).
- g) All sales impacts across the identified centres are considered to be within an acceptable range of 15% or less, and when considered in the context of the size, performance, role and function of surrounding centres, would be highly unlikely to result in a material reduction of retail service provision.
- h) The combination of the substantial positive economic impacts serve to more than offset the trading impacts that could be anticipated for a small number of existing and proposed retail stores, particularly supermarkets, in the region. Further, the impacts would not threaten the viability of any retail facilities, while also enhancing the range of services and amenity available to local residents.
- i) Development of the Rapids Landing Village Centre will have substantial positive impacts that include:
 - Improvement in the range of retail facilities and services that would be available to local residents and visitors,
 - Improving choice of location and allow for price competition,
 - Residents will continue to frequent other centres/ shops in the surrounding area given the vast majority of shopfronts in the locality and nearby activity centres would not compete directly with a full-line supermarket, impacts on local retail would be limited and in reality, most would stand to benefit from increased customer visitation or local

- expenditure retention (i.e. reduction in leakage) associated with a new full-line supermarket,
- Commercial and complementary non-retail floorspace would benefit the local population and workers by providing a consolidation of uses at the site,
 - The proposed development would also benefit prospective retailers looking to open sites within the popular Margaret River region. The majority of specialty shops in the Town Centre are within the retail strip, which can be difficult for new operators given fragmented ownership, a lack of central management or leasing, and impediments to securing ideal tenancy sizes (lack of adaptability), and
 - Creation of an estimated 1,082 jobs both directly and indirectly would occur as a result of the proposed Rapids Landing Village centre being completed and operational.

3.3 Residential

The residential density and cell layout east of the Village Centre proposes to maintain an R30/ 40 density closest to the Village Centre. This is consistent with the Structure Plan previously endorsed. This transitions to R20 density lots as development occurs towards the fringe area further east of the Village Centre. The larger R20 density lots are located adjacent future public open space and Darch Brook east of Holmes Street. This density of development reflects residential development to the south which also abut the same open space and Darch Brook area.

R30/ 40 residential development immediately adjoins the Village Centre with rear laneway access options within the estate and to John Archibald Drive. This will achieve the Liveable Neighbourhoods objective of providing smaller lots capable of supporting higher density in and surrounding the Village Centre and surrounding higher amenity areas.

The Structure Plan indicatively shows the following breakdown of residential lots:

Residential R30/40	= 29 Lots
Residential R30	= 12 Lots
Residential R20	= 22 Lots
Total	= 63 Lots

3.4 Access and Movement Networks

The proposed Structure Plan maintains a legible and permeable road network that will facilitate ease of movement to the Village Centre and surrounding residential areas. The road network is highly interconnected with the surrounding community via a range of road and pedestrian access options.

The Transport Impact Assessment (provided at **Appendix 6** in this report) also provided the following conclusions:



- The majority of the vehicular trips to and from the Site are expected to approach via the John Archibald Drive / Leschenaultia Avenue roundabout controlled intersection.
- Access to the Village Centre is also provided from Leschenaultia Avenue, McCormick Crescent and internal roads to the east and west of Leschenaultia Avenue.
- The amendment to the structure plan is expected to generate approximately 422 trips in the AM peak and 479 trips in the PM peak. This represents an additional **91** and **102** trips during the AM peak and PM peak hour periods respectively.
- The additional trips would ultimately be distributed between various access points to the proposed Rapids Landing Village Centre which would dilute the impact of these trips on the external road network.
- A potential full line supermarket or similar use would generally open for business after the typical network AM peak period and would not coincide with the home to work based trips. Hence it is unlikely that the trips attracted by the supermarket would have an impact on the network AM peak period.
- It is expected that the trips attracted by the supermarket during the PM peak is likely to include passing trade trips, where residents would shop before heading home from work.
- It is expected that a potential full line supermarket or similar being located in the vicinity of other specialty retail shops will see some trips being reciprocal trips.
- The Retail Need and Sustainability Assessment report advised that a large proportion of the trips attracted by the Village Centre is expected to originate from new residents in the area. Based on this, it is expected that the impact of the additional trips, generated by the increase in supermarket land yield, on the external road network would be minimal.
- With the opening of Perimeter Road, it is expected that the majority of the traffic attracted to the Rapids Landing Village Centre would be predominantly from the immediate locality.
- The analysis results indicate that the additional trips generated by the increased retail yield is unlikely to result in any significant impact to the John Archibald Drive / Leschenaultia Avenue intersection.
- As the wider road network within the ODP becomes better connected, it is anticipated that the additional traffic generated by the additional 2,000m² retail and non-retail space would disperse onto the wider road network and would have minimal impact on the internal or external road network of the Rapids Landing ODP.

3.5 Infrastructure Coordination, Servicing and Staging

3.5.1 Essential Infrastructure

An engineering servicing report was prepared in consideration of the original endorsed Rapids Landing Outline Development Plan in November 2006.



The land has since progressed with frontal subdivision and development, to the extent that residential lots have been created immediately west and also to the south of the Structure Plan area. Development to the south includes portion of the north-south connector road 'Leschenaultia Avenue' that will link through the Village Centre to the existing roundabout intersection with John Archibald Drive.

The existing Rapids Landing Estate is therefore provided with all essential services including reticulated water and sewer, power and communications. The proposed Structure Plan will benefit from and extension of these services for future subdivision and development.

The proposed development of the Village Centre will be guided by the future scale and layout of a potential full-line supermarket or similar use, other specialty shops, non-retail land uses and associated residential development.



4.0 Conclusion

This report seeks endorsement of an amended Structure Plan that is consistent with the Shire's strategic planning framework which is to facilitate early delivery of the Rapids Landing Village Centre to complement and minimise car dependence of the new growth areas. It will also assist in reinforcing a mix of residential lots which forms part of the short-term priority urban development area.

The Structure aims to provide a suitable area of land to accommodate a potential front-line supermarket or similar 'anchor' tenant and supporting specialty retail and commercial land uses that will service the local community and future growth area surrounding.

5.0 Technical Appendices

A range of technical assessments have been undertaken to inform the preparation of the Structure Plan. The technical assessments have assisted in identifying the actions and recommendations to inform and link the implementation provisions of the Structure Plan and provide further basis for the assessment of subsequent planning applications within the Structure Plan area.

The supporting Technical Documents are listed in the Table of Contents of this report and respectively appended.

APPENDIX 1

Certificate of Title



APPENDIX 2

Retail Need & Sustainability Assessment
(Location IQ – October 2020)



APPENDIX 3

**Bushfire Management Plan
(Ecosystem Solutions – May 2021)**



APPENDIX 4

**Aboriginal Heritage Enquiry System – List of Registered Aboriginal Sites
(Department of Planning; Lands and Heritage – March 2021)**



APPENDIX 5

Review of SPP 5.4 Acoustic Requirements
(Herring Storer Acoustics – March 2021)



APPENDIX 6

Rapids Landing Building Guidelines Concept Plan
(Martin Richards/AholaPlanning – September 2020)



APPENDIX 7

Transport Impact Assessment
(Cardno – May 2021)

