

26PER-0015
18 MAY 2026

(14) Grouped Dwelling Development

Lot 2976 (#68) Bushside Drive, Ellenbrook



EMERGEN BUSHSIDE PTY LTD

1. Introduction

URPS has been engaged by Emergen Bushside Pty Ltd, to prepare a planning statement in support of a proposed 14 x Grouped Dwelling Development at Lot 2976 (#68) Bushside Drive, Ellenbrook ('the site'). The application has been prepared and is requested to be assessed concurrently with a Subdivision Application lodged concurrently with the WAPC.

Emergen Property acts as project manager for the various specialist consultants included under this application:

- Zuideveld Marchant Hur Architecture – project architect, design lead
- LPM – Landscape Design Lead
- URPS – Operation Waste Management Plan
- Shawmac – Civil Engineering consultants providing swept path analysis
- Bushfire Protection Australia – Bushfire Consultancy & Risk Management
- Summation Pty Ltd – Sustainability, energy, and renewables advisory consultants
- VPE Consulting – Civil Engineers specialising in stormwater management and drainage design.

1.1 Land Description and Local Context

1.1.1 Legal Description

Emergen Bushside Pty Ltd., as landowner ('Proponent') have signed the required WAPC Development Assessment Panel and City of Swan Application Form(s) for formal submission.

The Certificate of Title (CT) is included in the lodgement package.

Table 1: Ownership & Title Details

Lot/Plan & Street Address	Vol/Folio	Registered Proprietor	Area (ha)
2976 on P069273 (#68) Bushside Drive, Ellenbrook	2866/197	Emergen Bushside Pty Ltd	0.371ha

1.1.2 Location and Site Context

The site is located within the City of Swan and forms part of the established Ellenbrook townsite. Ellenbrook is a planned urban area located approximately 22 kilometres north-east of the Perth CBD.

The site is located on the eastern side of Bushside Drive, with primary frontage and access taken exclusively from Bushside Drive given the site levels localised retaining. The surrounding area comprises a mixed-use urban environment, including residential, commercial and local service uses, with a childcare centre and medical centre directly adjoining the site to the rear.

Residential development within the immediate locality is defined by a suburban streetscape typified by garages, crossovers, fencing and landscaped setbacks, with predominantly single-storey built form.

The site is irregular in shape and exhibits a significant change in levels, being elevated above Doig Road. This change in topography is accommodated through existing retaining walls, which establish a clear 'stepped' physical separation between the site and the lower-lying Doig Road reserve on the south boundary (approx. -3.0m max) and commercial development on the northern boundary (approx. +6.9m max). The elevated nature of the site informs the design response and treatment of the rear boundary interface.

The proposed 14 grouped dwellings, together with a concurrent subdivision application to the WAPC, represent an efficient and orderly development outcome that is compatible with the site's context and planning framework.

1.2 Planning Framework

Table 2: Strategic Overview

Planning Framework	Description
Zoning – Metropolitan Region Scheme	Urban
Zoning – City of Swan LPS No. 17	Special Use 4 (R40)
Structure Planning	The Vale Development Plan Two (ODP 155)

1.2.1 The Vale Development Plan Two (ODP 155)

The subject site is located within a Mixed Use area as identified under The Vale Development Plan Two (ODP 155), approved by the WAPC in February 2014 (as extended).

The site forms part of Development Plan Two – Stage 14, where land use permissibility within the Mixed Use area is to be determined in accordance with the Ellenbrook Town Centre Zoning Table under Schedule 4A of Local Planning Scheme No. 17.

The applicable Residential Density Coding for the site is R40, supporting medium-density residential development consistent with the objectives of the ODP and the surrounding urban context.

1.3 Site Conditions and Constraints

Table 3: Site Conditions and Constraints

Site Element	Description
Flora and Fauna	The site has been cleared and it generally occupied by scattered regrowth shrubs that will be cleared as part of standard subdivision and development works.
Topography	Landgate topographic mapping indicates a gradual increase in ground levels across the site, rising by approximately 10 metres from the southern boundary along Doig Road to the northern boundary
Ground Water	Limited DWER data is available for minimum and maximum Groundwater contours in the general location, however noting standard clearance to ground water was provided as part of the original Estate subdivision.
Surface Water	A portion of the south-eastern site lies within a mapped sump land wetland; however, this is not material to the application, as the lot was previously approved and subdivided as part of the Ellenbrook Estate.
Bushfire Prone	The site is identified as being within a designated Bushfire Prone Area 2. Accordingly, a Bushfire Management Plan (BMP) has been prepared by Bushfire Protection Australia and is included under cover.
Municipal Heritage Listed	No
Aboriginal Heritage Site	No
Acid Sulphate Soils	The site is located within an Acid Sulfate Soils (ASS) Risk Classification 2 area, indicating a Moderate to Low risk.
Contaminated Sites	No
UXO	No

2. Development Overview

2.1 Preliminary Engagement

The initial concept for the proposed 14 grouped dwelling development at Lot 2976 (No. 68) Bushside Drive, Ellenbrook was presented to the City of Swan Design Review Panel (DRP) on 21 April 2026 as part of early design development (DRP-9/2026).

The Panel acknowledged the Applicant's early engagement and expressed in-principle support for the delivery of medium-density housing, particularly in the context of current housing supply pressures. The Panel also recognised the constraints associated with the site's irregular geometry and level changes, noting these factors present design challenges that require a considered response.

Notwithstanding this, the Panel identified matters requiring further resolution before the proposal could be supported. Key themes raised related to built form intensity, dwelling mix and typology, resident amenity, landscape quality, and the integration of sustainability measures as a core design driver. The Panel noted that the current arrangement resulted in amenity challenges for some dwellings and encouraged exploration of alternative design responses, including changes to dwelling configuration, built form height, yield and housing diversity.

The Panel concluded that the proposal was not yet supported and resolved that the development should return to a future full Design Review Panel meeting following further design refinement.

Section 6 of this report outlines how the proposal has been informed by, and responds to, the matters raised by the Design Review Panel, with the revised design seeking to improve overall amenity, built form outcomes, landscape integration and sustainability performance while responding to the site's constraints and planning context.

3. Proposed Development

The proposed development comprises a high quality medium density residential outcome that responds directly to the site's context and the strategic intent for the Precinct. The architectural drawings illustrate a coordinated and contemporary built form arrangement that reinforces strong street interfaces and a coherent urban structure.

3.1 Key Elements of proposal

- Delivery of 14 grouped dwellings arranged in a series of contemporary terrace style typologies, consisting of 14 three and four bedroom dwellings, reflecting the unit mix shown across Types 1–10 in the architectural package.
- A central communal accessway (~588sqm) functioning as a primary internal movement spine for all vehicle and majority of pedestrian access (Lots 5 – 14).
- Strong street activation through the orientation of Lots 1 – 4 to Bushside Drive, supported by direct pedestrian entries, ground level articulation, delivering a highly walkable and visually engaging urban frontage.
- Integrated management of site levels using split level townhouse configurations with undercroft or partially recessed garages, clearly illustrated in the plans for Types 1 and 2; ensuring the built form steps naturally with the existing Bushside Drive topography and minimises perceived height and bulk.
- Provision of 28 resident parking bays, equating to two bays per dwelling, located within private garages attached to each dwelling; this supported by 2 new verge bays for visitor parking.
- The built form adopts a low-rise typology consistent with the surrounding residential context while responding to the site's retaining wall constraints.

A development summary is included under Table 4.

Table 4: Housing Typologies

Type	No. of Type	Applicable Lot Sizes (sqm)	No. Bedrooms	No. Bathrooms	Private Outdoor Space (sqm)	Parking Type/(No.Bays)
1	1	242	4	2.5	78.3	Garage (2)
2	1	209	3	2	46.6	Garage (2)
3	1	204	3	2	44.5	Garage (2)
4	1	202	3	2	42.7	Garage (2)
5	1	222	3	2.5	31.8	Garage (2)
6	1	214	3	2	38.5	Garage (2)

Type	No. of Type	Applicable Lot Sizes (sqm)	No. Bedrooms	No. Bathrooms	Private Outdoor Space (sqm)	Parking Type/(No.Bays)
7	1	265	4	2.5	60.9	Carport (2)
8	4	204	3	2.5	44.1	Carport (2)
9	1	241	4	2.5	60.4	Carport (2)
10	1	299	4	2.5	101.9	Carport (2)
Total:	14					

4. Deemed-to-Comply Criterion

4.1 Compliance and Planning Rationale

4.1.1 Subdivision Layout and Residential Density

The proposed subdivision comprises 14 residential lots, with the following WAPC prescribed lot distribution:

- 10 lots: 180sqm – 234sqm range
- 4 lots: 235sqm – 319sqm range

Plus

- 1 x 588sqm access lot providing communal driveway access

Lots range from 202sqm to 299sqm for this 3,707sqm site, averaging 222sqm, consistent with an allocated R40 density coding and the intended medium-density residential character. This mix supports housing diversity, affordability, and varied built form outcomes.

4.1.2 Site Coverage

The 3,707sqm site is afforded a 65% (or equivalent 2,409sqm) Site Coverage allowance under clause Part C – C3.1.1 of the R-Codes.

The proposed development presents a site coverage ratio of 60% (2,246.1sqm).

4.1.3 Setbacks, Open Space and Boundary Interfaces

The proposed development has been carefully designed to respond to the site's physical constraints, while delivering a built form outcome that achieves an appropriate balance between site efficiency, residential amenity and streetscape presentation. Key elements include:

Setbacks

The proposal has been designed having regard to Clause C3 (Setbacks) of the R-Codes Volume 1 for Grouped Dwellings. Street and secondary street setbacks are generally compliant, with minor variations appropriately justified under design principles due to site constraints, including topography and lot configuration.

Reduced setbacks are limited and do not adversely impact streetscape character or adjoining properties. Built form articulation, landscaping and level changes ensure the intent of Clause C3 is achieved, maintaining appropriate scale, visual relief and passive surveillance to the public realm.

Private Open Space

Private open space is provided in accordance with Clause C1 (Open Space), ensuring each dwelling is afforded functional outdoor living areas directly accessible from habitable rooms.

Where variation occurs in the provision of a single consolidated primary garden area, open space is distributed across multiple areas that collectively meet the intent of Clause C1.1.1. These areas provide adequate size, solar access and usability, ensuring appropriate levels of residential amenity consistent with the objectives of the R-Codes.

For elevated dwellings, open space benefits from increased privacy and separation from the public realm, without compromising functionality or amenity.

Boundary Interfaces

Boundary treatments have been designed to satisfy the intent of Clause C3.2 (Boundary Setbacks) and Clause C2 (Amenity), achieving appropriate transitions to adjoining properties and the public domain.

The stepped built form responds to site topography, reducing perceived bulk and ensuring a compatible interface with adjoining development. Boundary fencing, retaining and landscaping are integrated to soften built form and minimise visual impact.

Passive surveillance is maintained to streets and shared areas through openings, entries and landscape design, supporting the objectives of safety, amenity and streetscape integration.

4.1.4 Parking, Access and Internal Circulation

Part C requires safe and legible vehicle access that supports, rather than undermines, streetscape quality. The proposal satisfies this by:

- Providing two resident bays per dwelling in double garages (total 28 on-site resident bays), meeting the grouped dwelling parking requirement under the R-Codes.
- Locating all garages along a communal driveway, “sleeving” car parking away from the public domain and preserving active frontages to Bushside Drive.

4.2 Vehicle Access and Traffic Management

4.2.1 Vehicle and Pedestrian/Cyclist Access

The proposed access arrangement has been designed in accordance with Clause C3.5 (Vehicle Access) and Clause C7 (Design for Safety) of the R-Codes Volume 1.

Primary vehicular access to the development is provided via Bushside Drive, with a single communal driveway serving all dwellings. The access leg is approximately 6.0 metres in width, enabling safe two-way vehicle movement and satisfactory manoeuvring within the site.

A swept path assessment confirms that the internal driveway and garage configurations accommodate B85 design vehicles in accordance with AS2890.1, with all dwellings capable of being accessed and exited in a forward direction.

Pedestrian and cyclist connectivity is supported by the existing external footpath network, which forms part of the established subdivision and provides safe and convenient access to surrounding streets and local amenities.

No separate internal pedestrian footpath is provided within the communal driveway. This is considered acceptable under the R-Codes, as the low-volume internal accessway operates as a shared space, with clear sightlines, passive surveillance from adjoining dwellings and sufficient width to safely accommodate both vehicles and pedestrians in accordance with the objectives of Clause C7.

Overall, the proposed access arrangement achieves a safe, functional and legible outcome consistent with the intent of the R-Codes.

4.2.2 Resident and Visitor Parking and Public Transport

Public Transport & Accessibility

Existing public transport services are considered adequate to support the proposed development. The nearest bus stop, *The Broadway After Birchmore Gardens*, is located approximately 250 metres north-east of the site and forms part of the Public Transport Authority's high-frequency network. The stop services Route 340, which provides connections between Ellenbrook Station and Dalmilling Drive (After Outlook Way), offering convenient access to the wider public transport network.

Resident Parking

The development has been assessed against the R-Codes 'Location A' parking provision, which requires a minimum of 14 resident bays (*Provision C3.1: '14 x 2+ bedroom dwellings'*). The proposal exceeds this requirement, providing a total of 28 resident parking bays, equating to two bays per dwelling, all accommodated within secure private garages and carports. This arrangement ensures that all resident parking demand is fully contained within the site, minimising reliance on the surrounding road network.

Visitor Parking

Visitor parking is proposed via two on-street bays located within the Bushside Drive reserve. While this represents a minor shortfall against the deemed-to-comply requirement, the variation is supported under a design principles assessment.

The shortfall of one visitor bay is considered acceptable having regard to the substantial over-provision of resident parking, with 28 on-site bays provided across the development, ensuring that resident parking demand is fully accommodated internally and does not compete with visitor parking.

The proposed visitor bays are well located in close proximity to primary dwelling entrances addressing Bushside Drive, promoting legibility, passive surveillance and convenient access for visitors. In addition, Doig Road adjacent to the site presents further informal parking opportunity due to its low-traffic environment, absence of any crossovers and its interface with bushland on one side, which limits competing parking demand.

Bushside Drive itself operates as a low-volume local residential street with capacity to accommodate on-street parking without adverse impacts on traffic flow, safety or amenity. Accordingly, when considered in the context of surplus resident parking provision and available on-street capacity, the proposed visitor parking arrangement satisfies the intent of the R-Codes and is considered appropriate.

4.3 Landscaping

The development is supported by a Landscape Master Plan (**Appendix 3**) prepared by LPM, demonstrating a compliant and integrated landscape outcome consistent with Clause C4 (Landscaping) of the R-Codes Volume 1.

The proposal provides 17.6% total site landscaping, exceeding the minimum 15% requirement, and achieves 61% landscaping within the primary street setback, significantly above the 30% minimum. Each dwelling is allocated a minimum 9m² deep soil area, supporting viable planting and long-term landscape establishment.

Landscaping is applied across private lots, common areas and verge interfaces, incorporating trees and low-scale planting to soften built form, enhance streetscape presentation and maintain passive surveillance. Water-wise principles, including limited turf, mulch application and drip irrigation, are adopted throughout.

4.3.1 Verge Landscaping Compliance

Verge landscaping has been designed in accordance with Clause C4 of the R-Codes Volume 1, ensuring an appropriate interface between the development and the public domain.

Planting within the verge and primary street setback exceeds the minimum landscape provision, contributing to a well-defined and attractive streetscape consistent with the objectives of Clause C4. Low-scale shrubs and groundcovers are utilised to maintain clear sightlines for vehicles and pedestrians, supporting safety and passive surveillance.

All verge planting is positioned to maintain appropriate clearances from footpaths, driveways and service infrastructure, ensuring functionality and ongoing maintenance accessibility. The selection of water-wise species and the use of efficient irrigation systems further support a low-maintenance and environmentally responsive outcome.

Overall, the proposal satisfies the objectives of Clause C4 by delivering a functional, low-maintenance and visually cohesive landscape outcome that enhances residential amenity and the public realm.

4.4 Bushfire Management

A Bushfire Management Plan (BMP) has been prepared by Bushfire Protection Australia (**Appendix 6**) to support the proposed development, in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, AS 3959:2018 – *Construction of Buildings in Bushfire-Prone Areas*, and the *Guidelines for Planning in Bushfire Prone Areas* (2024).

The subject site is identified as being partially within a bushfire prone area; however, it forms part of an established urban environment and qualifies for assessment under a Simplified Broader Landscape Assessment (BLA). The surrounding landscape is predominantly cleared or managed, with the site exposed to a single bushfire hazard aspect.

Vegetation within 150 metres of the site has been assessed in accordance with AS 3959:2018. The site itself contains no bushfire prone vegetation and is classified as a low threat area, with surrounding vegetation consisting of Forest and Scrub classifications informing the BAL assessment.

All proposed lots are capable of accommodating development at BAL-29 or below, with Lots 1–6 achieving BAL-12.5 and Lots 7–14 primarily achieving BAL-19, with only limited peripheral areas of BAL-29. Building envelopes are located within lower BAL areas, enabling compliance with construction requirements at the building permit stage.

The development satisfies the Bushfire Protection Criteria, including location, siting and design, vehicular access and water supply, noting the site is connected to a reticulated water network with fire hydrants located in close proximity. The existing road network provides safe and efficient access to multiple destinations for evacuation purposes.

Implementation measures include placement of a Section 165 notification on title and construction of all dwellings in accordance with the applicable BAL standards. Accordingly, bushfire risk is appropriately managed and acceptable for the proposed development.

4.5 Waste Management

An Operational Waste Management Plan (OWMP) has been prepared by URPS (**Appendix 4**) to support the proposed development. The OWMP demonstrates that the development can be effectively serviced by the City of Swan's standard kerbside collection system without adverse impacts on amenity, access or site functionality.

Waste generation has been assessed in accordance with the WALGA Guidelines for developments exceeding 12 dwellings. At full occupancy, the development is estimated to generate approximately 1,120L of general waste, 1,260L of recycling and 840L of FOGO per week.

Waste will be managed via a fully communal system, with all bins stored within a centrally located Bin Storage Area (BSA) and no private bin storage areas provided.

To accommodate projected waste volumes, the OWMP proposes 21 communal bins comprising 10 × 240L general waste bins, 7 × 360L recycling bins and 4 × 240L FOGO bins. This provision exceeds minimum capacity requirements and ensures operational resilience between collection cycles.

The BSA, with an area of approximately 19.5m², is sufficient to accommodate all bins with appropriate circulation space for safe and orderly use. Waste collection will occur from Bushside Drive, with bins presented to designated verge locations on collection days and returned to the BSA thereafter. No waste collection vehicles are required to enter the site.

Ongoing management of the communal waste system will be coordinated through the strata framework, ensuring effective operation and maintenance over the life of the development.

4.6 Sustainability Strategy

A Sustainable Design Assessment has been prepared by Summation Pty Ltd (**Appendix 7**) to inform the proposed development. The assessment adopts a practical, cost-effective sustainability approach, prioritising integrated design measures over formal rating tools, consistent with the scale of the project and the intent of State Planning Policy 7.0.

The proposal focuses on core sustainability fundamentals, including passive design, electrification and water-sensitive measures, to achieve improved environmental performance while maintaining development affordability and operational efficiency.

Key initiatives incorporated into the development include:

- **Energy Efficiency and Passive Design**
Dwellings incorporate low-e glazing, efficient lighting and light-coloured roofing to minimise heat gain and reduce reliance on mechanical heating and cooling.
- **Electrification**
All dwellings are fully electric, with hot water, cooking and space conditioning systems powered by electricity, supporting ongoing emissions reduction in line with the decarbonisation of the electricity network.
- **Solar PV Readiness**
Roof design allows for future installation of solar PV systems, providing residents with the opportunity to adopt renewable energy over time.
- **Water Efficiency**
High-efficiency WELS-rated fixtures are specified to reduce potable water demand and support water-sensitive design outcomes.
- **Heat Island Mitigation**
Light-coloured roofing materials are proposed to reduce solar absorptance and improve thermal comfort.
- **Waste Minimisation and Management**
Effective waste separation and storage arrangements are provided to support recycling and organic waste diversion.

4.7 Stormwater

A Drainage Technical Memo has been prepared by VPE Consulting (**Appendix 7**) to inform the proposed stormwater management strategy, in accordance with the City of Swan's stormwater requirements.

Geotechnical investigations confirm the site is classified as Site Class A, comprising fine to medium-grained Bassendean sands with high permeability and no groundwater encountered within the investigated depth. Field permeability testing indicates infiltration rates in the order of 6.7–6.9m/day, demonstrating favourable conditions for on-site infiltration.

Stormwater runoff will be managed via an on-site retention system utilising soak wells located within the common property. The system will be designed to accommodate the 1 in 10-year ARI storm event,

ensuring no adverse impacts on adjoining properties or the local drainage network, consistent with City requirements.

A detailed drainage design will be prepared at the civil engineering stage. Overall, the proposed approach represents a compliant, efficient and site-responsive stormwater solution.

5. Design Principles Justification

Where 'Deemed-to-Comply' criteria is not considered to be satisfactorily met under the R-Codes, we have applied a 'Design Principles' (merit-based) approach as the alternative. Relevant 'Design Principles' elements include:

Table 5: Design Principles Justification

Part C R-Codes Provision 'Deemed-to-Comply'	URPS 'Design Principles' Response
1.1 Private Open Space C1.1.1 Primary Garden Area	Clause C1.1.1 of the R-Codes requires a single consolidated primary garden area to be located behind the primary street setback. The proposal includes variations to this requirement for select dwellings, which are justified under a design principles assessment. Units 1, 2 and 4 For Units 1, 2 and 4, a portion of the primary garden area is located within the front setback. Notwithstanding this variation, the outdoor areas are consolidated, landscaped and of sufficient size and accessibility to function as usable private open space with a northerly aspect. These areas are well integrated with the built form and do not detract from streetscape presentation or pedestrian amenity, satisfying the intent of Clause C1.1.1. Units 13 and 14 The primary garden area is located within the Doig Road setback. While this does not strictly satisfy the deemed-to-comply provision, the open space areas are of adequate size, form and functionality, and respond appropriately to site constraints and dwelling orientation. The elevated interface and landscaping maintain amenity and an appropriate relationship with the public domain. Units 3 and 7–12 (Split Open Space) Unit 3 and Units 7–12 incorporate a split open space arrangement, with part of the primary garden area located within the front setback. For Unit 3 the same front setback rationale applies as per Units 1, 2 and 4. For Units 7–12, these areas are elevated approximately 3.0 metres above Doig Road due to site topography and retaining. This elevation provides effective separation from the public realm, enhancing privacy and amenity. The combined outdoor areas operate as a functional and cohesive primary garden area with direct access from habitable rooms, consistent with the objectives of Clause C1.1.1.

Part C R-Codes Provision 'Deemed-to-Comply'	URPS 'Design Principles' Response
	Assessment Outcome The proposal satisfies the intent of Clause C1.1.1, with all dwellings providing functional, accessible and well-landscaped primary garden areas. Variations are minor, responsive to site constraints and do not result in adverse amenity or streetscape impacts. Accordingly, the design principles are met.
2.2 Solar Access and Natural Ventilation C2.2.4 Solar Access	A variation to the solar orientation requirements of Clause C2.2.4 is proposed for Units 3, 4, 13 and 14. The proposal is supported under a design principles assessment. Units 3 and 4 Units 3 and 4 do not achieve the preferred north-west orientation for primary living spaces. Notwithstanding, these dwellings are designed to achieve appropriate solar access through alternative orientation, internal layout and window placement. Habitable rooms receive adequate natural light, ensuring acceptable levels of daylight and internal amenity consistent with the objectives of Clause C2.2.4. Units 13 and 14 Units 13 and 14 do not provide a north-facing primary outdoor living area. However, each dwelling incorporates north-oriented habitable spaces, including kitchen and/or dining areas, which receive direct solar access. This satisfies the intent of Clause C2.2.4 by ensuring solar penetration to primary living areas, supporting thermal comfort and residential amenity; this also compensated for the outlook over an extensive bushland. Assessment Outcome The proposal meets the intent of Clause C2.2.4 by providing adequate solar access and daylight to key habitable spaces. Variations are site-responsive, do not adversely impact residential amenity, and are considered acceptable under a design principles assessment.
3.3 Street Setbacks C3.3.1 Setback of buildings	A minor variation to the minimum street setback under Clause C3.3.1 is proposed for Units 4 and 7. Unit 7 Unit 7 fronts Doig Road and is situated on elevated land relative to the street due to existing topography and retaining. This elevation results in the dwelling presenting as visually recessed when viewed from the public domain, mitigating any perception of reduced setback. The built form

Part C R-Codes Provision 'Deemed-to-Comply'	URPS 'Design Principles' Response
	incorporates appropriate articulation and limited openings, ensuring no adverse impacts on visual privacy, streetscape quality or amenity. Unit 4 The reduced setback applicable to Unit 4 occurs within the internal development context and does not directly interface with the public realm or adjoining residential properties. As such, the variation has no material impact on streetscape character or residential amenity. Assessment Outcome The proposed variations are minor and site-responsive, reflecting the constraints of the lot configuration and topography. The development satisfies the intent of Clause C3.3.1 by maintaining appropriate amenity, scale and streetscape integration. Accordingly, the variations are considered acceptable under a design principles assessment.
2.3 Parking C2.3.4 Visitor Parking	The Residential Design Codes require three visitor parking bays for the proposed development. Two visitor bays are provided within a new on-street embayment along Bushside Drive, representing a minor shortfall supported under a design principles assessment. This variation is considered acceptable given the substantial over-provision of resident parking, with 28 on-site bays ensuring all resident demand is accommodated internally and does not compete with visitor parking. The visitor bays are conveniently located adjacent to the site and in close proximity to primary dwelling entries, promoting legibility, passive surveillance and ease of access. Bushside Drive is a low-volume local residential street with capacity to accommodate on-street parking without adverse traffic, safety or amenity impacts. Additional informal parking opportunities are also available along Doig Road, which experiences low traffic volumes, has no driveway crossovers and interfaces with bushland on one side, resulting in minimal competing demand. Accordingly, the proposed visitor parking arrangement satisfies the intent of the R-Codes by balancing functional parking provision with streetscape quality and residential amenity.

6. State Planning Policy 7.0 – Design of the Built Environment

6.1 Policy Considerations

Pursuant to the design objectives of SPP7.0, the proposed development addresses the 10 Design Principles, including initial Design Review Panel feedback, as follows:

Table 6: SPP 7.0 – 10 Design Principles

Design Principle	Project Team Commentary
1) Context and Character	The proposal delivers a contemporary medium-density residential outcome that responds to the evolving character of Ellenbrook, where there is an increasing transition toward grouped housing supported by established infrastructure and services. The development presents a well-articulated built form to Bushside Drive, incorporating landscaped setbacks, defined entries and façade variation to reinforce a coherent residential streetscape consistent with the surrounding suburban scale. Through its contemporary architectural expression and materiality, the proposal interprets rather than replicates the prevailing character, contributing positively to the streetscape while supporting housing diversity in accordance with the intent of SPP 7.0.
2) Landscape Quality	The landscape strategy has been refined in direct response to Design Review Panel feedback, prioritising planting quality, privacy and the activation of shared spaces. A layered planting approach replaces mulch-dominated areas with shrubs and climbers across verge, private and communal spaces, delivering a cohesive, water-wise landscape outcome. Landscaping is integrated with built form, fencing and level changes to soften interfaces, enhance privacy and reduce the visual prominence of retaining and built elements. Feature planting and deep soil zones are incorporated throughout the site, including at key termination points along the internal driveway, providing structure and visual interest. The proposal exceeds minimum landscape requirements, achieving 17.6% overall landscaping and 61% within the primary street setback, with each dwelling supported by deep soil planting.

Design Principle	Project Team Commentary
	Overall, the design delivers a high-quality, functional and visually integrated landscape outcome that enhances residential amenity and streetscape character, consistent with the intent of SPP 7.0.
3) Built Form and Scale	The proposed built form comprises single-storey dwellings that respond appropriately to the site's constraints and surrounding residential context. Articulated façades and simplified roof forms are employed to reduce perceived bulk and provide a level of visual interest consistent with the established suburban character. In response to Design Review Panel feedback, the arrangement has been refined to step with the site's significant topography, reducing apparent scale and visual dominance, particularly along the Doig Road interface. Increased articulation and rationalised roof geometries break down massing, ensuring the development reads as a series of individual dwellings compatible with the prevailing single-storey built form. The adoption of a single-storey typology is considered appropriate in this context, as the introduction of two-storey dwellings would not provide a demonstrable improvement in built form or scale outcomes, nor would it enhance the overall character of the locality. Given the site's elevated condition and internal configuration, additional height would not yield meaningful outlook or amenity benefits, particularly for centrally located dwellings (including Dwellings 5 and 6), which would remain predominantly inward-facing. Accordingly, the proposed built form achieves a balanced and contextually appropriate outcome, minimising visual impact while delivering a cohesive and responsive design consistent with the intent of SPP 7.0.
4) Functionality and Build Quality	The proposal delivers a clear and efficient site layout, with a central common driveway providing legible access to all dwellings, supported by integrated servicing and on-site resident parking. A centrally located communal Bin Storage Area services the development. In response to Design Review Panel feedback, the layout has been refined to improve functionality and presentation. A consolidated communal waste system replaces multiple verge collection points, reducing visual clutter and enhancing streetscape outcomes. The southern dwellings (Lots 7–14) incorporate carports in lieu of enclosed garages, improving ventilation, passive surveillance and visual permeability

Design Principle	Project Team Commentary
	along the internal accessway while maintaining compliant parking provision. Overall, the development achieves a functional, well-organised layout that supports efficient day-to-day operation, enhances usability and maintains a high standard of build quality, consistent with the intent of SPP 7.0.
5) Sustainability	The proposal represents an efficient and sustainable urban infill development that optimises the use of existing serviced land, infrastructure and community facilities within an established area of Ellenbrook. The grouped dwelling format promotes a compact built form and shared access, reducing land consumption and infrastructure demand relative to conventional single residential development. Sustainability outcomes are achieved through practical and integrated design measures, including passive design to support daylight access, natural ventilation and thermal performance, full electrification of all dwellings, provision for future solar PV, water-efficient fixtures, heat island mitigation and effective waste management. Collectively, these initiatives deliver a balanced and site-appropriate sustainability response that enhances long-term liveability and environmental performance, consistent with the intent of SPP 7.0.
6) Amenity	The proposal delivers a high standard of residential amenity for both future occupants and adjoining properties. Each dwelling is provided with functional and accessible private open space, supporting outdoor living, privacy and comfort. The arrangement of dwellings, setbacks and boundary treatments manages potential overlooking and overshadowing impacts, while the stepped design response to site topography reduces visual bulk and acoustic impacts. Landscaping further enhances amenity by softening built form, improving outlook and moderating the appearance of retaining structures. The internal access arrangement is efficient and legible, ensuring safe movement without dominating the residential environment or detracting from the amenity of individual dwellings. Overall, the development achieves a well-balanced and liveable environment consistent with the intent of SPP 7.0.

Design Principle	Project Team Commentary
7) Legibility	The site layout incorporates a single, clearly defined access point from Bushside Drive, with a central common driveway providing legible and efficient circulation throughout the development. Dwelling entries are oriented to establish clear addresses and intuitive wayfinding. In response to Design Review Panel feedback, entry visibility has been enhanced through landscape treatment and passive surveillance from adjoining dwellings. The internal accessway functions as a pedestrian-priority shared space, supported by planting, paving differentiation and reduced visual dominance of vehicles. Overall, the development achieves a clear and coherent spatial hierarchy, reinforcing legibility and ease of movement in accordance with the intent of SPP 7.0.
8) Safety	The development has been designed to promote a safe living environment through clear sightlines, passive surveillance of shared areas and a legible internal circulation network. Bushfire risk is addressed through a compliant Bushfire Management Plan, ensuring appropriate mitigation measures are in place. In response to Design Review Panel feedback, safety within communal areas has been enhanced through improved landscape design, paving differentiation and increased overlooking from dwellings. These measures support visibility, informal surveillance and user awareness within shared spaces. Overall, the proposal delivers a safe and well-considered environment that supports occupant security and risk management, consistent with the intent of SPP 7.0.
9) Community	The proposal delivers 14 grouped dwellings within an established urban area, contributing to housing diversity while maintaining a strong focus on private amenity. Consistent with the R-Codes for grouped dwellings, no dedicated communal open space is required, with each dwelling instead provided with functional and accessible private open space. In particular, Lots 7–14 benefit from elevated courtyard areas with a high level of outlook, privacy and solar access, providing meaningful outdoor living environments. In response to Design Review Panel feedback, shared areas have been enhanced through integrated landscaping and a centralised waste

Design Principle	Project Team Commentary
	management approach, ensuring orderly and legible communal spaces without reliance on additional infrastructure. Overall, the development achieves an appropriate balance between private amenity and shared functionality, delivering a coherent residential environment consistent with the intent of SPP 7.0.
10) Aesthetics	The architectural response incorporates articulated façades, simplified roof forms and integrated landscaping to deliver a cohesive residential character consistent with the surrounding suburban context. In response to Design Review Panel feedback, roof detailing and façade articulation have been refined to enhance visual interest, improve shading and break down built form. Landscape elements further soften the development and contribute to a consistent and well-resolved streetscape outcome. Overall, the proposal achieves a cohesive and considered architectural expression, contributing positively to the visual quality of the public realm in accordance with the intent of SPP 7.0.