



Shire of Augusta-Margaret River



COWARAMUP VILLAGE CENTRE DESIGN GUIDELINES

LOCAL PLANNING POLICY

MAY 2008

COWARAMUP VILLAGE CENTRE

LOCAL PLANNING POLICY

DESIGN GUIDELINES – MAY 2008

1. PURPOSE

This Policy with its supporting Design Guidelines is based on the planning and development context provided by the "Cowaramup Village Strategy" October 2005 ("the Strategy"), and focuses on the Cowaramup Village Centre as identified in the Strategy.

The purpose of the Policy and supporting Design Guidelines is to support growth and development while maintaining the "distinct country town atmosphere" and historic qualities of the place.

2. OBJECTIVES

The objectives of this Policy are:

- To ensure that new commercial development (buildings, additions and adaptations) can be accommodated within the Policy Area without adversely affecting the established rural town character, and the townscape qualities of Cowaramup's main street (Bussell Highway), particularly in regard to bulk and scale, siting, form, materials and development within front setbacks;
- To support the strategic planning framework supported by the local community and adopted by the Shire in its "Cowaramup Village Strategy" October 2005;
- To preserve and enhance areas of architectural or historic character whilst encouraging new development to be innovative and complimentary to the existing authentic character and appearance of the traditional buildings of Cowaramup;
- To encourage high quality and innovative design for commercial, tourist, residential and other development;
- To improve amenity for pedestrians and to ensure the appropriate location of car parking; and
- To provide improved certainty to landowners and the community about what is considered to be appropriate development within the Policy Area and the associated planning processes.

3. WHY IS IT IMPORTANT TO PROTECT THE COWARAMUP VILLAGE CHARACTER?

The Cowaramup village has a distinct 'village' atmosphere, characterised by distinctive building forms, a wide open space feel, central meeting places, communal recreation areas and facilities, an involved and interactive community, surrounded by an attractive rural and agricultural area. These characteristics are valued by the community. With the anticipated residential and commercial growth, the community wish to maintain and enhance the town's character and vibrancy.

The guidelines aim to support growth and development while maintaining the "distinct village atmosphere" of the place.

Using as a basis the outcomes of the Cowaramup Community Visioning Workshop, the Cowaramup Design Guidelines Reference Group (Design Group) outlined the following vision:

"Cowaramup is a vibrant and diverse rural village with an active and friendly community, and the gateway to the Region."

4. HISTORIC BACKGROUND

Early European visits to the "Cape to Cape" Region were predominantly restricted to Augusta and the Busselton area, and it is unlikely that European people visited the Cowaramup area until at least the 1830s.

Early settlers of the Region took up large land holdings and initially worked with local Aboriginal people, usually to graze cattle. Little activity centred on the Cowaramup townsite area. The closest early European homesteads were located at Burnside and Ellensbrook, southwest of the town.

The timber industry developed in the late 1900s and again little activity occurred in the Cowaramup area. Cowaramup, like Northcliffe and Witchcliffe, is a town which originated as a result of the Group Settlement Schemes' introduction of agriculture to the area. The first townsite was surveyed and located to the west of the railway siding in 1925, and the present townsite was surveyed and gazetted in 1930. The people who came to Cowaramup during that time developed the town, and some of the remaining buildings provide it with its character today.

It wasn't until the 1920s when the Group Settlement Scheme began that the Cowaramup Townsite area was cleared of vegetation and settled by Europeans. The main occupations of the early settlers were foremen, railway workers, timber cutters, etc. The Cowaramup School (now known as the Old School on Bussell Highway located to the south of the townsite) is reported to have opened in 1924, signifying the beginning of a small township to service the Group Settlement farms in the area. Group 12 (Cowaramup), Group 18 (Wirring), Group 20 (Miamup) and Group 122 (Treeton) were those located in close proximity to the Cowaramup Townsite (Cresswell 1989).

During the 1920s and 1930s, the general store and other shops including Peake's Store, Duggan's Store, blacksmiths, a boarding house, garages, bakery, butchers and Cowaramup Post Office were established. Thursday was an important day and settlers would come from near and far to collect their eagerly awaited mail. A furniture shop and farrier were located in the town and railway freight and passenger service commenced in 1924. The Cowaramup Siding became a busy centre. Farming implements and stock were transported by rail. A sports ground was cleared and the first Cowaramup Show was held in 1927 (Cresswell 1989). Strong sporting clubs were established and have continued through Cowaramup's history until the present.

Over time the farming industry experienced varying periods of hardship and prosperity, but gradually developed and expanded until the 1960s when the first vineyards were planted west of Cowaramup at Vasse Felix. In the 1960s and 1970s tourism developed and this began to influence development in the Cowaramup area.

Two places within the Village have been identified [see "Shire of Augusta-Margaret River Municipal Inventory" (Feb. 1996)] as having varying degrees of heritage significance. These places are:

1. Cowaramup Hall, Res 20255, Bussell Highway (Category 3)
2. Community Park, Res 19416, Bussell Highway (Category 3)

At the time of writing, there were no places within the study area that have been entered in the State Register of Heritage Places. (However, this does not mean that places on the Heritage Council's existing database, or other places, may not be placed on the Register at some time in the future.)

The following places have been entered in the Heritage Council's database:

- Cowaramup Community Sports and Show Ground (HCWA #4941)
- Cowaramup Hall HCWA #(4940)
- Cowaramup Well (HCWA #4942)

The first three are simply noted as being included in the Municipal Inventory.

The places entered in the Heritage Council's database have been noted as having heritage significance or cultural value and contribute to the town's overall heritage quality.

The 1980s and 1990s have seen rapid growth in the area, and Cowaramup is now experiencing residential and commercial growth pressures. Cowaramup is becoming a tourist destination and this is founded on its strategic location, climate, quaint architectural characteristics, scenery and the diversifying agricultural industry in the area.

5. PLANNING CONTEXT

The Cowaramup Village Strategy October 2005 provides guidance and direction for the growth of the village to 3,000 persons. (See **Figure 1** following.)

The Strategy identified a village centre including the existing commercial area and identified new commercial development to be extended north and south along Bussell Highway. Specific precincts were identified within the village including:

- Precinct 4 bounded by Hall Road/Bussell Highway and Bottrill Street
- Precinct 5 O'Brien Street
- Precinct 6 Bussell Highway south of Bottrill Street
- Precinct 7 abutting District Club
- Precinct 8 Agricultural Business

The Strategy aims included:

- *"Maintain and enhance the distinct village atmosphere, distinctive building forms, communal recreation and rural amenity.*
- *Incorporate commercial activity within one main activity node, the village centre, to ensure its sustainable development.*
- *To provide for variety and interest in commercial uses and reflect the agricultural background and function of the town with the development of an agri-business centre.*
- *To promote the development of all activity that has the potential to deliver customers to traders within close visual and accessible proximity to the village centre.*

- *Discourage the location of predominantly commercial and retail uses within the Artisan's village, except as ancillary to the predominant use of 'tourist experience' and production of arts and crafts, to ensure the prominence of the village centre.*
- *To foster and promote the development of the village centre as a vibrant hub providing for the commercial, cultural and tourism requirements of the village, its hinterland and catering for tourists.*
- *To provide adequate land appropriately located and serviced for commercial needs of the village.*
- *To provide a welcoming entry statement to be located at the north and south entry to the town to provide a sense of place.*
- *Recognise the history, culture and arts in the development of buildings and spaces.*
- *New development (particularly of public or civic buildings) to be architecturally designed to reflect and enhance the distinctive character of Cowaramup."*

The Strategy recommended:

- *"the preparation of village centre guidelines to address:*
 - *The urban design and architecture of the village.*
 - *A consistent theme for development that reflects the character of the existing village centre (the Cowaramup style) and the visions of the Cowaramup community. This theme should look to the future, promote diversity, whilst maintaining historical values.*
 - *Possible tree lined landscaping with local species along Bussell Highway in the village centre.*
 - *Appropriate street furniture and paving.*
 - *Provide for paving of portions of Bussell Highway in the village centre.*
 - *The need for pedestrian refuges and traffic management techniques.*
 - *Designs for the detailed treatment of road reserves within the village centre.*
 - *Rear laneway access for commercial lots fronting Bussell Highway and major roads to facilitate rear parking areas.*
 - *On the west side of Bussell Highway consolidate parking at the rear of commercial development that provides for buildings to address the street frontage, minimises crossover locations, provides for development to front Bussell Highway without the need for Bussell Highway access and provides car parking areas that can be utilised for community purposes outside of normal."*
- *New development (particularly of public or civic buildings) to be architecturally designed to enhance the character of Cowaramup (LG, proponent/s, community).*
- *Encourage the re-use and transformation of Cowaramup 's heritage buildings into new and interesting uses (LG, proponent, community).*

This Policy addresses new commercial development on private land within the town centre, including Precincts 4 to 8. (See **Appendix 1** – Policy Area Map) The guidelines (Appendix 2) contain specific requirements for these Precincts (See Section 4.9).

The issues identified in the Strategy relating to development on, and improvements to, public land are addressed elsewhere.

6. DEVELOPMENT CONTEXT

The built form of Cowaramup Village is characterised by modest, low scale buildings of simple plan form, with steeply pitched roofs of custom orb steel sheeting, and walls of weatherboards, custom orb steel sheeting, fibro/asbestos and in some cases, rendered masonry.

Buildings are generally set towards the front of the lot, with space between the buildings. The spaces between and in front of buildings often contain planting and sometimes mature trees.

7. APPLICATION OF THE POLICY

This Policy applies to all the land within the area identified in **Appendix 1**, including Precincts 4 to 8 as identified in the Cowaramup Village Strategy October 2005. The Policy will be given due regard by the Shire of Augusta-Margaret River, having been adopted under Clause X of the Shire's Town Planning Scheme No. 11, when assessing and determining applications for planning approval for development in accordance with the Scheme.

In accordance with Clause X of TPS11, all development (except that exempted under Clause Y of TPS11) within the Policy Area requires the Shire's planning approval.

In considering any planning application in relation to a place located in the Policy Area, the Shire will apply and have regard to the general principles contained in Section 8.1, and the Design Guidelines set out in Appendix 2.

Development is defined under the Planning and Development Act 2005 (the Act) as the development or use of any land, including:

- (a) any demolition, erection, construction, alteration of or addition to any building or structure on the land;
- (b) the carrying out on the land of any excavation or other works;
- (c) in the case of a place to which a Conservation Order made under Section 59 of the "Heritage of Western Australia Act 1990" applies, any act or thing that:
 - (i) is likely to change the character of that place or the external appearance of any building; or
 - (ii) would constitute an irreversible alteration of the fabric of any building.

Note 1: Failure to obtain planning approval is a contravention of the Town Planning Scheme, which is considered an offence and liable to penalties under the Act.

Note 2: Landowners should be aware of the relevant town planning scheme clauses, in particular sections of TPS1 1 relating to "Local Shopping" and "Other Commercial" Zones. In draft District Town Planning Scheme No. 1, reference should be made to clause 7.2.4 "Village Centre" Zone.

8. POLICY

8.1 General Principles

The following general principles shall be applied within the Policy Area:

8.1.1 The Pattern of Development Shall Be Retained

Bussell Highway (the main street) passes through the centre of town, with side streets intersecting with the Highway at varying angles which appear to relate to old property boundaries and the alignment of the creek which crosses under the Highway.

There are two streets lying immediately "behind" the Highway and which lie parallel to it (O'Brien Street and Hall Road).

The road and lot layout is essentially a skewed grid, and as a consequence nearly all lots within the area immediately surrounding the town centre are aligned at a slight angle to the streets they face. Most lots are rectangular in shape, approximately 20m wide and 1,000 sq.m in area. A small number of larger lots are the result of amalgamations.

The traditional pattern of development within the Policy Area, as described above, should be retained.

Outside the town centre core in the predominantly new residential areas the lots are smaller, and loop roads and culs-de-sac prevail. This produces a very different street pattern more akin to metropolitan suburban areas.

8.1.2 Respect For Historic Buildings is a Primary Objective

While there are no places within the Policy Area which are currently entered in the State Register of Heritage Places, there are a number of places which clearly have some heritage significance and which individually and collectively contribute to the town's overall heritage quality and historic appeal. There is a small number of places entered in the MHI, and there are also some additional places/buildings which clearly exhibit heritage character and contribute significantly to the distinctive character of the town's main street. These places/buildings should be considered in the Shire's next MHI review. (see section 4.0). The following should be given consideration:

- Historic buildings should be retained and conserved wherever possible.
- Adaptive re-use that respects the character and integrity of heritage buildings is encouraged.
- The conversion of heritage buildings to allow new and interesting uses to be developed which provide ongoing artistic and functional creativity will be encouraged.
- In keeping with widely accepted heritage conservation principles, the relocation of heritage buildings will generally be supported where this is the only feasible way to achieve the retention of the building.

8.1.3 Additions Shall Be Sympathetic to Original Buildings

Most places in Cowaramup are capable of accepting additions, without having a negative impact on the cultural significance and character of the place. Additions shall not visually intrude on the original building or the street context, and shall be in sympathy with the character of the existing property.

8.2 Relevant Considerations for Development Assessment

In assessing and determining applications for planning approval for development within the Policy Area, the Shire will apply the following:

- (a) the general principles of this Policy set out in Section 8.1 – General Principles;
- (b) its Town Planning Scheme and relevant policies;
- (c) the "Cowaramup Village Strategy" October 2005;
- (d) the Development and Design Guidelines included in **Appendix 2** of this Policy;
- (e) the individual cultural significance of the place or building the subject of the application;
- (f) State legislation and policies, including but not limited to, State Planning Strategy 1997, Leeuwin-Naturaliste Ridge Statement of Planning Policy 6.1 (January 2003), Urban Growth and Settlement Statement of Planning Policy 3 (March 2006).

8.3 Applications for Planning Approval

In the Shire of Augusta-Margaret River most development requires the approval of Council. This means that, in most instances, applicants will need both planning approval and a building licence prior to commencing any new structural work.

All applications for planning approval must be made on the form prescribed in Appendix 1 of Town Planning Scheme No. 11, completed and signed by both the owner of the land and the applicant.

Clause 2.1 of TPS 11 states that "*Except as hereinafter provided, no development shall be commenced or carried out on land within the Scheme Area without the prior consent of the Council. Such consent is hereinafter referred to as "planning approval"*" and required in addition to a building licence.

8.4 Public Area Townscape Elements

An integral part of the protection and enhancement of Cowaramup's character will be the adoption of an appropriate strategy for the future treatment and maintenance of the public areas of the town by the Shire of Augusta-Margaret River. This should be implemented using a comprehensive, co-ordinated streetscape plan or strategy as a guiding tool.

It is stressed that any future townscape plan will be aimed at reinforcing and enhancing the existing attractive and desirable Cowaramup rural village character.

APPENDIX 1:
POLICY AREA MAP

APPENDIX 2:

COWARAMUP VILLAGE DESIGN GUIDELINES

1. PURPOSE OF THE DESIGN GUIDELINES

The purpose of the Design Guidelines is to implement the objectives and general principles set out in Section 8.1 of this Policy.

2. STRUCTURE OF THE DESIGN GUIDELINES

The Cowaramup Village Design Guidelines have been structured according to the following principal design elements that make up its character:

- (a) Scale or Size;
- (b) Form;
- (c) Siting;
- (d) Materials;
- (e) Development within Front/Street Setback Areas.

For each of the design elements, Performance Criteria and Acceptable Development Provisions (ADPs) have been prepared, the application of which is described in Section 3 of these Design Guidelines.

Section 4.9 deals with specific, additional planning and design matters that are Precinct-related.

3. APPLICATION OF THE DESIGN GUIDELINES

These Design Guidelines are an integral part of this Policy and will be applied as per this Policy.

As outlined in Section 2 above, the Design Guidelines have been structured by setting out Performance Criteria and Acceptable Development Provisions (ADPs) for each of the design elements influencing the character of the area. All development must comply with the Performance Criteria. The ADPs provide one way of satisfying the Performance Criteria. Variations to the ADPs may be approved by the Shire where the relevant Performance Criteria are considered by the Shire to have been met. Where variations are proposed to the ADPs, the onus will be on the applicant to demonstrate, to the Council's satisfaction, that the Performance Criteria have been satisfied. The ADPs will provide useful guidance for the preparation and assessment of applications in these instances.

The photographs and illustrations in the Design Guidelines have been provided to further explain the Performance Criteria and ADPs. They are intended for reference only and shall not take precedence over the written guidelines.

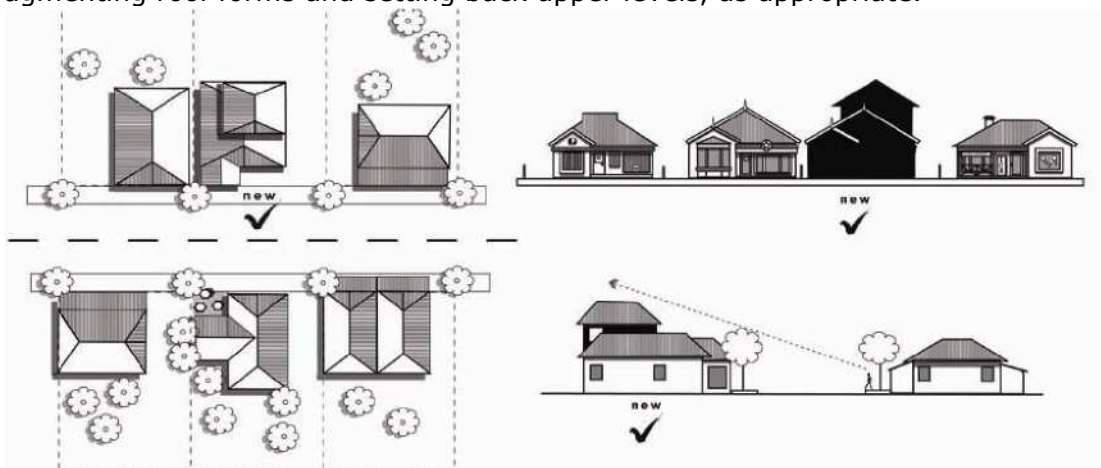
4. DESIGN GUIDELINES

4.1 SCALE or SIZE

The scale of a building, or additions to a building, is its size in relation to its context, either existing building, existing neighbouring buildings, or landscape, or a combination of these. The resulting development proposal should look as if it belongs to the area in terms of scale. Scale is one of the prime determinants of an area's character, and if scale is not correctly determined, there is little prospect of ameliorating the negative impact of developments that are out of scale.



New buildings that need to be larger than the buildings in their surroundings can be reduced in scale by breaking up long walls into bays, by the arrangement of openings, fragmenting roof forms and setting back upper levels, as appropriate.



The grain, or pattern of arrangement and size of commercial buildings in Cowaramup is an important part of its character. The street layout and subdivision pattern provide a strong influence in scale by street and block widths.

4.1.1 Performance Criteria (Scale or Size)

All new commercial development – both new buildings and additions to existing buildings – shall respect the predominant scale (height, bulk, density and general 'grain') that is characteristic of the context and should not have an adverse visual impact on it.

4.1.2 Acceptable Development Provisions (Scale or Size)

Building Heights

- (a) New buildings and additions to existing buildings may be up to two storeys in height, to a maximum roof height of 8 metres, as long as the development is sympathetic to, and in scale with, development in its context.
- (b) New buildings that are larger than the buildings in their surroundings may be approved if their scale can be reduced by breaking up long walls into bays, by the arrangement of openings, fragmenting roof forms, or setting back upper levels, as appropriate.
- (c) Buildings without parapets should have a minimum plate height of 3m, or 4m if there is a parapet to the street façade.

4.2 FORM

To complement the scale of the existing streetscape, new buildings should be designed to blend with, rather than dominate that space. It is recognised that commercial or public buildings generally do not conform to the pattern set by houses. With higher ceilings and different architectural expression they announce themselves as something other than a house. The guidelines will not prevent two storey development but will require that the horizontal bulk or width of a building is broken up and roofs are split into separate elements. In the main street new development may be two storey, however two storey at the rear of buildings will need to consider the privacy of any adjacent residential dwellings. On other streets within the village centre particularly on larger lots or where the function of the proposed building makes it unavoidable, a traditional two storey built form may be appropriately located in line with other buildings on the street (refer Figure 3). 'Oversize' buildings which overwhelm existing commercial buildings or houses and dominate the streetscape will be discouraged (refer Figure 4 below). Generally the emphasis of buildings should be vertical or compact, rather than wide, low buildings which have a horizontal emphasis in their form and detailing. Where large frontages exist, the facade should be broken up by vertical elements, and where possible new floor levels, window positions and sizes, and verandahs should complement those of adjacent buildings. Three storey buildings will no be permitted.

4.2.1 Performance Criteria (Form)

- Larger buildings which dominate the streetscape should be broken up into smaller elements.
- New buildings should have an emphasis on vertical and compact forms rather than wide and bulky elements

4.2.2 Acceptable Development Provisions (Form)

4.2.2.1 Pattern and Rhythm

- (a) Large frontages shall be treated in modules that are in keeping with the rhythm of the majority of shopfronts, and have the effect of a small frontage character.

4.2.2.2 Street Facing Building Facades

- (a) Street-facing building facades shall be well articulated and detailed. Large buildings with blank building facades facing the street are inappropriate and unacceptable.

4.2.2.5 Roofs

- (a) New buildings and additions to existing buildings shall respond to and reinforce existing characteristics such as plate/wall height, ridge lines and parapet lines and roof slopes (generally 25-35 degrees in Cowaramup).
- (b) The horizontal bulk or width of a new building shall be broken up and roofs split into separate elements. Gable ends facing the street will be encouraged.
- (c) The design configuration of the roof shall be simple with rectangular plans and a combination of hipped, gabled or skillion roofs.
- (d) New commercial buildings may have a substantial and articulated front parapet wall as an acceptable alternative to the pitched roof. Any reinforcing/supporting structures behind the parapet must be concealed from any ground-level view.

4.2.2.6 Corner Sites

- (a) Corner sites can be treated as special opportunity sites. Suitably designed "landmark gestures" may be appropriate. Two storey development on street corners may be appropriate depending upon the context. Development should address both street frontages.

4.2.2.7 Windows

- (a) Windows facing the street should not be tinted, reflective, painted out or significantly obscured by signage.

4.2.2.8 Window Sills

- (a) Shopfront window sills should be in the range of 450mm to 600mm from footpath level.

4.3 SITING

New commercial buildings and additions to existing commercial buildings located on Bussell Highway should be sited in keeping with the traditional "Mainstreet" characteristics of Cowaramup.

4.4

The main street of Cowaramup has developed over time so that the siting is not consistent and is particular and unique to each development. Preferable characteristics are parking to the rear, siting to the front and landscaping when there is a set back or side set back. Pedestrian friendly frontages could include verandahs, landscaped gardens and trees.

Another critical factor that influences character is building siting in relation to lot boundaries, particularly front/street and side lot boundaries.

New buildings should be sympathetic to the local streetscape and the grain of the area.

Any on-site car parking shall be provided at the rear of the building.

Purpose-built commercial development in Cowaramup has generally been built up to, or close to, the street edge. This provides an appropriate Mainstreet character and provides maximum opportunities for businesses to interact with passing pedestrians. Commercial developments which are set well back from the street edge with large car parking areas in front are principally car-orientated, not pedestrian-friendly, and inappropriate to the traditional Cowaramup character, and are not preferred.

Where side setbacks are in place, these shall be developed as useful, safe, landscaped spaces and accessways.

Additions to existing buildings shall also respect the pattern of siting and be located so as to avoid giving them undue prominence.

External fixtures, such as satellite dishes, air conditioning units, solar hot water systems and the like, are important elements in facilitating modern communications and moderating living environments, however their inappropriate siting on and around buildings have the potential to adversely affect the historic streetscape character of Cowaramup. Every endeavour should be made to ensure such items are installed in locations where they are not visible from a public street or place.

Due to the town's location in a rural area, radio and TV antennae may need to be of a substantial scale in order to satisfactorily perform their required function. Where possible, however, they should be sited on the lot to minimise their visual impact from a public street or place.

4.3.1 Performance Criteria (Siting)

- (a) *Vehicular access to new developments direct from Bussell Highway will only be accepted in exceptional circumstances.*
- (b) *Some nominated external fixtures should be located so as not to be visible from a public street or place .eg. External fixtures, such as satellite dishes, air conditioning units, solar hot water systems and the like,*
- (c) Front setbacks for new commercial buildings should take into consideration setbacks of adjoining developments.
- (d) New commercial development should be encouraged to provide pedestrian weather protection e.g. verandahs.

4.3.2 Acceptable Development Provisions (Siting)

4.3.2.1 Building Siting

Any side setback area(s) shall be developed as attractively landscaped, safe and usable spaces or accessways.

4.3.2.2 Carparking

- (a) Car parking areas associated with new commercial development or extensions to existing commercial development shall be located at the rear of the building and appropriately treated to reduce the visual impact from the street.
- (b) Access to rear car parks shall be from rear laneways or side streets.

4.3.2.3 External Fixtures

- (a) External fixtures such as satellite dishes, air conditioning units, solar hot water systems and the like, should not be visible on the street elevation of the building (or street elevations in the case of corner sites) or attached to roofs or chimneys where they will be obvious. These fixtures should ideally be sited so as not to be visible from a public street or place.

4.4 MATERIALS and COLOURS

Cowaramup buildings have a narrow range of materials related to the main historic phase of development of the town. These materials, their textures, colours and decorative treatments are important elements of character and significance. Cowaramup is noted for the diversity in the colours of its buildings and this practice should continue to be encouraged.

The main materials that contribute to the streetscape values of Cowaramup are associated with the walls and roofing of buildings. The materials are simple and usually reflect a rural character.

New commercial buildings and additions should use characteristic materials, textures that are in use locally in adjacent buildings. The materials may be re-interpreted in new buildings and additions using existing proportions, sizes and shapes of elements assists with developing harmony.

Materials of the surrounding buildings may be used in new buildings, or used as a point of reference for new buildings. Modern materials are not precluded, providing their proportions, textures and details are sympathetic with the surrounding context and are not in sharp contrast.

4.4.1 Performance Criteria (Materials and Colours)

- (a) *The materials and colours used for new commercial development shall enhance their locales by being in keeping with the eclectic nature of the buildings in Cowaramup.*
- (b) *The materials used for additions shall match or be complementary to those used on the associated building.*

4.4.2 Acceptable Development Provisions (Materials & Colours – Refer Fig. 2)

4.4.2.1 Acceptable Materials – Walls

- (a) Acceptable materials for walls include, but shall not be limited to:
- Weatherboards oiled or painted, or weather boards to dado height and compressed fibrous cement upper walls, painted,
 - Smooth rendered masonry (the visual impact of large areas shall be reduced by using one or two other acceptable materials in combination),
 - Custom orb profile walls in a painted or Colorbond finish,
 - Combinations of at least two of the above. (Materials used for the roof, eaves and glazing are not included in the combination of wall claddings required. The wall area may include a gable.)
- (b) Acceptable means of treating tilt-up slabs include detailing by texturing/grooving surfaces, by the use of bas-relief designs or public artworks, and the inclusion of brick headers around windows and doors.
- (c) Limestone and rammed earth elements are acceptable building materials.

4.4.2.3 Materials – Roofs

- (a) Acceptable materials for roofs include, but shall not be limited to custom orb profile sheeting either zinc finished, zincalume finish or Colorbond.
- (b) Large-scale and large profile roofing (e.g., “Klip-lok”, “Spandek” and “Trimdek”) is not acceptable where the roof is visible from a street or public place.
- (c) The use of roof tiles is discouraged.

4.4.2.4 Acceptable Materials – General

- (a) Other materials may also be acceptable where their proportions, textures and details are sympathetic with the surrounding context and are not in sharp contrast.

4.5 DETAILING

Frontages are predominantly glazed below the verandah or canopy level, with doors located either centrally or to one side, with high ceilings.

Verandahs are generally skillion design, with a fascia for signage. Bullnosed verandahs are inappropriate in Cowaramup.

New development should respond to its context in terms of detailing, but may employ contemporary forms of expression. The detailing may draw on historic building resources, but should not copy them.

4.5.1 Performance Criteria (Detailing)

4.5.2 Acceptable Development Provisions (Detailing)

4.5.2.1 Verandahs

- (a) The style of a verandah roof, posts and decoration shall be appropriate to the style of the building. In most instances a simple skillion verandah or awning will be appropriate.
- (b) New commercial development may be provided with an awning for the full width of the building to provide effective weather protection for pedestrians. This may or may not be located over the public footpath.
- (c) The ground floor awning should be located at first floor height, and not at any level above. The awning should be simple in design, and should line through with any existing awnings on adjacent development.
- (d) Verandahs with verandah posts are acceptable.

4.5.2.4 Unacceptable Verandah/Awning Forms

- (a) Bullnosed-style verandahs are inappropriate and unacceptable.

4.6 PAVING and SITE FILLING

4.6.1 Performance Criteria (Paving and Site Filling)

- (a) *The palette of paving materials used should be confined to a narrow range to ensure that there is a high degree of visual harmony both within the streetscape and within the areas immediately adjacent to it in commercial areas. Paving materials should be compatible with existing, traditional Cowaramup paving.*

4.6.2 Acceptable Development Provisions (Paving and Site Filling)

4.6.2.1 Paving

- (a) Footpaths and paved areas in commercial projects, other than rear car parks, should use the designated Cowaramup Street paving surface or be complimentary to that paving surface.
- (b) Paving on private property shall not extend on to abutting public footpaths.
- (c) Rear car parks not visible from the street may be laid in normal hotmix with a grey finish.
- (d) Use of stabilised grass parking incorporating water permeable systems will be encouraged (e.g. Rib Lock or Turf Pave)

4.7 DEVELOPMENT WITHIN FRONT/STREET SETBACK AREAS

The treatment of front/street setback areas has a significant impact on streetscape. In general terms, the front setbacks areas of lots fronting Bussell Highway are less "green" than those lots located "behind" the Highway, the latter lots currently being more residential in nature. However, lots fronting Bussell Highway generally have paved and lightly planted front setback areas, which contribute significantly to the town's continuing rural character.



Lots fronting Bussell Highway generally have paved and lightly planted front setback areas, which contribute significantly to the town's continuing rural character.

The lots located "behind" the Highway are more residential in character, and the front setback areas are generally planted out as domestic gardens. This emphasis may change over time as development of these lots for tourism-related purposes occurs.

Within the retail/commercial areas of the town centre, alfresco dining associated with cafes and restaurants is becoming more popular. Cowaramup's climate makes dining outdoors a pleasant pastime for much of the year, and the town's food outlets are increasingly providing tables and chairs outside within the front setback area(s) for their patrons' enjoyment. This practice is to be encouraged, albeit with some guidance to ensure issues of access and amenity are appropriately addressed.

4.8.1 Acceptable Development Provisions (Development Within Front/Street Setback Areas)

Where a set back is a part of a development then an appropriate landscaping plan incorporating plantings is to be encouraged.

Variation to Plot Ratios

Under the "discretion to modify clause" the following will be entertained:

- Variation to plot ratios up to 1:1 are permitted provided the remaining relevant performance criteria are met.

4.9 PRECINCT-SPECIFIC PREFERRED LAND USES AND DEVELOPMENT REQUIREMENTS

- The Cowaramup Village Strategy October 2005 provides guidance and direction for the growth of the village to 3,000 persons.

The Strategy identified the village centre including the existing commercial area, and identified new commercial development to be extended north and south along Bussell Highway. Specific precincts were identified within the Village (refer Figure 1) including:

- Precinct 4 – Bounded by Hall Road/Bussell Highway and Bottrill Street
- Precinct 5 – O'Brien Street
- Precinct 6 – Bussell Highway south of Bottrill Street
- Precinct 7 – Abutting District Club
- Precinct 8 – Agricultural Business
- Precinct 9 – Balance of Village Centre Zone

In addition to the development and design requirements that are included in the preceding sections, there are a number of development and design requirements that are specific to individual Precincts. They reinforce the key features and strategies contained in the Cowaramup Village Strategy 2005.

Where there is any conflict between the provisions contained in this section 4.9 and the previous sections 4.1 to 4.8 inclusive, the provisions of section 4.9 shall prevail.

4.9.1 Precinct 4 – Bounded by Hall Road, Bussell Highway and Bottrill Street.

Precinct 4 will be a split commercial/tourist precinct. Activity will expand on existing development at the corner of Bussell Highway and Bottrill Street such as the "Candy Cow", and "Moon Haven" retail tourist establishments.

Within the Precinct, specialist shopping could include tourist shops selling produce from the region such as gourmet foods, arts and crafts. These uses will be encouraged.

Primary and preferred land uses within the Precinct for the land shown as Tourist/Commercial (See Figure 1) or fronting the rear laneway are as follows:

- Bed & breakfast
- Guesthouse
- Tourist accommodation
- Chalet
- Caretaker's dwelling
- Convenience store
- Shop
- Licensed restaurant
- Restaurant
- Café
- Car park
- Cinema/theatre
- Exhibition centre

For land shown as Retail/Commercial, the preferred uses (but shall not be limited to) are as follows:

- Liquor store
- Licensed restaurant
- Restaurant
- Shop
- Convenience store
- Lunch bar
- Café
- Offices
- Reception centre

4.9.1.1 Acceptable Development Provisions – Precinct 4

- Lots with dual frontage to Hall Road and rear laneway: Tourist accommodation/residential uses to front Hall Road; Tourist-commercial uses to front the rear laneway.
- The rear laneway is to be used for pedestrian/cyclist and service vehicles access only.
- Retail commercial uses are to front Bussell Highway and the rear laneway.
- Cash-in-lieu of most or part of on-site car parking to be made at the development stage towards the development of the rear laneway and towards provision of parking in an off-street car park in Bottrill Street.
- Development within 100 metres of the proposed car park in Bottrill Street may obtain up to 100% cash-in-lieu dispensation of the normal car parking requirement following provision of at least one service vehicle parking bay and one disabled persons vehicle parking bay on-site.
- Tourist accommodation and residential uses shall front Hall Road, with tourist-commercial at the rear side of lots fronting Hall Road with uses facing the rear laneway.
- The rear laneway is to be used for pedestrian/cyclist and service vehicle access only.
- Retail commercial uses are to front Bussell Highway and the rear laneway.

4.9.2 Precinct 5 - O'Brien Street

4.9.2.1 Acceptable Development Provisions – Precinct 5

- Residential and professional office uses, with residential the predominant use.
- Minimum setbacks as per the R Codes.
- Parking provision as per the R Code for residential use.
- Rear laneway to be used for vehicular access in conjunction with O'Brien Street access.

4.9.3 Precinct 6 – Bussell Highway South of Bottrill Street

4.9.3.1 Acceptable Development Provisions – Precinct 6

- Commercial development may have a nil minimum front and side setback to Bussell Highway,
- Wherever possible new development on land that abuts the creek shall have an outlook to both Bussell Highway and "Living Streams".
- Cash-in-lieu of all or part of on-site car parking to be made at the development stage towards provision of parking in an off-street car park in Bottrill Street.

- Development within 100 metres of the proposed car park in Bottrill Street may obtain up to 100% cash-in-lieu dispensation of the normal car parking requirement following provision of at least one service vehicle parking bay and one disabled persons vehicle parking bay on-site.
- Landscaping of car parking areas will be required. A minimum of one large tree shall be provided per 4 parking bays.
- Parallel parking is permitted on the eastern side of Bussell Highway adjacent to the commercial development.

4.9.4 Precinct 7 – Abutting District Club

4.9.4.1 Acceptable Development Provisions – Precinct 7

- New development on this land shall take the form of (i) future expansion of the District Club, and/or (ii) retirement housing.
- Development to reflect and enhance the “rural village” character of Cowaramup.
- Landscaping of street frontage and parking area(s) will be required. A minimum of one large tree shall be provided per 4 parking bays.

4.9.5 Precinct 8 – Agricultural Business

4.9.5.1 Acceptable Development Provisions – Precinct 8

- New development on this land may accommodate but shall not be limited to businesses providing agricultural supplies to the surrounding hinterland, visitors and residents such as:
 - service station
 - farm supply centre
 - landscape supplies
 - contractor’s yard, and
 - trade display
 - retail
- The business area will abut the new east-west road link south of Memorial Drive.
- New development shall be designed to reflect Cowaramup’s “rural village character” as per the Cowaramup Village Centre Local Planning Policy.
- A minimum of one large tree shall be provided per 4 parking bays.

APPENDIX 3:

DEFINITIONS

Acceptable Development means development which complies with the corresponding provision for Acceptable Development in the Design Guidelines unless Council has a contrary Local Planning Policy of Scheme Provision.

Adaptation means modifying a *place* to suit the existing use, or a proposed use.

Amenity means the liveability of the place that makes it a pleasant and agreeable place in which to live. It refers to accessibility to services and to those things influenced by design.

Built Form means the configuration of the aggregate of all buildings, structures, etc., which make up a town or city.

Bulk means the combined effect of the arrangement, volume, and shape of a building or group of buildings. Generally refers to structures which in their context appear relatively large.

Character is essentially the combination of the public and private domains. Every property, public place or piece of infrastructure makes a contribution, whether large or small. It is the cumulative impact of all these contributions that establishes neighbourhood character. The physical qualities of character in Guildford are diverse and include :

- the era of the majority of development;
- the grid subdivision pattern;
- the siting and orientation of development / built form on lots;
- the form and distribution of open space;
- building height, scale and proportion; and
- distinctive building styles, particular design elements, materials and finishes.

Conservation means all the processes of looking after a *place*, so as to retain its *cultural significance*.

Contemporary design means design styles that are of their time and that do not use the design elements of another time, such as historicism.

Context means the specific character, quality, physical, historic and social context of a building's setting and may, according to circumstances, be a group of buildings, a part of a street, whole street, part of a town or the whole town.

CPTED Principles refer to "Crime prevention through environmental design" planning and design principles. (Ref.: "Designing Out Crime – Planning Guidelines Outline" WAPC 2005)

Cultural significance means aesthetic, historic, scientific, social, or spiritual value, for past or future generations. *Cultural significance* is embodied in the *place* itself, its *fabric*, setting, use, associations, meanings, records, related places and related objects.

Curtilage means a defined area that surrounds a dwelling or property, but in the wider sense is the area that defines the limits of a significant place or precinct.

Development has the same meaning as is given to it in and for the purposes of the Town Planning & Development Act 1928 (as amended).

Fabric means all the physical material of the *place*, including components, fixtures, contents and objects.

Form means the overall shape and volume of a building and the arrangement of its parts.

Grain means the pattern of arrangement and size of the buildings on their lots, and the subdivision pattern. The pattern or arrangement contributes to the texture on an area. "Fine grain" is the quality or fine texture resulting from small and frequent subdivisions.

Heritage Item means a place, building, work, archaeological site, landscape or garden, or moveable relic, or place of Aboriginal significance identified on a recognised heritage register.

Historic Character means the combination of particular characteristics or special qualities of a place related to its period or style of construction.

Historicism means an excessive regard for past styles and may include copying them, as opposed to using contemporary design.

In fill means a new building in an established and valued historic context. Good infill is sympathetic to its surroundings and context, and creates a new structure that enhances and complements the existing character. Infill shall be distinguishable from the existing context but shall look like a well mannered neighbour.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

Maintenance means the continuous protective care of the *fabric* and setting of a *place* and shall be distinguished from repair. Repair involves *restoration* or *reconstruction*.

Meanings denote what a *place* signifies, indicates, evokes, or expresses.

Massing means the size and volume of a building.

Mixed Use Development means the mixing of compatible land uses in a balanced blend, integrated in close proximity to each other. Physically it includes both vertical and horizontal mixing of uses. No single use shall dominate other uses, although residential use is often the major component.

Performance Criteria means criteria to be used in the preparation, submission and assessment of development proposals for the purpose of determining their acceptability.

Place means site, area, land, landscape, building, or other work, group of buildings or other works, and *may* include components, contents, spaces and views.

Preservation means maintaining the *fabric* of the *place*, in its existing state, and retarding deterioration.

Reconstruction means returning a *place* as nearly as possible to a known earlier condition by the introduction of materials, new or old, into the *fabric*.

Related place means a *place* that contributes to the *cultural significance* of another *place*.

Related objects means an object that contributes to the *cultural significance* of a *place*, but is not at the *place*.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions, or by reassembling existing components, without the introduction of new material.

Scale means the size of a building or addition and its relationship with surrounding buildings, the existing building in the case of an addition, or the landscape.

Setting means the area around a heritage place or item that contributes to and is part of its heritage significance. It may include views to and from the place. The setting may be pristine landscape, culturally modified landscape, gardens, and streetscapes.

Statement of significance means a summary of those things that are of particular importance in relation to a particular place and tells us why a place has cultural heritage significance. It also guides how a place that is significant may be managed.

Streetscape (a) means the total visual impression gained from any one location within a street including the natural and man-made elements; and (b) is made up of the appearance of, and the relationships between, buildings in terms of design, scale, materials, colours, finishes, signs, external furniture, paving materials for roads, footpaths and landscaping.

Sympathetic or **Complementary** means a design outcome that shares the characteristics of the context and while it will not be the same as historic neighbours, will not look out of place amongst them.

Unobtrusive means not noticeable, especially when viewed from a public place.

Urban Form means the broad shape and structure of an urban community and the distribution of its major features.

Use means the function of a *place*, as well as the activities and practices that occur at such a *place*.



APPENDIX 5:

LIST OF REFERENCES

- "Cowaramup Village Strategy" October 2005 ("the Strategy")
- "Shire of Augusta-Margaret River Municipal Inventory" Feb. 1996
- "Cowaramup Group Settlement Heritage Trail" Giselle Harris, 2006
- "Cowaramup Design Guidelines (Draft)" Prepared by Cowaramup Design Guidelines Reference Group, August 2006
- Augusta-Margaret River TPS11 District Zoning Scheme, 2004

APPENDIX 6:

ATTACHMENTS: Public Area Townscape Elements

	
<p>Front setbacks are not rigid. Where a building is set back there is often planting (grass, plants in pots and trees in-ground) and seats/tables provided. Paved pedestrian areas are often grey asphalt.</p>	<p>Small to medium-sized trees are often planted or retained around the commercial buildings, adding to the rural character of the town.</p>



Single storey building circa 1923. Walls of weatherboard and asbestos/fibro, a pitched roof of zinalume with four gables facing the street. Centrally located on Bussell Highway it is one of the most visually prominent buildings in town, with its striking roof form and brightly painted walls.



Older style circa 1940s Group Settlement Scheme building located on the corner of Bussell Highway and Bottrill Street. Walls of painted weatherboard with a steeply pitched zinalume roof.



Single storey retail/tourist outlet, located on Bottrill Street. Constructed of rammed earth and timber panelling, with a pitched zinalume roof. Building is approx. 20 to 30 years old.



Single storey tearooms on O'Brien Street. Circa 1940s Group Settlement building of asbestos/fibro and pitched zinalume roof. The building is set in attractive gardens with a bordering picket fence.



Single storey garage with a flat corrugated iron roof and walls of painted brick and weatherboard. Circa 1940s.



Single storey machinery and truck stop shed located on Bussell Highway corner Waverley Street. Walls and roof of corrugated iron. Circa 1951.



Cowaramup Hall, built 1930 and enlarged and somewhat modernised since. Walls of weatherboard and rendered brick, roof is zincalume and colorbond. Located on the corner of Bussell Highway and Hall Road, set well back from the Highway.



Original Congregational Church, opened 1928. Walls of weatherboards and asbestos/fibro, roof is red corrugated iron. Located on Bussell Highway in the town centre, and set back from the footpath with a "green" forecourt.