Appendix 2

Cowaramup Village Strategy Key Features and Recommendations

The Cowaramup Village Strategy Report to be read in conjunction with this Map

Vision: To create a sustainable and vibrant rural village with diversity in lifestyle choice that is a gateway to the surrounding agricultural region, celebrates local industry and promotes community spirit".

Land Uses

Residential R5 (Precinct 1)
This coding reflects:
- Surrounding rural hinterland
- Community desire for lower density residential development
- Retain rural village feel through town.
- Lower density residential development on the outer edges of the townsite.
- Create definition to southern part of town.
- Well designed blocks of this stature will enhance the attractiveness of the area.

Recommendations
- Road interface between urban and rural to be addressed. Lots facing Wirring Road to provide for buffer to rural activity on other side of Wirring Road. Lots on eastern edge of village to allow for rural outlook.
- Provision of connection to reticulated water and sewerage required.
- Provision of open style fencing.

Residential (Precinct 2)
Applies to precincts abutting Bussell Highway at the southern entry to village on east and west side of Bussell Highway. This land will be coded R10/15. The community strongly desired a need to retain the rural village feel at the entry and through the town. Development within the precinct (east of Bussell Highway) needs to recognise drainage issues.

Recommendations
The interface to Bussell Highway to be dealt with by:
- Facilitating a rural feel to the town by creating a heavily landscaped buffer strip of approximately 30 metres for tree planting, rehabilitation and management. Portion of the buffer strip can be given up as part of a wider road reserve. Bunding may be necessary.
- Screening proposed development from Bussell Highway by the provision of adequately landscaped buffering in accordance with a recommended species list.
- Provision of a pedestrian linkage and internal road interface to Bussell Highway.
- Lots would face an internal road between Bussell Highway and the lots. Internal road would have minimum width.
- The lots would back onto proposed Residential R15 to the east.
- Provision of connection to reticulated water and sewerage.

Residential R10/15 (Precinct 3)
Applies to the precinct on the eastern boundary of the village.

Recommendations
- Provide a road interface to the surrounding rural areas;
- A minimum setback may be necessary to provide an adequate distance from surrounding rural uses. This is to be determined at the more detailed planning stage.

Residential R10
Proportion of Residential R10 reflects existing composition of density in east Cowaramup.

Residential R10/15
Proportion of Residential R10 reflects existing composition of density in east Cowaramup.

Residential R15
Proportion of Residential R15 reflects existing composition of density in east Cowaramup.

Consideration of Medium Density (R30) within Residential R15
Medium density Residential (R30) to be considered within the R15 coded areas based on meeting the following criteria:
- Generally within 800 metres of village centre.
- Overlooking parkland, 'Living Streams' or areas of special/cultural interest.
- Located so as to provide for casual surveillance of open space areas.
- Bonus of up to R40 on achieving rear servicing and enforcing development guidelines in these locations.
- Encourage row/terrace type housing. Avoid grouped development serviced by a single driveway. Architecturally designed development to be encouraged.
- Approximately 10% R30/40 in R15 precincts.

Internal Roads
Internal road layouts are to be detailed at the structure planning stage with paticular regard being given to providing road separation to POS areas and the proposed multi use corridor.

Total number of new residential lots
Expansion to be approximately 600 new residential lots. A ratio of 2.4 persons per household is to be utilised in determining the ultimate number of households to be provided.

Village Centre
- Commercial development is to extend north and south along Bussell Highway.
- Specific precincts identified (refer text below).
- Provide for the relocation of agricultural focused businesses out of the village centre precinct within an agricultural business focused area abutting new east-west road link south of Memorial Drive.
- Pioneer Park will provide the cultural focus of the village.
- Development guidelines be incorporated into the Scheme or referenced as a Scheme Policy to encourage future commercial development to reflect the preferred character of the Cowaramup village.
- Village centre guidelines to address:
  - The urban design and architecture of the village.
  - A consistent theme for development that reflects the heritage and 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, 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 retail business use.

Land bounded by Hall Road, Bussell Highway and Bottrill Street (Precinct 4)
Split Commercial/Tourist Precinct: Concept based on Hahndorf, South Australia. Precinct with specialist shopping including; tourist uses, gourmet foods. Provide for extension of activity at corner of Bottrill Street and Bussell Highway eg Candy Cow, Moon Haven etc.

- Tourist accommodation and residential uses to front Hall Road, with tourist commercial at rear side of lots fronting Hall Road with uses facing rear laneway.
- Rear laneway for pedestrian/cyclist and service vehicles access only.
- Commercial uses to front Bussell Highway and the rear laneway.
- Coordination between landowners and LGA to develop the land with frontage to rear laneway.
- Cash-in-lieu provision to be made at development stage towards the development of the rear laneway and towards provision of parking on Bottrill Street.
- Possible concessions to promote development.
- One way access from Bussell Highway into Bottrill Street.
- Day care centre lot designated at the north-eastern side of Hall Road.
- Design Guidelines to facilitate design of this precinct (as outlined above).

Precinct fronting O'Brien Street (Precinct 5)
- Residential and Professional Buildings to be encouraged.
- Encourage upgrading of laneway and parking at rear for access purposes (not direct frontage).

Land facing Bussell Highway south of Bottrill Street (Precinct 6)
- One way entry from Bussell Highway to Bottrill Street.
- Encourage development to have outlook to both Living Streams and Bussell Highway.

Land Abutting District Club (Precinct 7)
- Land at rear of District Club possible uses include: future expansion of the District Club, and/or retirement housing.

Agricultural Business Precinct (Precinct 8)
- To accommodate development for agricultural supplies to surrounding hinterland and service station. To be architecturally designed to reflect Cowaramup 'rural village character'.
- To incorporate buffers to surrounding uses.

East- West Road connection
- Create road reserve as a priority and try to facilitate construction.
- Preference is to protect the vegetation adjacent to 'Rails to Trails' on the road reserve.

Multi-use corridors
Objectives
- The rural outlook of the townsite is to be maintained through the provision of strategically located vegetated corridors around the town.
- To provide recreational opportunities in reasonable proximity to all future residential development.
- To provide open space with a range of functions so as to meet the needs of all user groups.
- To provide for an interconnected system of vegetated multi-use corridors, the 'Rails to Trails' reserve and 'Living Streams' open space.

Recommendations
- Facilitate a rural outlook to the town by creating green corridors and linkages (multi-use corridor) which protects watercourses, and provides for their rehabilitation and management (DoE, LG, DPI, community groups).
- A remediation and management plan for the multi-use corridor to be prepared by the proponent in conjunction with the Local Government, Cape to Cape and other relevant community groups(LG, proponent/s, Cape to Cape, relevant community groups).
- Revegetate the multi-use corridor and creeklines with species indigenous to the location in accordance with buffer species list (LG, proponent/s, Cape to Cape, relevant community groups).
- Revegetate passive open space areas by utilising species indigenous to the location and with particular regard to soil types and drainage (LG, community groups).
- Promote the involvement of community and environment groups in rehabilitation and revegetation projects (LG, community groups).

Living Streams
Recommendations
- A detailed Public Open Space Plan to be developed to address its development, implementation and management (LGA, Cape to Cape, Proponent).
- Promote the involvement of community and environment groups in rehabilitation and revegetation projects (LG, Community).
- The public open space corridor through the town ('Living Streams') is to be connected with the 'Rails to Trails' reserve and outlined at the 'Outline Development Plan' stage (LG, Proponent).
- Roads will form a hard edge or boundary to the 'Living Streams' where possible (LG, Proponent).
- Revegetation to be in accordance with a list of recommended species for rehabilitation developed by the Shire (LG).

Traffic Management
Recommendations
- A Traffic Management Plan to deal with traffic conflict in the main street is to be developed (MRWA, LGA, Proponents, Transport Industry, Community Reference Group).
- Roundabout to be provided at four way intersection and designed by MRWA in conjunction with community (MRWA, Community Reference Group).
- Provision of a welcoming entry statement at the north and south entry to the town in conjunction with community groups and representatives (LG, Community, DPI, MRWA).
- The vegetation at the existing entrance on Treeton Road to be retained.

Car Parking
Bottrill Street
- This will serve the village centre, in particular development east of Bussell Highway and will be linked to the adjoining oval.
- Capacity to accommodate the parking requirements based on the GLA of commercial uses and community uses.

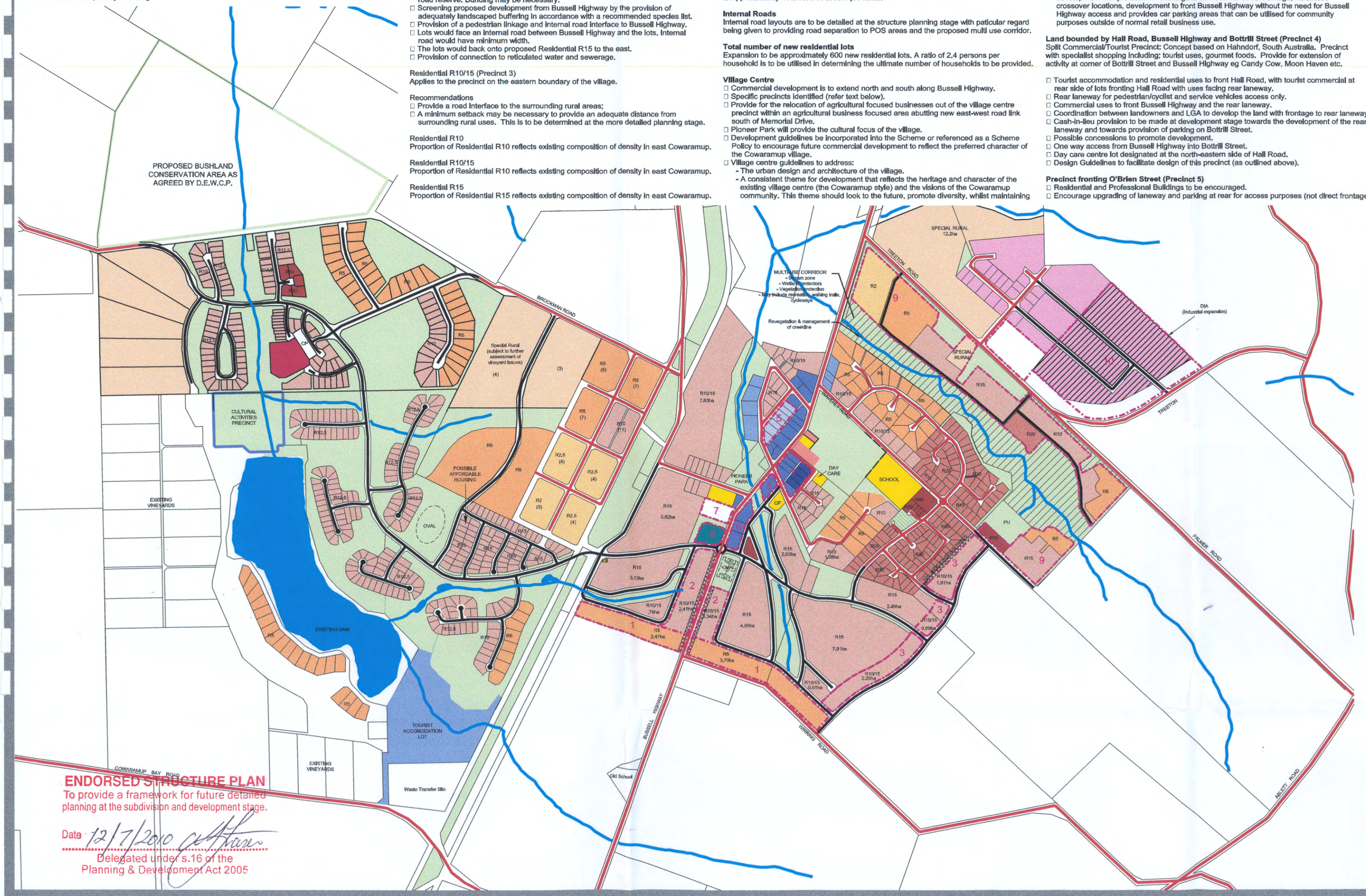
Tourist Accommodation
- To be encouraged at the northern entry to the townsite

Special Residential and Residential Precinct south of Treeton Road (Precinct 9)
- Existing central lot (fronting Treeton Road) retained as Special Rural.
- 1 hectare Special Residential (R2) lots in far northwest corner as buffer to Bussell Highway.
- Special Residential (R5) lots in northwest, northeast and central southeast as transition to agricultural land and reserves.
- Residential (R10-R15) lots located in central north as part of clustered form and in southeast as extension to existing townsite.
- Shared access onto Treeton Road.
- Retention of existing vegetation.
- Connection to reticulated water and sewer required.

Industrial (Precinct 10)
The following principles to be applied to development of the industrial area north of Treeton Road:
- The expansion of the industrial area is to avoid environmentally sensitive areas.
- Assessment and incorporation of an appropriate buffer.
- The expansion of the industrial area should ensure that the amenity of surrounding land is preserved.
- Composite Industrial to have a rural outlook.
- If large lot composite industrial is considered it will require a buffer to Treeton Road.
- Re-subdivision of composite industrial/rural residential will not be entertained.
- Maintenance of a suitable buffer including protection of the existing vegetation.
- Reticulated water and sewerage to be provided.

Recommendation
- An overall guide plan to be prepared for the land immediately north of Treeton Road to outline access arrangements, buffers, lot configuration and type of industrial use (Proponents, LGA)

West Cowaramup
The proposals at West Cowaramup are generally consistent with the West Cowaramup Townsite Strategy (February 2003). The following modifications apply:
- Lots 60, 61, 62, 63, 64 and 65 bounded by Curtis, Blond Street and Barnard Streets to be coded from R2 to R2.5.
- Inclusion of the proposed Cultural Activities Precinct endorsed by the Council as part of Amendment No 153.
- Include the road alignment between West Cowaramup and Memorial Drive as a proposed road in the Strategy in view of the construction of the east-west road connection not being possible within the required time frame for connection of West Cowaramup to the Cowaramup Village centre and Bussell Highway.
- On Location 4430 West Cowaramup extension of the proposed urban expansion cell in the southern portion of this Location as far as the eastern boundary.



ENDORSED STRUCTURE PLAN
To provide a framework for future detailed planning at the subdivision and development stage.
Date 12/7/2010
Delegated under s.16 of the Planning & Development Act 2005

Revised: 24/6/10 AM
1881Strategy Rezoning1.dgn

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SHIRE OF AUGUSTA-MARGARET RIVER

Base cadastral data and aerial photography supplied by DLI
Drawn by: Brett Leighton Drafting and Graphics

This plan has been prepared for planning purposes.
Areas and dimensions shown are subject to final survey.

cowaramup - 6f

LEGEND
- Residential/Office
- Community Purposes (PS Pump Station, CP Car Park)
- Proposed Industrial
- Existing Industrial
- Multi Use Corridor
- Public Open Space (PU Public Utility)
- Buffer Landscaping
- Tourist Commercial
- Artisan Village
- Tourist Accomodation
- Retail Commercial
- Precinct - see notation
- Existing Road (Roundabout)
- Proposed Road
- Agriculture Business
- Special Rural
- R2 - R2.5
- R5
- R10 - R15
- R20
- R30 - R40

COWARAMUP VILLAGE STRATEGY 2005

(To be reviewed in 5 years)

150 0 150 300 450 600
METRES
SCALE: 1:7,500 @ A1

23 June 2006