

# STRUCTURE PLAN

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LOT 500 WIRING ROAD  
COWARAMUP



JANUARY 2025  
(Amended)





LOT 500 WIRRING ROAD  
COWARAMUP

# STRUCTURE PLAN AMENDMENT *SPN/2369*



Prepared by  
*Hex Design & Planning*

January 2025

| VERSION    | COMMENT | PREPARED BY | REVIEWED BY | REVIEW DATE | APPROVED BY | ISSUE DATE |
|------------|---------|-------------|-------------|-------------|-------------|------------|
| Revision 1 | Lodge   | SD          | SYD         | 6/1/25      | SD          | 20/1/25    |
| Revision 2 |         |             |             |             |             |            |
| Revision 3 |         |             |             |             |             |            |

Prepared for: **Yolk Property Group**

Prepared by: **Hex Design and Planning**



Original Structure Plan Prepared by;

**LB Planning**  
TOWN PLANNING | URBAN DESIGN | LAND DEVELOPMENT CONSULTING

**Rowe Group Design**



ENDORSEMENT PAGE

This Structure Plan is prepared under the provisions of the SHIRE OF AUGUSTA-MARGARET  
RIVER Local Planning Scheme No. 1

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

.....Date

Signed for and on behalf of the Western Australian Planning Commission:

.....

An officer of the Commission duly authorised by the Commission pursuant to section 16 of the  
Planning and Development Act 2005 for that purpose, in the presence of:

.....Witness

.....Date

.....Date of Expiry

## TABLE OF AMENDMENTS

| Amendment No. | Summary of Amendment | Amendment Type | Date approved by WAPC |
|---------------|----------------------|----------------|-----------------------|
| 1             | Revised Urban Layout |                |                       |
|               |                      |                |                       |
|               |                      |                |                       |
|               |                      |                |                       |

## TABLE OF DENSITY PLANS

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## EXECUTIVE SUMMARY

This report has been prepared as an Amendment to the Lot 500 Wurring Road Structure Plan (SPN/2369) to guide the subdivision and development of the land contained within the inner edge of the line denoting the Structure Plan Addendum area on Plan 1.

The subject site is:

- Lot 500 Wurring Road, Cowaramup and is 10 kilometres north of the Margaret River Townsite and approximately 31 kilometres southwest of the Busselton Regional Centre. Bussell Highway is located approximately 300 metres west of the site.
- Bound by residential development to the west and north, and existing rural landholdings to the east and south;
- Located east of Bussell Highway and encompasses an area of approximately 40.9 hectares.

This report represents an application to the Shire of Augusta Margaret River to amend the approved Structure Plan comprising Lot 500 Wiring Road, Cowaramup, herein referred to as the 'subject land'.

The Structure Plan Summary Table below details the nature and key outcomes of the Structure Plan.

**Structure Plan Summary Table**

| ITEM                                                                                                                              | DATA                                           | Structure Plan REF (section no.)     |
|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|--------------------------------------|
| Total area covered by the Structure Plan                                                                                          | 40.9 ha                                        | Section 1.3                          |
| Area of each land use proposed: <ul style="list-style-type: none"> <li>- Residential</li> <li>- Retirement / Lifestyle</li> </ul> | 15.48 ha (37.9%)<br>12.53 ha (30.6%)           | Section 4.3.1<br>Section 4.3.1/4.3.3 |
| Total estimated lot yield                                                                                                         | 200- 250 lots + 1 land lease landholding (250) | Section 1.1, 4.3.1                   |
| Estimated number of dwellings                                                                                                     | 200 dwellings + 250 land lease (450)           | Section 4.3.1                        |
| Estimated population                                                                                                              | 560 persons + 375 land lease persons (935)     | Section 4.3.1                        |
| Estimated residential site density                                                                                                | 16.1 dwellings per site hectare                | Section 4.3.1                        |
| Estimated area and percentage of Public Open Space given over to: <ul style="list-style-type: none"> <li>- Local parks</li> </ul> | 9.4 ha (23%)                                   | Section 4.4, 4.4.2                   |

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# PART ONE IMPLEMENTATION

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# Part One - Implementation

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## Structure Plan – Lot 500 Wurring Road, COWARAMUP

### 1 STRUCTURE PLAN AREA

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This report is an amendment to the Lot 500 Wurring Road Structure Plan and applies to Lot 500, which is the land contained within the inner edge of the line denoting the Structure Plan Addendum area on Plan 1.

This Structure Plan Amendment ('the Amendment') is identified as Amendment 1. This plan is in effect for a 10-year period commencing from the date of approval by the Western Australian Planning Commission (WAPC).

This report replaces provisions within the Lot 500 Wurring Road Structure Plan as they relate to land within the Amendment area on Plan 1.

### 2 OPERATION

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The date the Structure Plan comes into effect is the date the Structure Plan is approved by the WAPC, for a period of 10 years.

### 3 STAGING

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Staging of the proposed Structure Plan is anticipated to occur from the west and north in accordance with the provision of services. Staging is to be further considered and addressed through the subdivision and detailed design phases.

### 4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

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#### 4.1 LAND USES & ZONES

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under the Scheme.

#### 4.2 RESIDENTIAL DENSITY

- a) Plan 1 defines the residential density code, or residential density code range, which apply to specific areas within the Structure Plan. Except where already specified on Plan 1, lot-specific residential densities, within the defined residential density ranges, are to be assigned in accordance with a Residential Density Code Plan approved by the WAPC.
- b) A Residential Density Code Plan is to be submitted at the time of subdivision to the WAPC and shall be consistent with the SP, the Residential Density Ranges identified on Plan 1.
- c) The Residential Density Code Plan is to include a summary of the proposed dwelling yield of the subdivision.
- d) Approval of the Residential Density Code Plan shall be undertaken at the time of determination of the subdivision application by the WAPC. The approved Residential Density Code Plan shall form part of the SP and shall be used for the determination of future development applications.
- e) Variations to the Residential Density Code Plan will require further approval of the WAPC, with a revised Residential Density Code Plan submitted generally consistent with the approved plan of subdivision

issued by the WAPC. The revised Residential Density Code Plan shall be consistent with the Residential Density ranges identified in Plan 1

- f) A revised Residential Density Code Plan, consistent with Clause 3.5(e) will replace, wholly or partially, the previously approved Residential Density Code Plan, and shall then form part of the SP as outlined in Clause 3.5(d).
- g) Residential Density Code Plans are not required if the WAPC considers that the subdivision is for one or more of the following:
  - i. The amalgamation of lots;
  - ii. Consolidation of land for “superlot” purposes to facilitate land assembly for future development;
  - iii. The purposes of facilitating the provision of access, service or infrastructure; or
  - iv. Land which by virtue of its zoning or reservation under the SP cannot be developed for residential purposes.

### **4.3 PUBLIC OPEN SPACE**

Public Open Space is to be provided generally in accordance with Plan No. 1 and the POS Schedule included within Part 4.4 of Part 2.

### **4.4 VEGETATION RETENTION**

The Structure Plan proposes to retain the majority of the mature trees within the subject land and the Wurring Road reserve. As a condition of subdivision approval, the proponent will be required to:

- a) Ensure the fill and earthwork programmes protect the existing vegetation where possible; and
- b) Ensure measures are taken to protect all mature trees within the Wurring Road reserve during subdivisional works.
- c) No development is permitted within Vegetation Protection areas identified on the structure plan map.

### **4.5 LANDSCAPE INTERFACE**

The Structure Plan is surrounded by agricultural land to its eastern and southern boundaries. To ensure appropriate management of the rural interface, the following design mechanisms will be applied to all R10-coded lots;

- a) The landscape interface area is to contain a vegetated earth mound as required by the Local Water Management Strategy, to be constructed and landscaped by the developer;
- b) Rear boundary fencing is to comprise uniform open style, rural fencing;
- c) Side boundary fencing within the landscape interface area is to comprise uniform open style, rural fencing; and
- d) The rear setback to the dwelling must be taken from the 10-metre landscape interface line.

### **4.6 LOCAL DEVELOPMENT PLAN/S**

Local Development Plans are to be prepared for lots with one or more of the following attributes:

- a) Lots with an irregular configuration;
- b) Lots where specific vehicle access control is required;
- c) Lots abutting public open space, a pedestrian access way or an area of landscape interface;

- d) Lots with particular site constraints;
- e) Residential – Retirement / Lifestyle Village
  - i. A Local Development Plan is to be prepared and approved for grouped dwellings and associated land uses applied to the land contained within the inner edge of the Residential – Retirement / Lifestyle Village zone shown on the Structure Plan.
  - ii. Dwellings and associated land uses that are consistent with the approved Local Development Plan are exempt from the requirement to obtain development approval in the area to which the plan relates.
  - iii. The Local Development Plan is to set out site and development standards that are to apply to the development which will include the following –
    - 1. Residential Design Code applicable to the development or Dwelling Yield;
    - 2. Internal road design, dimensions construction standards;
    - 3. Streetscape and dwelling orientation;
    - 4. Building design elements;
    - 5. Setback requirements;
    - 6. Uniform permeable fencing and gated access located at the boundary between the Local Development Plan Area and surrounding public open space and road reserve areas;
    - 7. Incidental development (storage/clothes drying/outbuildings/controls on caravan/ trailer/boat locations);
    - 8. Private open space/site coverage for each grouped dwelling;
    - 9. Private open space, landscape buffers (which also demonstrates retention of existing mature trees where practicable and protects/enhances visual amenity) and streetscape treatments in accordance with a detailed landscape plan prepared and approved by the Local Government;
    - 10. Grouped Dwelling model design options and associated buildings supporting the needs of its residents;
    - 11. An Urban Water Management Plan prepared and approved by the Local Government;
    - 12. Visitor car parking allocation and provision of landscaping (to include shade trees) to be planted and protected from damage by cars;
    - 13. Servicing details for all land uses (including service areas, bin storage areas, and other mechanical plant equipment such as air conditioners), be screened from view from streets, car parks and private open space areas by enclosures consistent with the style and material of the building.

## 4.7 STORMWATER MANAGEMENT

At the time of subdivision, an Urban Water Management Plan will be required as a condition of subdivision approval.

At the subdivision stage, a bund to manage stormwater flow from the adjoining rural catchment is to be installed at the rear of the R10 lots.

All new dwellings are to be fitted with an under-eave rainwater tank with a storage capacity of at least 2,500 litres or 5,000 litres on R10 lots, between the overflow and the slow-release pipe, to be plumbed into the home.

All dwellings are required to be constructed at a finished floor level to provide a minimum separation of 0.3 meters above 1% AEP stormwater storage water level.

## 4.8 ROAD RESERVE

One of the key planning matters to be addressed for the site, as identified within the Shire's Local Planning Strategy, is creating key road linkages with the existing network. In this regard, concept planning for the Structure Plan was guided by the existing road linkages surrounding the site, including Roy Earl Drive, Wurring Road, Lions Drive, Duggan Drive and Waverley Road, which all intersect with the site. Future long-term eastward connections have also been provided for to provide the eastward townsite extension (if required).

The internal road hierarchy proposed for the Structure Plan has been determined by modelling based on the Indicative Concept Plan. This provides for simple and efficient vehicle movements throughout the site, and externally, and allows for regular shaped lots. As such, the Structure Plan area generally comprises a grid network of access streets.

The Structure Plan area will predominantly be accessed via the extension to Roy Earl Drive, which will comprise an Access Street A classified road designed to an 18-metre cross-section. A new Access Street C connection will provide a new intersection to Waverley Road and Lions Drive. The majority of the residential lots will be serviced by 'Access Street D' classified roads, designed to a 15-metre cross-section. Where services are only required to one side of the road (i.e., adjacent to areas of public open space) a reduced cross-section of 13 metres is proposed.

The previously approved TIA included an analysis of the current and future performance of surrounding intersections (SIDRA Analysis). In this regard, the Wurring Road-Bussell Highway intersection was found to have an existing Level of Service ('LOS') of 'C' during the PM peak period, meaning commuters have a 17-second delay on the Wurring Road (east) approach, and the revised structure plan has removed any vehicular connection to this road and hence no upgrade can be attributed to traffic generated by the subject site.

The Amended SP would gain access/ egress via Waverley Road, Roy Earl Drive and Lions Drive. The development traffic would be distributed to Bussell Highway via Waverley Road and Roy Earl Drive. No additional trips are expected on Wurring Rad as the amended SP area would not connect to this road.

The SIDRA analysis indicates that all approaches to the Waverley Road/Bussell Highway and Roy Earl Drive/ Bussell Highway intersections are expected to operate at Level of Service (LOS) A or B, with minimal delays and queues. Although the critical right turn movement from Waverley Road and Roy Earl Drive to Bussell Highway may operate at LOS E and F during peak hours in the longer term, the associated queue lengths and delays are relatively low and are not expected to create significant traffic issues. Therefore, based on the SIDRA assessment, no upgrades are necessary at these intersections as a result of the proposed amended Structure Plan.

(Refer to Appendix 11)

## 5 OTHER REQUIREMENTS

### 5.1 FIRE MANAGEMENT

Any application for subdivision approval is to be accompanied by an updated bushfire management plan and BAL contour map.

### 5.2 DEVELOPER CONTRIBUTIONS

The subdivider/developer is to make financial contributions 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.2.

### 5.3 TRAFFIC

As a condition of subdivision, the proponent will be required to provide a proportionate contribution, based on traffic generation levels, for upgrades to the Roy Earl Drive/ Bussell Highway, in accordance with an agreed Traffic Impact Assessment and to the satisfaction of the relevant road control authority

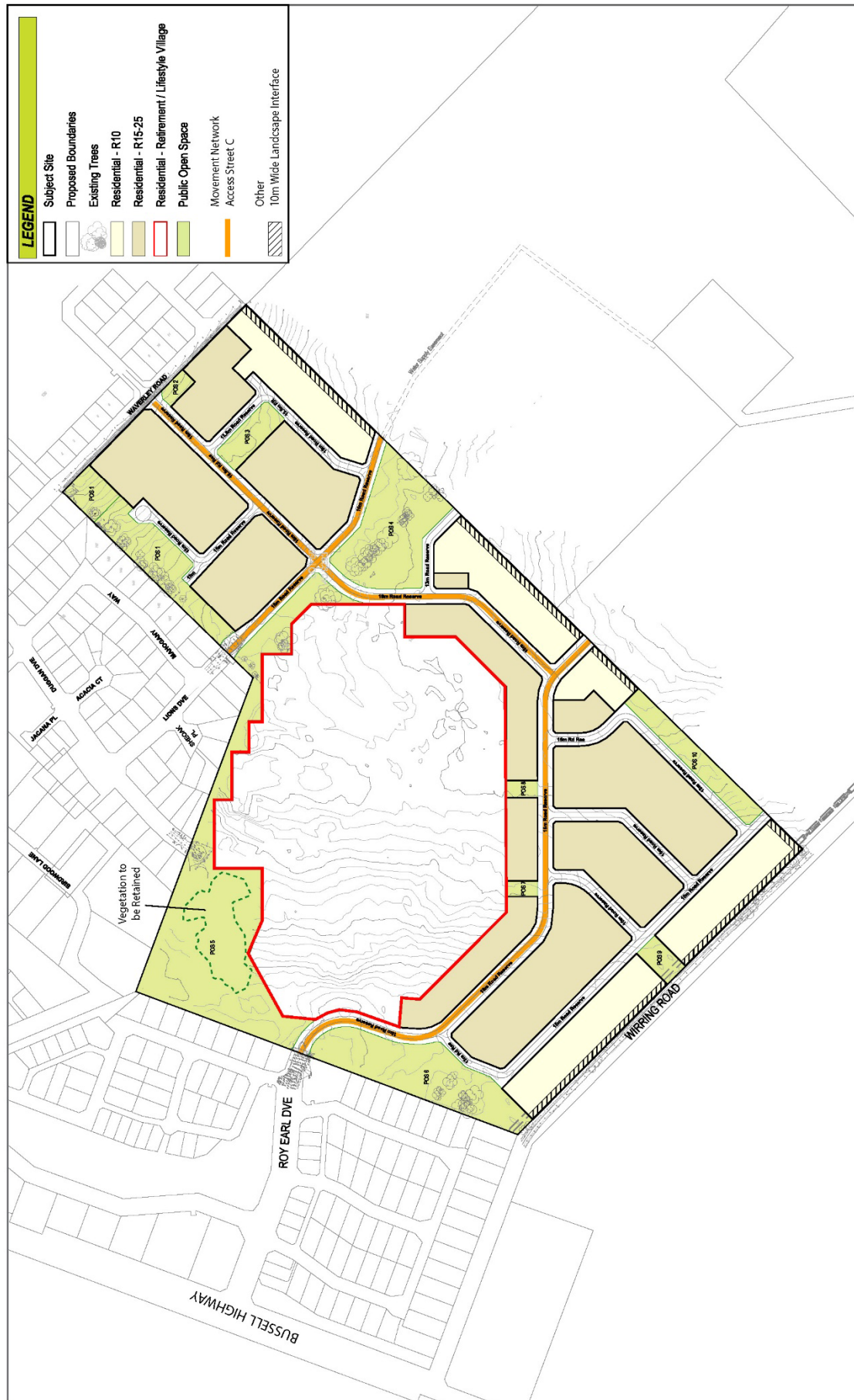
## 6 ADDITIONAL INFORMATION

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The details of additional information required to be submitted with the Structure Plan and the stage in which it is to be submitted, are summarised below.

| Additional Information                    | Approval Stage                                        | Consultation Required           |
|-------------------------------------------|-------------------------------------------------------|---------------------------------|
| <b>Bushfire Management Plan</b>           | In support of subdivision or development application. | Shire of Augusta-Margaret River |
| <b>Urban Water Management Plan (UWMP)</b> | Condition of subdivision or development approval.     | Shire of Augusta-Margaret River |
| <b>Local Development plan (LDP)</b>       | Condition of subdivision approval.                    | Shire of Augusta-Margaret River |

# Plan 1 Structure Plan Map



**COWARAMUP - STRUCTURE PLAN**  
Lot 500 Wiring Road, Cowaramup

Project YOLHA 24001002D | Scale 1:4000 @ A3 | Date: 13 Nov 2024

**HEX**  
DESIGN | PLANNING

Hex Design and Planning  
ABN 54 627 142 208  
10/11 Macquarie Street  
Perth WA 6000  
T +61 8 9224 1018  
M +61 438 800 255  
E [info@hexdesignandplanning.com.au](mailto:info@hexdesignandplanning.com.au)

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0m 50m 100m 200m  
N  
NATURAL SCALE

SPN/2369 Lot 500 WIRING ROAD, COWARAMUP

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