

# Cowaramup Neighbourhood Centre Character Controls (Draft) Policy (LPP18)

11 March 2026

This policy was adopted by Council to set governing principles in place that align the strategic direction of the organisation with the *Strategic Community Plan*.

## Objectives

This Policy seeks to:

- Maintain and enhance the distinct village atmosphere, distinctive building forms and rural amenity.
- To foster and promote the development of the Neighbourhood Centre as a vibrant hub providing for commercial, cultural and tourism opportunities, while maintaining the unique character aspects of the townsite.
- Maintain consistent bulk and scale with the existing streetscape.
- Ensure provision of landscaping, parking areas in a manner that provides an attractive streetscape and sufficient interaction between buildings and the street.

## Application

The Policy applies to all lots defined as the Cowaramup Neighbourhood Centre in Figure 1 below. The Cowaramup Neighbourhood Centre has been split into two precinct areas (shown in Figure 1), with relevant provisions being prepared for lots in each precinct.

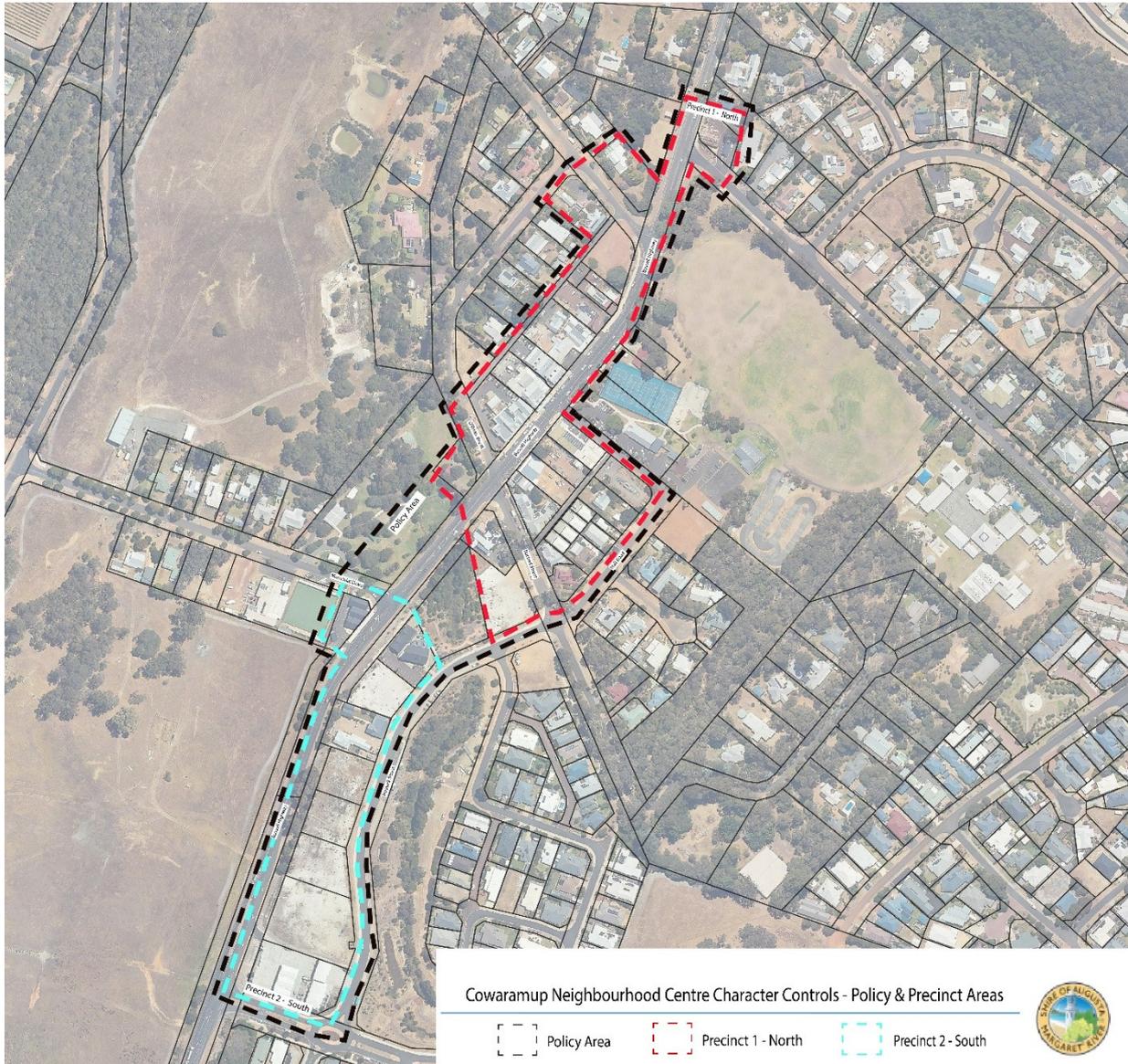


Figure 1: Cowaramup Neighbourhood Centre Design Guidelines Policy Area

## Definitions

Tree Size	Tree Specifications			
	Canopy diameter at maturity	Tree height at maturity	Minimum deep soil area	Minimum deep soil area dimension
Small	2-6m	3-8m	9m <sup>2</sup>	1.5m
Medium	6-9m	8-12m	36m <sup>2</sup>	3m
Large	>9m	>12m	64m <sup>2</sup>	6m

**Deep Soil Area** – soft landscape area on lot with no impeding building structure or feature above or below, which supports the growth of small to large canopy trees and meets a stated minimum dimension. Used primarily for landscaping and open to the sky, deep soil areas exclude basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas.

## Policy

Precinct area provisions apply to the precincts shown above in Figure 1.

Design Elements	All Precincts
<p><b>1. Building Setbacks</b></p> <ul style="list-style-type: none"> <li>Enhance connection with the street through active building edges.</li> <li>Ensure that the interface between commercial development and existing residential development is softened through appropriate setbacks and landscaping.</li> <li>Facilitate efficient use of available commercial land.</li> </ul>	<p>1.1 Commercial development frontage is to have a nil setback to Bussell Highway.</p>
	<p><b>Precinct 1 - North</b></p>
	<p>1.2 First floor development shall be setback a minimum of 2m from the street boundary. Balconies (including roof cover) may have a Nil setback, provided that the balcony remains open on two or more sides.</p>
	<p>1.3 Where a front setback is proposed, the setback area shall provide sufficient area to accommodate alfresco dining, incorporate a verandah and use materials consistent with the existing streetscape palette.</p>
	<p>1.4 Buildings fronting Hall Road shall be setback a minimum of 3m from the Hall Road Reserve.</p>
<p>1.5 Where a lot boundary adjoins a 'Residential' zoned lot, the building is to have a minimum rear setback of 3 metres.</p>	
<p>1.6 Buildings, parking areas, bin stores or other ancillary structures adjoining a laneway are to be setback a minimum of one (1) metre.</p>	
<p><b>Precinct 2 - South</b></p>	
<p>1.7 Hasluck Street shall be the primary building frontage, with a minimum setback of 3m.</p>	

	<p>1.8 Setback to Hasluck Street shall incorporate landscaping, clearly legible pedestrian access and one (1) vehicle entry point.</p> <p>1.9 Where a setback to Bussell Highway is proposed appropriate landscaping shall be provided.</p> <p>1.10 Buildings shall provide at least one side setback area of a minimum of 2 metres to facilitate pedestrian access.</p> <p>1.11 Buildings may include a nil setback to the alternate side boundary.</p>
<p><b>2. Building Design</b></p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• New buildings shall have an emphasis on vertical and compact forms rather than wide and bulky elements.</li> <li>• New buildings and additions to existing buildings shall respond to and reinforce existing characteristics such as plate/ wall height, ridge lines, parapet lines and roof slopes.</li> <li>• New buildings provide pedestrian weather protection e.g verandahs.</li> </ul>	<p><b>All Precincts</b></p> <p>2.1 Gable roofs (facing the street) with a pitch of between 25-35 degrees.</p> <p>2.2 Alternative roof forms may be considered where they are not visible from the street frontage.</p> <p>2.3 Corner sites are to include commercial land uses to both street frontages, incorporating clear glazing, active edges and pedestrian access.</p> <p>2.4 Buildings shall be oriented to maximise northern orientation for solar access.</p> <p>2.5 Street front entry doors are to be recessed into the building.</p> <p>2.6 Windows facing any street should not be tinted, reflective, painted out or significantly obscured by signage.</p> <p>2.7 Bins and bin stores are incorporated into the building and are not visible from the street.</p> <p><b>Precinct 1 - North</b></p> <p>2.8 New buildings or additions to existing buildings shall present to the street with a single storey façade.</p> <p>2.9 Street-facing building facades shall be well articulated emphasising a mixture of vertical and horizontal elements, in accordance with Figure 2.</p>

	<p>2.10 The horizontal bulk or width of a new building shall be broken up and roof split into separate elements.</p> <p>2.11 Verandahs are to be provided, with either flat or Skillion extensions of the building façade.</p> <p>2.12 Verandahs extending within the Bussell Highway Road Reserve are to be constructed in accordance with Main Roads WA Standards, including:</p> <ul style="list-style-type: none"> <li>• Frangible posts, or</li> <li>• Cantilevered design.</li> </ul> <p>2.13 Bullnose style verandahs are not supported.</p> <p>2.14 Windows fronting the street shall have a sill height of no less than 450mm from the footpath level.</p>
	<p><b>Precinct 2 - South</b></p>
	<p>2.15 Buildings are to address Bussell Highway with at least one (1) major opening from an area of publicly accessible floor area.</p> <p>2.16 Building facades (to both Hasluck Street and Bussell Highway) are to provide fragmented roof elements, breaking up horizontal bulk on the streetscape, as detailed in Figure 3.</p> <p>2.17 Buildings may be split into separate elements or buildings as a way of breaking up building bulk, as detailed in Figure 3.</p>
<p><b>3. Building Materials</b></p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Materials/ colours that are complimentary to those used in surrounding buildings.</li> <li>• Materials are reflective of simple rural and traditional timber town buildings.</li> </ul>	<p style="background-color: #cccccc;"><b>All Precincts</b></p> <p>3.1 Walls are to be constructed using two or more of the following materials:</p> <ul style="list-style-type: none"> <li>• Timber cladding;</li> <li>• Weatherboards oiled or painted, or weatherboards to 0.9m – 1.2m height and compressed fibre cement upper;</li> <li>• Exposed recycled red brick;</li> </ul>

	<ul style="list-style-type: none"> <li>• Custom orb profile metal sheeting;</li> <li>• Smooth rendered masonry; and/or</li> <li>• Limestone and rammed earth.</li> </ul> <p>3.2 Klip-lok, Spandek and Trimdek are not supported where visible from the street.</p> <p>3.3 Tilt up concrete slabs are not supported, unless they are treated in a manner that complies with acceptable materials detailed in Cl 2.1 above.</p> <p>3.4 Roofs shall consist of custom orb profile metal sheeting.</p>
<p><b>4. Vehicle Access &amp; Parking</b></p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Development along the primary street provides a continuous active frontage.</li> <li>• Car parking is obscured from the view of Bussell Highway maintaining an active building frontage.</li> <li>• Vehicle access points are rationalised along Bussell Highway, reducing conflict between people and vehicles.</li> </ul>	<p><b>All Precincts</b></p> <p>4.1 Vehicle access shall not be taken from Bussell Highway. Where existing vehicle access from Bussell Highway exists, removal of this access is required.</p> <p>(note: existing vehicle access removal is not required through Change of Land Use planning applications).</p> <p>4.2 Car parking areas are to be sleeved to the rear of the building.</p> <p>4.3 Where car parking and servicing areas are visible from Bussell Highway, they shall be screened from view through appropriate landscaping, and /or appropriate public art.</p> <p>4.4 Development shall incorporate bicycle racks that are accessible from the street.</p> <p><b>Precinct 1 - North</b></p> <p>4.5 Where available, Vehicle access and car parking shall be provided from a laneway to the rear of the buildings.</p> <p>4.6 Where a laneway is unavailable, vehicle access shall be taken from a street other than Bussell Highway</p> <p><b>Precinct 2 - South</b></p> <p>4.7 Vehicle access is to be taken from Hasluck Street.</p>

	4.8 Vehicle access is restricted to one crossover per lot per street frontage.
<b>5. Landscaping</b> Objectives: <ul style="list-style-type: none"> <li>• Landscaping provides appropriate screening and a soft edge to development where necessary.</li> <li>• Landscaping promotes additional canopy coverage, shade for pedestrians and vehicles and supports biodiversity.</li> <li>• Landscaping promotes additional canopy coverage and an increase in biodiversity.</li> </ul>	<b>All Precincts</b>
	5.1 Trees identified on the tree retention Plan (Figure 4) contribute to the character of the street and are to be retained.  5.2 Landscaping should primarily consist of Australian native waterwise plantings and trees that contribute to an increase in canopy coverage.
	<b>Precinct 1 - North</b>
<b>6. Signage</b> Objectives: <ul style="list-style-type: none"> <li>• Signage does not detract from the architecture of the building upon which it is placed.</li> <li>• The design and construction of signs is in harmony with the rural character and/ or cultural heritage of Cowaramup.</li> </ul>	<b>All Precincts</b>
	6.1 Signage is to be low key, of a limited colour palette and materials.  6.2 Signage shall be simple and limited to no more than 2 signs per tenancy, consisting of the following forms: <ul style="list-style-type: none"> <li>- Awning;</li> <li>- wall; and/or</li> <li>- under verandah.</li> </ul> 6.3 Signs are to be integrated into the design of the building.  6.4 Any illumination of signs is to be from an external light source only.  6.5 Windows facing any street shall not be tinted, reflective, painted out or significantly obscured by signage and

	views into and from buildings are maintained.
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## Relevant legislation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This Policy may be cited as Local Planning Policy 18 (LPP18) – Cowaramup Neighbourhood Centre Character Controls

Document and version control table			
<b>Responsible Directorate</b>		Sustainable Development and Infrastructure	
<b>Contact officer</b>		Planning Department	
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1.0	25 March 2026		Adopted for Advertising
1.1			
1.2			



## Appendix 1



**Figure 2 – Precinct 1 – North Character Example**



**Figure 3 – Precinct 2 – South Character Example**



**Figure 4 – Tree Retention Plan**