



**MIXED USE DEVELOPMENT (40
APARTMENTS & 2 COMMERCIAL
TENANCIES)
LOT 12041 MAIN STREET
ELLENBROOK**

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ELLENBROOK WA 6069

History and Status of this Document

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1. INTRODUCTION

Urbanista Town Planning have been engaged to prepare and submit a development application for a proposed mixed use building comprising predominantly of apartments (40x) and two (2) commercial tenancies at Lot 12041 Main Street, Ellenbrook.

The subject site is located on a prominent lot bounded by four (4) street frontages being Main Street, Fruin Loop, School Lane and Oval Vista. The proposal seeks to redevelop the site to facilitate a contemporary medium density residential development that aligns with the planning vision for increased residential density and urban living within the Ellenbrook town centre.

Specifically, this development application seeks approval for residential apartment development comprising two buildings accommodating a total of 40 dwellings across three levels, together with ground level car parking, associated landscaping and supporting residential infrastructure.

The design of the proposed development has been carefully considered to respond to the site's configuration and location, and multiple street frontages, providing an articulated built form with active street interfaces, landscaped setbacks and clearly defined pedestrian paths and entries. The proposal incorporates contemporary architectural elements and high quality materials to deliver a cohesive and visually engaging built form outcome.

Through the provision of a diverse apartment mix, communal outdoor spaces and integrated landscaping, the development will provide a high amenity residential environment that supports medium density living within a well-connected urban setting.

Overall, the proposal seeks to facilitate the efficient redevelopment of the site while delivering a high quality residential outcome that contributes positively to the surrounding streetscape and supports the continued growth and evolution of the Ellenbrook town centre.

In support of this development application, the following attachments are provided:

- **Attachment 1:** Development Application Forms, Checklist and Certificate of Title
- **Attachment 2:** Development Plans and Elevations
- **Attachment 3:** Architectural Design Statement
- **Attachment 4:** Sustainability Strategy
- **Attachment 5:** Landscape Concept Plans
- **Attachment 6:** Transport Impact Statement
- **Attachment 7:** Waste Management Plan

2. SITE AND DEVELOPMENT CONTEXT

The subject site has an area of approximately 3,244m² and occupies a prominent corner location bounded by Main Street, Fruin Loop, School Lane and Oval Vista within the Ellenbrook town centre. The site is currently vacant and presents a significant opportunity for redevelopment that contributes positively to the evolving urban character of the locality and supports increased residential density within the activity centre.

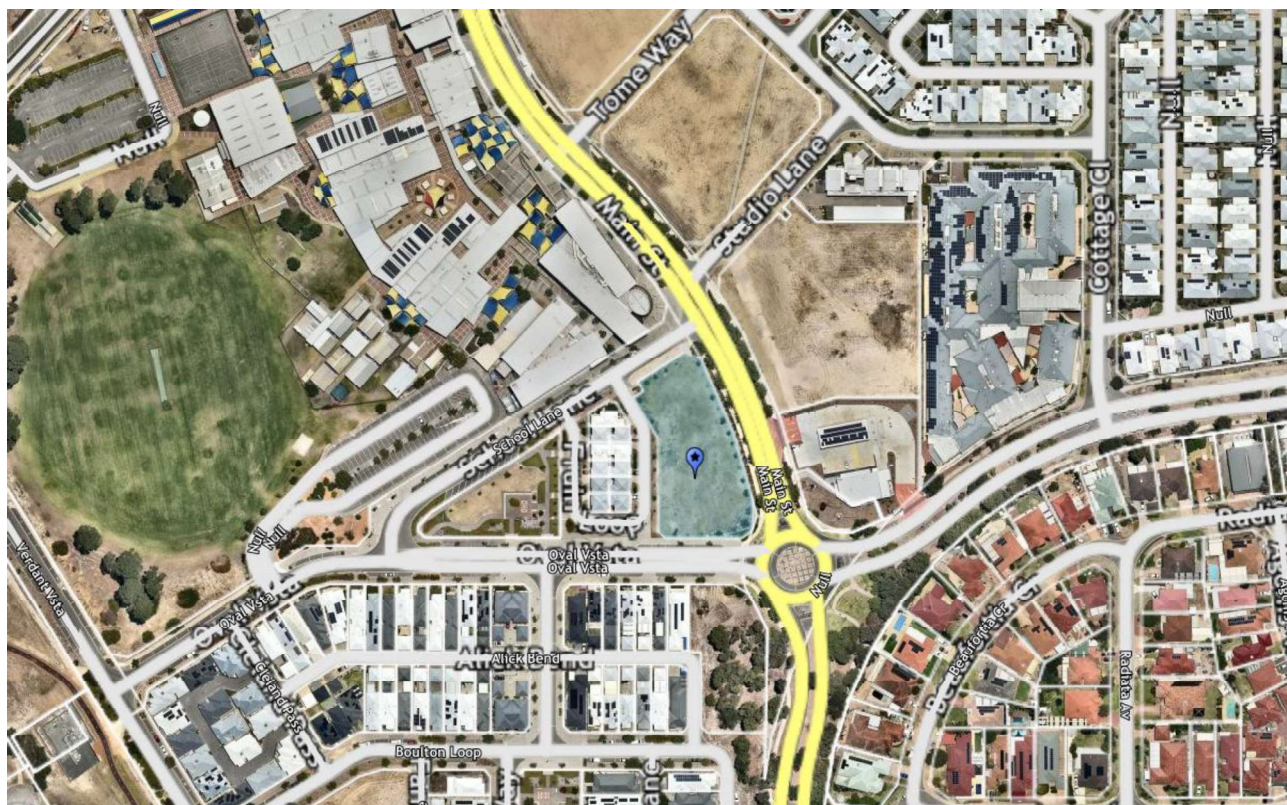


Figure 1: Aerial of Subject Site (shaded blue) & Surrounds

The site forms part of the broader Ellenbrook town centre precinct, which accommodates a mix of commercial, retail, residential and community uses. The surrounding locality includes established residential neighbourhoods, local retail and service based uses, community facilities and open space, creating a well-served environment suitable for medium density residential development.

The subject site also benefits from strong connectivity to surrounding infrastructure and amenities. The Ellenbrook town centre provides access to a range of services including local shopping, cafes, restaurants, recreational facilities and public open space, all within close proximity of the site. This broader context supports the suitability of the proposed residential development by providing future residents with convenient access to daily services and community amenities within walking distance.

The site is also strategically located within an area identified for higher density residential development under the applicable planning framework, which seeks to facilitate more compact urban development outcomes and support the continued growth of the Ellenbrook town centre.

In response to the site's corner configuration and multiple street frontages, the proposed development has been designed to present an articulated built form that addresses each street interface. The design incorporates landscaped setbacks, active residential frontages and clearly defined pedestrian entries, ensuring the development contributes positively to the surrounding streetscape while enhancing passive surveillance and the overall pedestrian environment.



Figure 2: Streetview Image of Subject Site Looking North from Oval Vista (Google Streetview)

3. THE PROPOSAL

This application seeks approval for a proposal comprising a multi-residential development consistent of two apartment buildings and ground floor tenancies for each building at the subject site located on Main Street, Ellenbrook. The development is arranged across three storeys above ground level and provides a mix of residential apartments, commercial tenancies, parking facilities and communal open space areas designed to support medium to high density living. The below table provides a detailed outline of the development proposal.

BUILT FORM ELEMENT	DESCRIPTION
Apartment Yield and Mix	A total of 40 residential apartments is proposed across two buildings (North Building and South Building). The apartments are distributed across the ground floor and two upper levels and provide the following dwelling mix and household size: 1 x one bedroom, one bathroom (1x1) – ~58m² 37 x two bedroom, two bathroom (2x2) – ranging in size from 72m² to 86m². 2 x three bedroom, two bathroom (3x2) - ~91m² - A total of 12, 2x2 apartments are identified as Silver Level apartments, providing enhanced accessibility and adaptable housing outcomes.
Commercial Tenancies	On the ground floor, two commercial tenancies located along the street frontage are proposed: - Commercial Tenancy A: 49.43m² - Commercial Tenancy B: 57.72m² The inclusion of commercial tenancies at ground level supports active street frontage outcomes and contributes to the mixed-use character of the precinct.
Car Parking	Vehicle parking for the development is provided at ground level within dedicated parking areas located beneath and adjacent to the buildings. The proposal provides a total of 44 car parking bays, comprising: 40 x residential bays 2 x visitor bays (1 marked as a ‘small car bay’) 2 x commercial bays
Motorbike Parking	5 x motorcycle parking bays
Bicycle Parking	40 bicycle parking bays, comprising: 34 residential bicycle bays 4 visitor bicycle bays 2 commercial bicycle bays

Vehicle Access and Circulation	Vehicle access to the development is provided via driveway access points connecting to the surrounding road network, allowing vehicles to enter the ground level parking areas and circulate internally. There are a total of three (3) driveways/crossovers proposed to service the development, and there are located along Fruin Loop (the rear of the site) The design incorporates controlled gate access to the residential parking areas, ensuring security for residents while maintaining convenient access to parking and building entrances.
Waste Management	Waste collection has been carefully considered within the site layout, with a designated bin storage area and waste collection point capable of accommodating a rear loading waste collection vehicle (9.5m x 2.5m).
Pedestrian Access and Building Entries	Pedestrian access to the development is provided via clearly defined entry points from the surrounding street network, including connections to: • Main Street • School Lane • Fruin Loop • Oval Vista These entries provide pedestrian access to the residential lobbies and commercial tenancies. Each building includes secure residential lobbies with vertical circulation provided by lifts and stair cores, ensuring convenient access to all apartment levels.
Landscaping Areas	Landscaping is incorporated throughout the development to soften the built form and enhance the residential amenity of the site. Key landscape areas include: • Landscaped garden beds and hedge planting along the site boundaries • Landscaped setbacks along the street frontages • Communal landscaped areas on upper levels
Communal Open Space	The development provides communal outdoor areas including landscaped terraces and BBQ areas, creating shared recreation spaces for residents and encouraging social interaction. Landscaped communal areas total approximately 188m² and 292m² across the upper levels, providing meaningful communal open space integrated within the building design.

Sustainability Measures	The development incorporates sustainability measures including a roof-mounted solar array with an estimated capacity of approximately 30kW comprising approximately 65 solar panels. The solar installation contributes to improved energy efficiency and supports reduced operational energy consumption for the development.
Built Form	The development comprises two contemporary apartment buildings proposed to a height of three storeys, with the buildings arranged to frame landscaped areas and activate surrounding street frontages. The buildings present articulated facades incorporating balconies, recessed entries and landscaping areas, contributing to a visually engaging built form while maintaining an appropriate scale within the surrounding context.

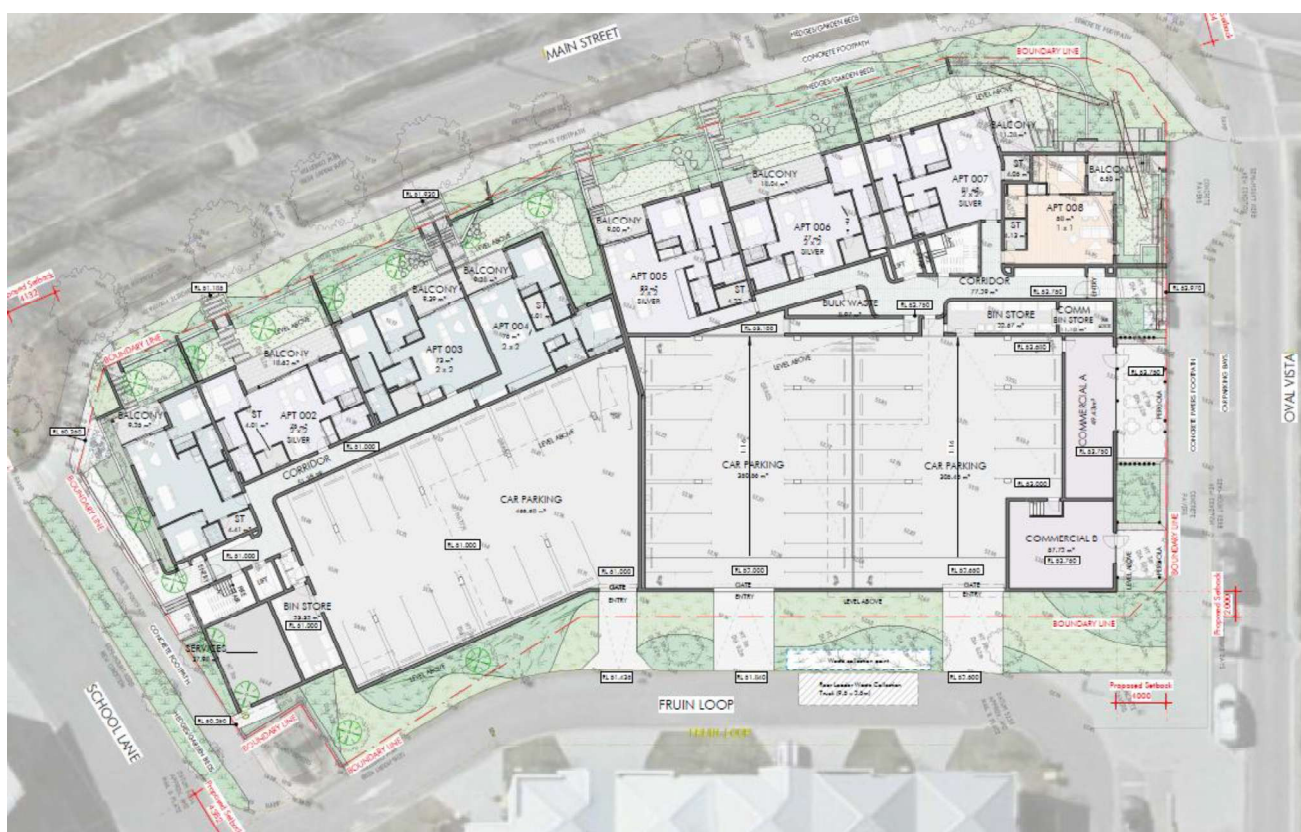


Figure 3: Site Plan

A copy of the Development Application Forms, relevant Checklists and Certificate of Title is provided as **Attachment 1**. A copy of the Development Plans and Elevations is provided as **Attachment 2**.

4. SUMMARY OF PLANNING FRAMEWORK

The proposed development has been assessed against the relevant State and local planning framework applicable to the subject site in Ellenbrook. This framework establishes the statutory and policy context that guides land use, built form, density, design quality and operational outcomes within the Ellenbrook Town Centre.

In preparing this report, the proposal has been assessed against the following key components of the planning framework:

1. Metropolitan Region Scheme (MRS)

- The subject site is zoned Urban under the Metropolitan Region Scheme.
- The Urban zone supports residential development and associated commercial, community and recreational uses.
- The proposed residential and commercial land uses are consistent with the objectives of the MRS Urban zone.

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

- The proposal has been assessed against the 10 Design Principles of SPP 7.0.
- An Architectural Design Statement has been prepared to demonstrate that the development achieves a high quality built form outcome.
- The proposal responds positively to its context, provides strong public realm interface, and delivers appropriate levels of amenity, sustainability and design quality.

3. City of Swan Local Planning Scheme No. 17 (LPS 17)

- The subject site is located within Special Use Zone No. 4 – Ellenbrook Estate.
- The zone facilitates development of strategically important land through a structured planning framework.
- Development is required to be consistent with approved Development Plans and Local Development Plans that guide land use and built form outcomes.

4. Ellenbrook Town Centre Development Plan

- The Development Plan applies as a statutory planning instrument guiding development within the Ellenbrook Town Centre.
- The site is zoned Mixed Use and coded R60–R100, supporting medium to high density residential development with complementary commercial uses.
- The site is located within the Revelly Character Area, which promotes an urban environment with diverse housing, walkability, canopy planting and high quality public realm outcomes.
- The proposal is consistent with the guiding principles of the Development Plan, including urban housing form, pedestrian priority, high quality built form and integrated landscaping.

5. Local Development Plans (LDPs)

The proposal has been assessed against the relevant Local Development Plans applicable to the site, including:

Side Boundary Walls LDP

- Provides guidance on fencing and wall treatments for corner lots.
- The proposal does not include solid boundary walls and instead incorporates articulated built form and opportunities for public art.

Lot 9392 Fruin Link (Southside) LDP

- Establishes built form expectations including street orientation, landscape retention and access. The proposal addresses surrounding streets, retains landscaping along Main Street and provides access from Fruin Loop in accordance with the LDP.

6. Residential Design Codes Volume 2 (Apartments)

The site is developed at an effective density of R80, requiring assessment against the R-Codes Volume 2. The proposal has been assessed against key apartment design elements including building height, setbacks, plot ratio, communal open space, public domain interface, parking, dwelling mix and universal design.

The assessment demonstrates that the proposal achieves the intended built form and amenity outcomes for apartment development within an activity centre context.

7. Supporting Technical Assessments

The development is supported by a number of technical reports that inform the planning assessment, including:

- Transport Impact Statement, addressing access, traffic generation and parking;
- Waste Management Plan, outlining waste storage and collection arrangements; and
- Sustainability Strategy, demonstrating the environmental performance and efficiency of the development.

5. PLANNING FRAMEWORK

5.1 METROPOLITAN REGION SCHEME

The subject site is zoned Urban under the Metropolitan Region Scheme (MRS) (refer to below image depicting zoning of subject site).

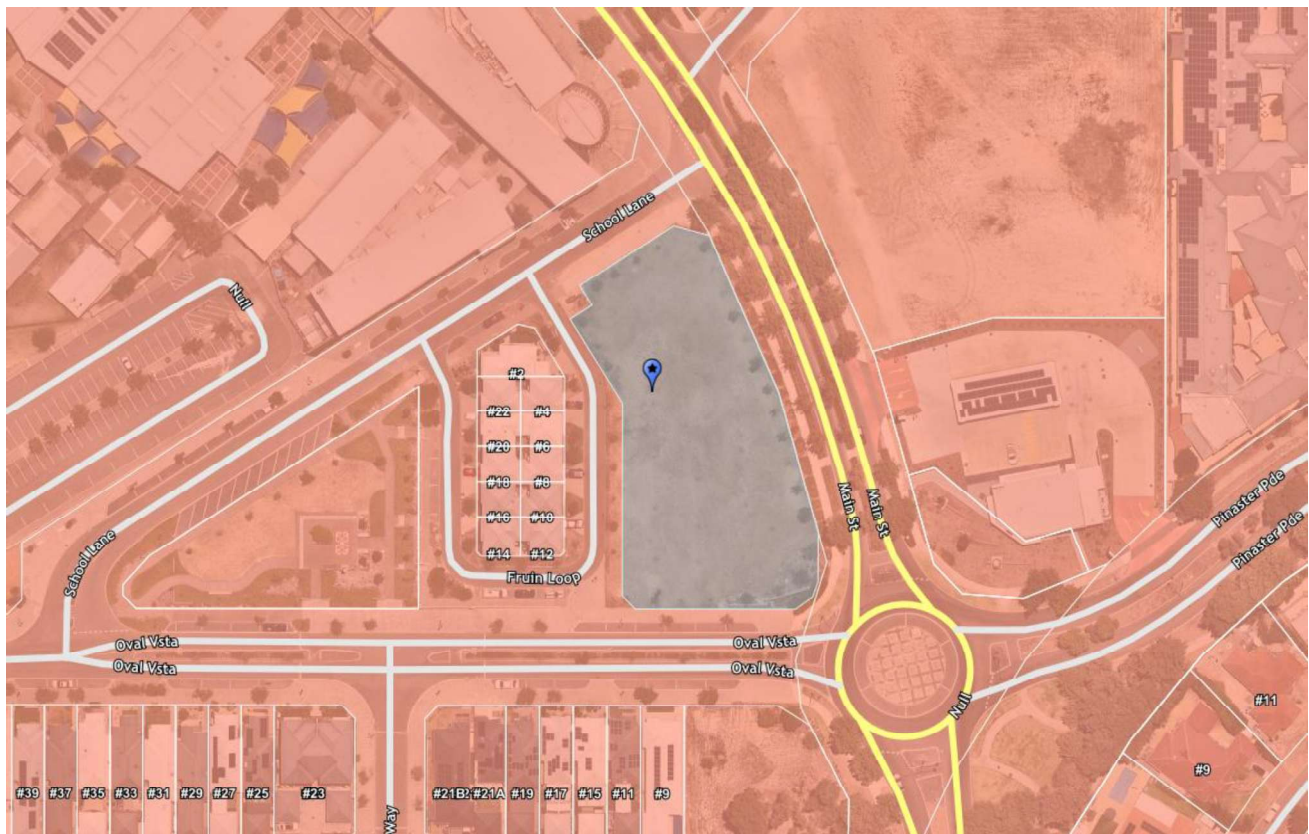


Figure 4: Metropolitan Region Scheme Zoning - Urban

The objective of the Urban Zone is to “provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities.” The proposed development’s land uses which include residential and commercial uses, aligns with the objective of the MRS Urban zoning.

5.2 STATE PLANNING POLICY 7.0 – DESIGN OF THE BUILT ENVIRONMENT

The architect has prepared an Architectural Design Statement to address the 10 Design Principles of State Planning Policy 7.0 – Design of the Built Environment which is provided as **Attachment 3**. These principles provide a performance based framework to guide high quality design outcomes by considering

how development responds to its context, contributes to the public realm and delivers functional, sustainable and attractive built form outcomes.

The following assessment demonstrates how the proposed development responds to each of the Design Principles and achieves an appropriate design outcome within the Perth CBD context.

DESIGN PRINCIPLE	COMMENT
1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	- The development responds to its prominent corner site within Ellenbrook Central, providing a built form that reinforces the emerging centre's character. - Architectural materials and textures are inspired by local heritage buildings within the City of Swan, referencing stone and masonry elements to provide a sense of permanence and contextual connection. - The building establishes an active presence along surrounding streets and contributes to the continued growth of Ellenbrook as a connected urban centre.
2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	- Landscaping is integrated across the site with approximately 795m² of landscaped areas, significantly exceeding the minimum deep soil requirements. - Deep soil planting areas account for approximately 18% of the site, supporting tree growth and urban greening. - The landscape design incorporates a mix of trees, shrubs, groundcovers and feature planting, including native species and feature elements such as kangaroo paw and cycads. - Tree planting provides approximately 19% canopy cover, contributing to shade, biodiversity and improved microclimatic conditions. - The built form and orientation of the ground floor courtyards ensure all existing trees on the site are retaining and incorporated into the overall design.
3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built</i>	- The building massing responds to the corner site condition, providing a defined street edge and strong architectural presence. - Facade articulation and varied materials break down the overall building mass to create a human scaled streetscape.

<i>form and the intended future character of the local area.</i>	• The proposal reinforces the urban structure of Ellenbrook Central and supports the planned intensification of the town centre. • Architectural expression references surrounding built form rhythms and proportions within the neighbourhood.
4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>	• The development provides efficient apartment layouts and functional internal circulation supporting comfortable residential living. • Services including waste storage, parking and servicing areas are integrated into the design to ensure effective building operation. • Durable building materials and robust architectural detailing contribute to long-term building performance. • Clearly defined entrances, circulation spaces and communal areas enhance usability for residents and visitors.
5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	• The development integrates deep soil planting and extensive landscaping, improving environmental performance and urban cooling. • Passive design elements such as orientation, shading and natural ventilation contribute to improved building efficiency. • Landscape planting and canopy cover help reduce heat island effects and improve environmental quality. • The location within Ellenbrook Central promotes walkability and access to public transport, reducing reliance on private vehicles.
6. Amenity <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>	• Apartments are designed to maximise natural light, ventilation and outlook. • Landscaped communal areas and private balconies/outdoor areas provide genuine opportunities for outdoor living. • Landscaping enhances the visual amenity of internal courtyards and the building's presence and interaction with the surrounding streets. • Building design and spatial separation support a comfortable residential living environment.
7. Legibility	• The building provides clear street frontages and identifiable entry points, improving wayfinding for residents and visitors.

<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	• Architectural articulation and façade modulation assist in defining building entrances and key movement paths. • Pedestrian connections are intuitive and clearly integrated into the surrounding street network. • Active street interfaces reinforce the legibility of the development within the town centre.
8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	• The design promotes passive surveillance through properly oriented windows, balconies and active frontages that overlook public areas and the street. • Clear and legible pedestrian paths and well-defined building entrances improve safety and accessibility. • Landscaping and lighting design contribute to a safe and welcoming environment. • Building access points are clearly visible (are not concealed) and easily identifiable.
9. Community <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>	• The development supports the growth of this master planned community, providing additional housing within the town centre, with a building design that helps to activate the ground floor and enhance engagement. • The proposal strengthen the relationship between surrounding residential areas, parks and local services. • Landscaped communal spaces encourage social interaction among residents. • Overall, this development contributes to the vibrancy and activity of Ellenbrook.
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	• The architectural design draws inspiration from local heritage masonry and stone textures, creating a contemporary interpretation of traditional materials. • Facade articulation, balconies and material variation create depth and visual interest. • Landscaping, paving and integrated seating elements enhance the overall architectural composition. • The building presents a refined and cohesive architectural response appropriate to its prominent urban setting.

5.3 CITY OF SWAN LOCAL PLANNING SCHEME NO. 17

The subject site is zoned 'Special Use' under the City of Swan's Local Planning Scheme No. 17 (LPS 17). The objectives of the Special Use zone are:

*Provide for specific uses or combination of uses in circumstances where the uses have particular locational and developmental requirements for which a generic zoning is unsuitable;
Facilitate the development of strategically important facilities that cannot be satisfactorily provided for within any of the generic zones, and to ensure compatibility with adjacent development.*

It should be noted that the Special Use zone is not shown in LPS 17's Zoning Table as it only occurs as a result of points (a) and (b) above. Event Special Use Zone could have different uses and a tabulated cross-referencing or use classes against zone is not applicable. The below image depicts the Special Use zoning of the subject site.

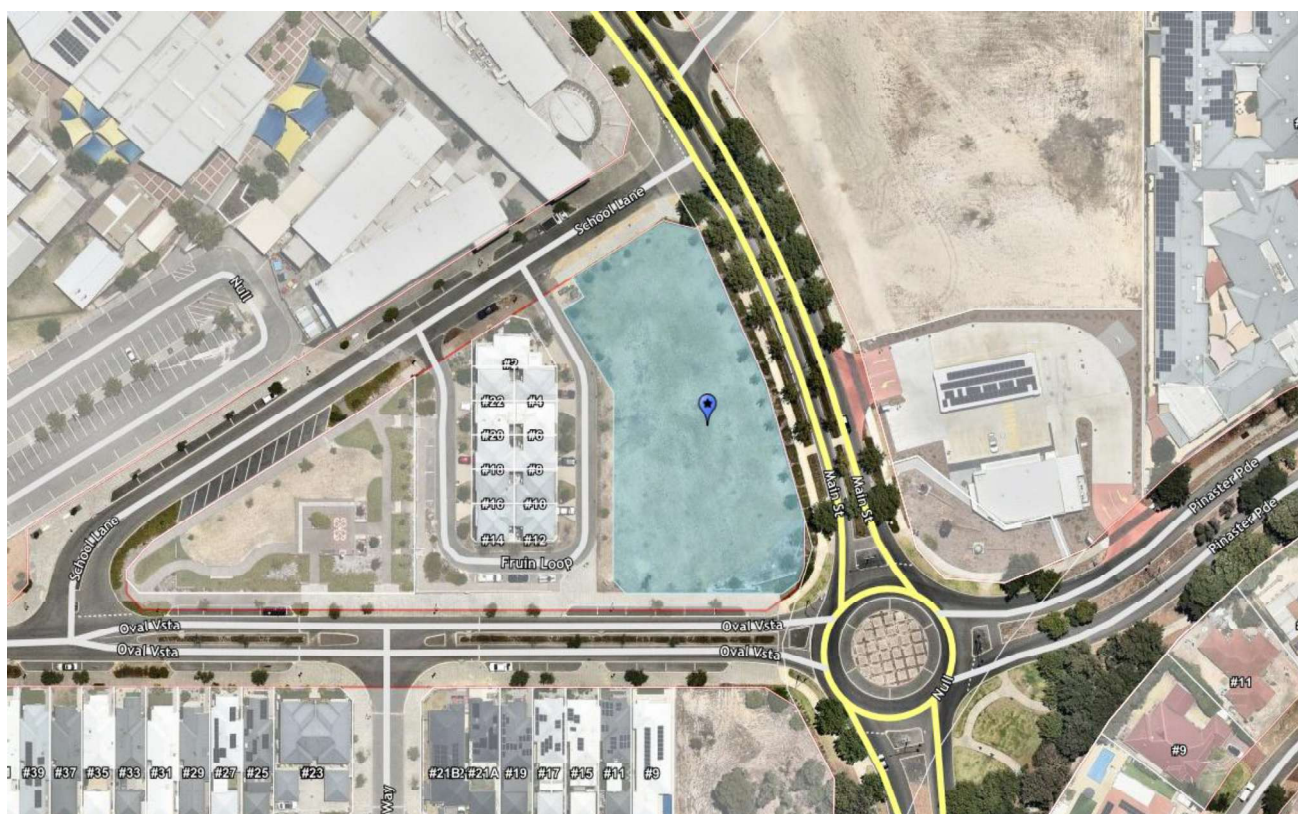


Figure 5: Local Planning Scheme No. 17 Zoning - Special Use

Clause 4.7.1 of LPS 17 designates that Schedule 4 sets out the special use zones that are in addition to the zones in the Zoning Table. This site is specifically located in Special Use Zone No. 4 – Ellenbrook Estate (SUZ 4). Condition 3 of the SUZ 4 states that subdivision and development within the Estate shall be subject to the provisions of Part 5A of the Scheme, including the preparation and approval of a

Structure Plan, Local Structure Plans (also referred to as Development Plans) and Detailed Area Plans (now contemporarily known as Local Development Plans). An approved Development Plan shall apply in relation to the land within the area of the Development Plan as if it were an amendment of the Scheme.

5.4 ELLENBROOK TOWN CENTRE DEVELOPMENT PLAN

To meet the relevant LPS 17 provisions discussed above, the Ellenbrook Town Centre Development Plan was prepared and adopted to guide the development of the Ellenbrook Town Centre in September 2012 (and is expected to expire on 19 October 2030). An amendment to the Development Plan was approved in January 2023. This Development Plan sets a dwelling target of providing a minimum of 1,800 dwellings within the development plan area.

5.4.1 Zoning

Plan 1 – Development Plan of the Ellenbrook Town Centre Development Plan designates the subject site as being zoned Mixed Use. The below image depicts the location of the subject site and the associated zoning.

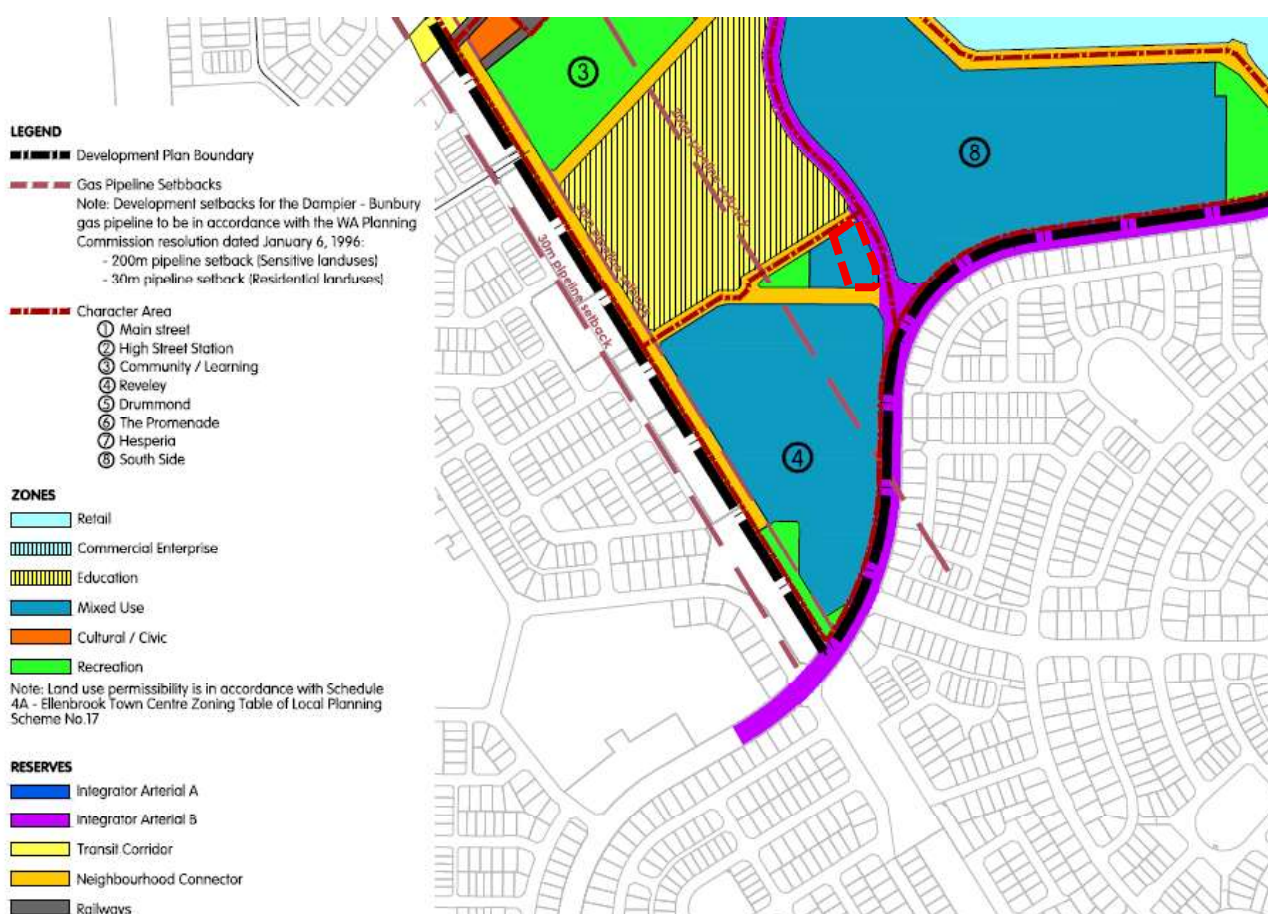


Figure 6: Ellenbrook Town Centre Development Plan Zoning - Mixed Use

5.4.2 Density

Further, *Plan 2 – Density Code Plan of the Ellenbrook Town Centre Development Plan* designates a density code of R60-R100 for the subject site. The below image depicts the location of the property and the associated residential density code of R60-R100.



Figure 7: Ellenbrook Town Centre Density Code Plan

Clause 5.0 of the Development Plan also requires that Local Development Plans (LDPs) be prepared as a condition of subdivision, in particular where the City of Swan considers it necessary to address development standards of R80 lots in accordance with clause 4.6.2. The relevant LDP for the subject site is discussed in further detail below.

5.4.3 Character Area

The subject site is also located in the ‘Revely’ Character Area under the Development Plan. The Reveley character area is described as “a rich urban environment comprising varied forms of residential housing and the occasional commercial use, all within easy walking distance of the community and Main Street character areas”. It is to consist predominantly of quality residential housing interspersed with the occasional commercial use, apartments, studio apartments and townhouses, an environment conducive of walking and cycling, canopy tree lined streets and quality urban parks. The below images depict the site’s location within the relevant character area.

Character Areas Plan

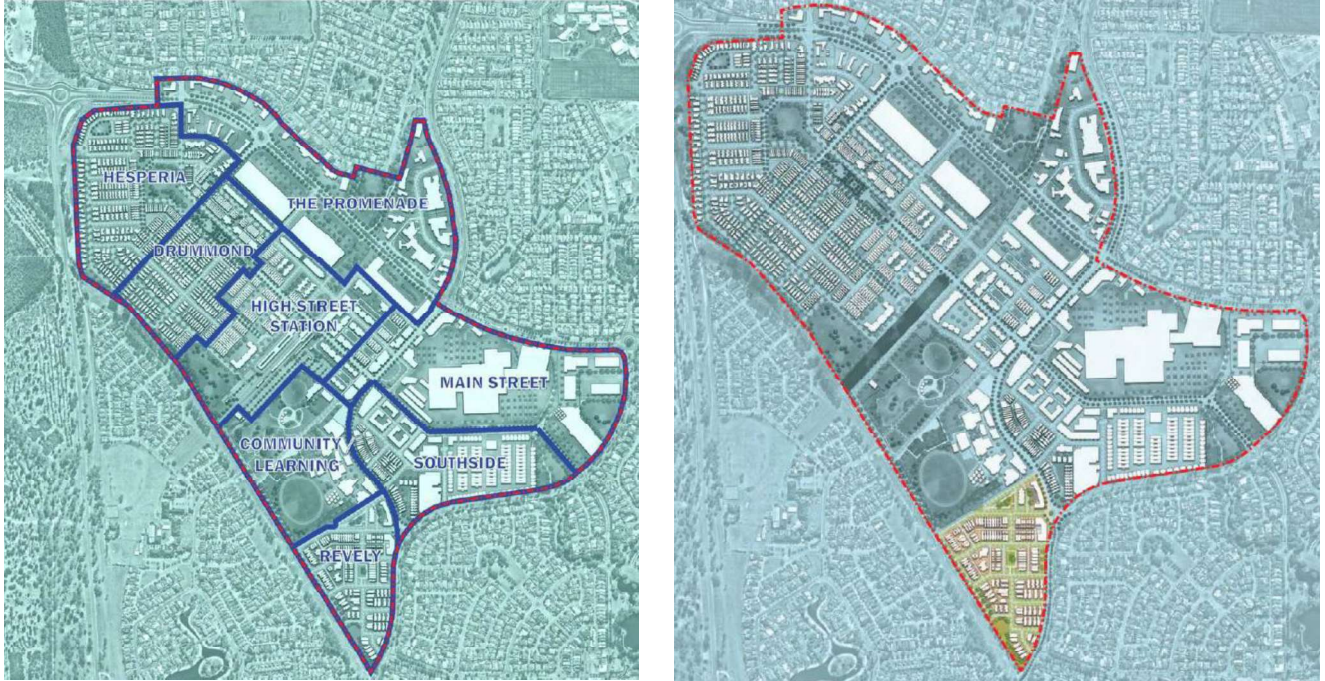


Figure 8: Character Area Plan - Revely

The Guiding Principles are:

- Innovative medium density housing based upon an 'urban' not 'sub-urban' form within a high amenity environment
- Unobtrusive parking accommodated on-street, undercroft, off laneways and within central car courts.
- High standard of built form that contributes to attractive frontage streets and addresses laneways.
- A series of short, interconnected streets designed to limit four-way intersections, slow vehicle speeds and maximise connectivity and permeability.
- Pedestrian priority environment.
- Quality public realm that offsets higher density living.

The proposed design has considered these guiding principles in the following manner:

- The proposed delivers a contemporary three-storey apartment development comprising 40 dwellings it outdoor living areas/balconies, communal landscaped areas and a mix of dwelling types, providing a higher density urban housing form with strong residential amenity.
- Parking is primarily located within ground level undercroft and internal areas of the building, accessed from secondary streets, ensuring vehicles and parking infrastructure are visually recessed from the from the main streets surrounding the property.
- The development presents articulated facades to surrounding streets through balconies, varied materials, canopies and landscaping, while ground floor commercial tenancies help activate the street interface.

- The development integrates with the surrounding street network by providing multiple pedestrian connections and reinforcing local connectivity and permeability.
- Landscaped areas, communal outdoor spaces and opportunities for public art enhance the streetscape and provide attractive shared spaces to support higher density living.

5.4.4 Land Use

The predominant proposed land use is multiple dwellings (apartments), with a total of 40 units proposed throughout the development. As per the below land use table, multiple dwelling is a 'P' (permitted) use at the subject site. Furthermore, two commercial tenancies are depicted on the ground floor plan. These land uses are not yet known but are likely to be a café or small shop type of land use. A shop is a 'D' (discretionary use) and a café is not listed in the land use table, however, can be classified as "any other use not listed" which is also a 'D' (discretionary use) under the zoning table. On this basis, the proposed land uses can be supported.

Table 1: Land Use Table

LAND USE	PRECINCTS DESCRIBED IN THE DEVELOPMENT PLAN					
	RETAIL	CULTURAL / CIVIC	EDUCATION	COMMERCIAL ENTERPRISE	MIXED USE	RECREATION
Car Park	D	D	D	D	D	D
Car Sales Lot	D	X	X	P	D	X
Car Sales Showroom	D	X	X	P	D	X
Car Wash Station	D	X	X	P	D	X
Cinema / Theatre	P	P	X	X	D	X
Civic Building	D	P	X	X	D	P
Consulting Rooms	D	D	X	P	D	X
Consulting Rooms: Group	D	D	X	P	D	X
Convenience Store	P	D	X	P	D	D
Cultural Use	D	P	D	D	D	P
Dwelling: Aged or Dependent Persons	X	X	X	X	P	X
Dwelling: Attached House Grouped (2 only) multiple	X	X	X	X	P	X
Dwelling: Attached House (more than 2)	X	X	X	X	P	X
Dwelling: Grouped (more than 2)	X	X	X	X	P	X
Dwelling: Multiple	D	D	X	D	P	X
Dwelling: Single House	X	X	X	X	P	X
Education Establishment	D	D	P	D	P	X
Factory Tenement Building	X	X	X	P	X	X
Fast Food Outlet	P	D	X	P	D	X
Funeral Parlour	D	X	X	P	D	X
Hospital	D	P	X	X	D	X
Industry: Cottage	X	X	X	P	D	X
Industry: Light	X	X	X	P	D	X
Industry: Service	X	X	X	P	P	X
Medical Centre	P	X	X	P	D	X
Motor Vehicle Repair	D	X	X	P	D	X
Exhibition Centre	D	P	X	X	D	X
Garden Centre	D	X	X	P	D	X
Office	D	X	X	P	D	X
Restaurant	P	D	X	X	D	D
Service Station	D	X	X	D	D	X
Shop	P	D	X	D	D	D
Showroom	D	X	X	P	D	X
Tavern	P	D	X	X	D	X
Veterinary Centre	D	X	X	P	D	X
Warehouse	D	X	X	P	D	X
Any other use not listed above	D	D	D	D	D	D

P: Permitted Use D: Discretionary Use X: Not Permitted

Figure 9: Ellenbrook Town Centre Development Plan - Land Use Table

5.5 LOCAL DEVELOPMENT PLAN – SIDE BOUNDARY WALLS

The subject site is identified in the Side Boundary Walls Local Development Plan (LDP). The LDP specifies that for lots above or below R50 on street corner, street fences or walls within the secondary street setback area permitted to develop a 1.8m high wall (refer to below images).



Figure 10: Local Development Plan - Side Boundary Walls

The subject site is bound by four (4) street frontages, with Main Street being the primary street frontage and the other streets being the secondary street frontages (School Lane, Fruin Loop and Oval Vista).

In this instance, no solid walls are proposed along any boundaries of the subject site. However, solid walls are proposed to the built form along the western elevation, being Fruin Loop. These solid walls are considered appropriate as they will be treated with public art.

5.6 LOCAL DEVELOPMENT PLAN – LOT 9392 FRUIN LINK – SOUTHSIDE

The below LDP was adopted in November 2024 and identified the built form parameters for the subject site if development to a density of R80.

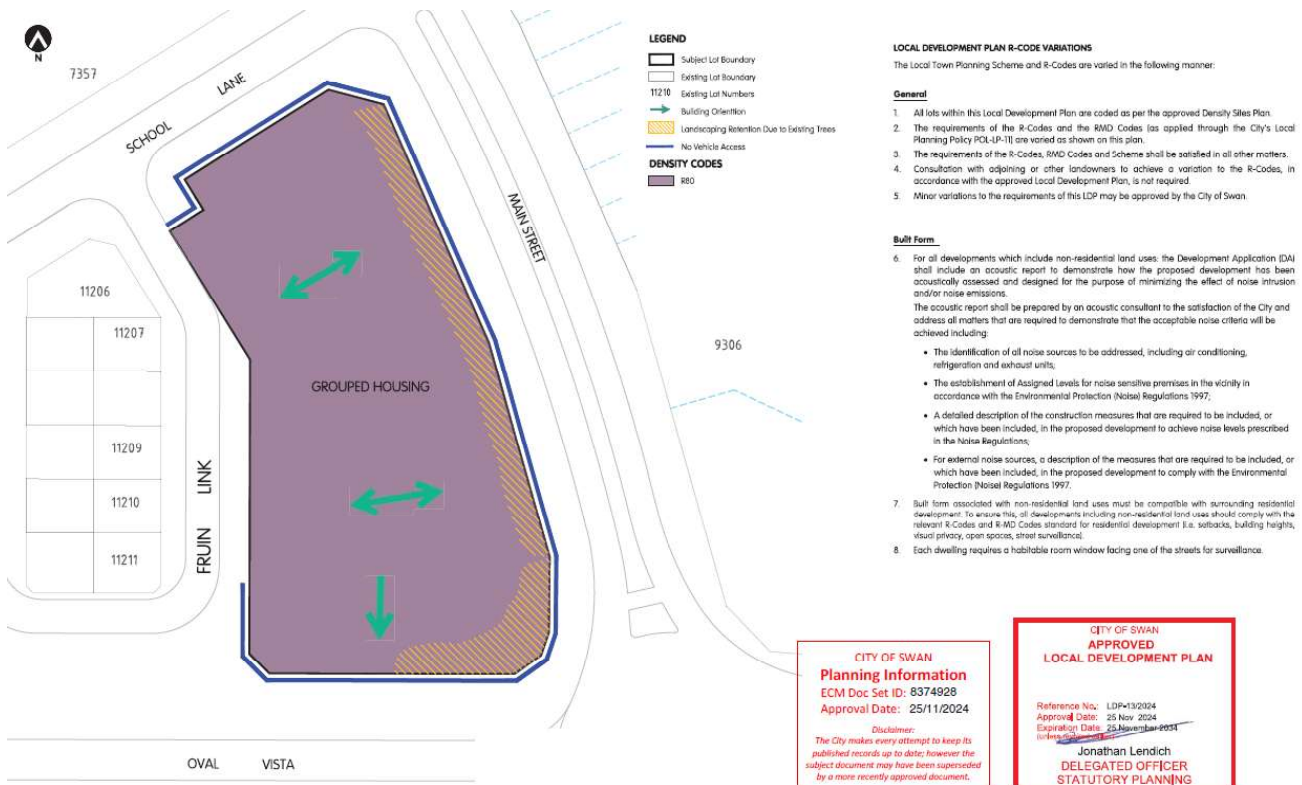


Figure 11: Local Development Plan - Lot 9392 Fruin Link (Southside)

The proposed design meets the relevant provisions of the LDP for the following reasons:

- The proposed land use (as discussed above) for apartments is consistent with the land use intent identified within the LDP. Additionally, the 2 x commercial tenancies can be accommodated given the Mixed Use zoning of the subject site.
- The proposed buildings are generally oriented toward the surrounding streets, consistent with the LDP requirement for development to address the street and provide surveillance.
- The LDP identifies a landscaped edge along the Main Street frontage for retention of existing trees. The proposal maintains landscaping within this frontage, supporting the intent for the LDP to retain and enhance the vegetated interface. Visually permeable fencing along this frontage ensures that at maturity, landscaped elements will be visible from the street and make a genuine contribution to this requirement.
- As depicted on the development plans, vehicle access is only provided along Fruin Loop, consistent with the requirements for access on the LDP.

- The development provides articulated facades with balconies, windows and entries addressing the surrounding streets, supporting the LDP provisions for active frontages and surveillance.
- Landscaped setbacks, pedestrian entries and building articulation contribute positively to the streetscape and are consistent with the LDP objective of creating an attractive and pedestrian friendly environment.

Based on the above, it is considered that the proposed design can be supported, subject to the proposal meeting the relevant provisions of the Residential Design Codes, which is discussed in further detail below.

6. PLANNING ASSESSMENT

As the subject site is coded R80 under the relevant LDP, the proposal must be assessed against the relevant provisions of the Residential Design Codes Volume 2 (the R-Codes). An assessment against the relevant provisions is provided in further detail below.

6.1 BUILT FORM

6.1.1 Building Height

The R-Codes provides guidance on building height to ensure apartment development respond appropriately to the surrounding context, maintain an appropriate human scale and minimise visual bulk and overshadowing.

Under *Table 2.1 Primary Controls* of the R-Codes, a maximum building height of 4 storeys is permitted for R80 coded lots. The proposed development comprises two apartment buildings of three storeys, which is consistent with the scale anticipated for apartment development within an R80 coded urban context.

The built form is articulated through balconies, recessed façade elements and variation in materials, which assists in reducing perceived bulk and contributes to a visually balanced built form outcome. As such, the proposal is considered to be consistent with the intent of the building height provisions.

6.1.2 Street Setbacks

The street setback provisions of Volume 2 seek to ensure apartment developments contribute positively to the streetscape by providing an appropriate transition between private development and the public domain. This is achieved through setbacks that allow for landscaping, pedestrian entries and building articulation while maintaining a strong urban street presence.

Under *Table 2.1* of the R-Codes, a minimum primary and secondary street setback of 2 metres for R80 coded lots is permitted. The proposed development provides street setbacks ranging approximately between 2 and 4.6 metres to the surrounding street frontages. These setbacks accommodate landscaping, pedestrian entries and building articulation while maintaining an urban street interface. Given the corner location and multiple street frontages, the proposal presents an active and well defined edge to the public realm and is considered to satisfy the intent of the street setback provisions.

6.1.3 Side and Rear Setbacks

Side and rear setback provisions are intended to provide adequate separation between buildings to ensure privacy, outlook, solar access and visual relief between adjoining developments. The acceptable outcomes generally require setbacks that increase with building height.



Figure 12: Building Facade and Articulation

Under *Table 2.1* a minimum side and rear setback of 3 metres for R80 coded lots is permitted. As per the development plans, the following side and rear setbacks are proposed:

- School Lane: A minimum of 0.9 metres to a maximum of 4.25 metres
- Fruin Loop: A minimum of 1.6 metres to a maximum of 4.57 metres
- Oval Vista: A consistent 4 metre setback

As noted above, the development does not strictly comply with the minimum side and rear setback requirements for R80 coded lots. However, these variations are considered acceptable for the following reasons:

- Due to the subject site's corner configuration and multiple street interfaces, the development does not present conventional side or rear interfaces typical of suburban development. Instead, the building addresses surrounding streets and internal spaces. Where boundaries occur, appropriate setbacks are provided along with landscaping and building articulation, ensuring adequate separation and amenity outcomes consistent with the intent of the provisions.
- The subject site is a highly prominent corner lot with four street frontages, and as such, the interfaces to School Lane, Fruin Loop and Oval Vista function as street setbacks rather than traditional side/rear boundaries.
- The development has been designed to address each street frontage with articulated facades, balconies and windows, providing passive surveillance and visual engagement rather than presenting blank or service-based interfaces.

- The areas where reduced setbacks occur are generally localised and are not continuous, with the building form stepping and varying along the boundary, which assists in reducing perceived bulk and maintaining visual relief.
- The proposal incorporates landscaping, boundary treatments and facade articulation along these interfaces, softening the built form and contributing positively to the streetscape.
- The building design provides adequate separation between habitable room openings and adjoining land, ensuring that privacy and outlook for future residents are maintained.
- The presence of multiple street interfaces and road reserves ensures that there is no direct interface with adjoining residential lots, thereby mitigating potential amenity impacts typically associated with reduced side or rear setbacks.
- The development is limited to three storeys, and the variation in setbacks does not result in excessive building height or overshadowing impacts on adjoining land.
- The proposal reflects the intended urban built form outcome for R80 coded land within an activity centre, where a reduced setback and more compact development form is anticipated.

Accordingly, the proposed setbacks are considered to achieve the underlying objectives of the R-Codes, notwithstanding minor variations to the acceptable outcome requirements.

6.1.4 Plot Ratio

Plot ratio provisions control the overall intensity of development on a site and ensure the built form remains compatible with the intended density and character of the locality. For apartment developments, plot ratio assists in balancing development yield with building bulk and open space outcomes.

In accordance with *Table 2.1* a maximum plot ratio of 1.0 is permitted for R80 coded lots. In this instance, the proposed development achieves a plot ratio of approximately 1.09, which represents a minor variation for a site coded R80 within an urban centre environment.

It is considered that this minor variation is acceptable for the following reasons:

- The variation is minor and acceptable given it only exceeds the maximum by 9 per cent, which will not be detectable given the site's land area of 3,244m² and strategic location within the Ellenbrook town centre.
- The development is configured as two separate building forms, which assists in breaking up the overall building bulk and avoiding the perception of a single, dominant mass.
- The design incorporates communal open space areas, significant landscaped setbacks and articulated building facades, which assist in softening the overall built form and maintaining amenity for residents.
- The proposed development delivers a diverse mix of dwelling types and high quality residential amenity including private courtyards and balconies, communal spaces and generous internal layouts, which reflect the objectives of the planning framework to achieve a development that is appropriate for medium to high density living within an activity centre.

- The additional floor area does not result in excessive building height of bulk and remains compatible with the surrounding urban context.

The built form is distributed across two buildings with landscaped areas and communal spaces incorporated into the site layout, ensuring the overall scale of development remains appropriate and consistent with the intent of the plot ratio provisions.

6.1.5 Building Depth

In accordance with the R-Codes, the Acceptable Outcomes require that developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum depth of 20 metres.

On the first floor and second floor of the building, some single aspect apartments are proposed on each side of a corridor, predominantly along School Lane (the northern aspect) and Oval Vista (the southern aspect). This is not the predominant configuration for each of the upper floor apartment levels as the central courtyard/communal open space area is located in the central part of the building along Fruin Loop (western aspect).

The depth of these apartments either side of the central corridor ranges from approximately 23 metres to 37 metres. It is considered that while this may appear excessive, it is acceptable for the following reasons:

- The deeper building depth does not extend continuously across the entire building footprint. The development incorporates a central communal courtyard/open space area which breaks up the overall built form and allows light and air to penetrate the centre of the development.
- The apartments located along the outer edges of the building maintain direct access to external balconies and windows, ensuring adequate access to daylight and outlook for primary living spaces. In some instances, these corner apartments also feature dual aspect which further enhances the natural ventilation and sunlight penetration to apartments.
- The proposed building configuration avoids long uninterrupted building masses, with articulation in the building form and separation between the two building volumes, which reduces the visual perception of excessive depth.
- The development incorporates communal open space and landscaped areas that contribute to improved residential amenity and provide opportunities for light penetration and visual relief within the site.
- The apartment layouts have been designed with functional internal arrangements and direct access to private open space, ensuring that internal amenity is not compromised by the increased building depth.
- The proposed development remains consistent with the broader objectives of the R-Codes to deliver high quality apartment living outcomes within higher density urban locations, while responding to the site's corner configuration and multiple street frontages.

Given the above, it is considered that the building depth can be supported.

6.1.6 Communal Open Space

The communal open space provisions aim to provide shared outdoor spaces for residents of apartment developments. These spaces support social interaction, recreation and improved residential amenity, particularly in higher density developments.

Table 3.4 Provisions of communal open space of the R-Codes requires that for more than 10 dwellings, a total of 6m² per dwelling, up to a maximum of 300m² of communal open space is required. As 40 residential apartments are proposed, a total of 240m² of communal open space is required. In this instance, over 500m² of communal open space is provided. This represents more than double that what is expected for an apartment complex of this size.



Figure 13: Render of Communal Open Space

Specifically, the proposed development incorporates communal landscaped areas including shared outdoor spaces and BBQ facilities designed for use by residents. These spaces are centrally located and accessible from the residential buildings, providing opportunities for recreation and social interaction. The provision of communal open space contributes positively to the amenity of the development and aligns with the intent of the R-Codes provisions.

6.1.7 Public Domain Interface

The public domain interface provisions require apartment developments to provide street facing development and ensure the landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.



Figure 14: Development's Interface with Public Realm

The proposed development addresses Main Street, Fruin Link, School Lane and Oval Vista through articulated façades, balconies, windows and landscaped setbacks. Ground floor elements, including pedestrian entries and building articulation, provide an active and visually engaging interface with the surrounding streets. The development therefore responds positively to the public domain interface provisions. On this basis, the proposal can be supported.

6.1.8 Pedestrian Access and Entries

The pedestrian access provisions ensure that apartment developments provide safe, legible and convenient access to building entrances. Entries should be clearly visible from the street and contribute to an active public realm.

The development provides clearly identifiable pedestrian entries from surrounding streets, with entry canopies, pathways and lobby access incorporated into the building design. The entries

are oriented toward the street network, supporting legibility and encouraging pedestrian movement. This design approach aligns with the intent of the pedestrian access provisions.

6.1.9 Car Parking

Parking requirements have been assessed against the Residential Design Codes Volume 2 (Location A requirements) and the Ellenbrook Town Centre Parking Strategy. The development proposes:

- 40 resident car parking bays
- 2 visitor bays
- 5 motorcycle/scooter bays
- 2 commercial parking bays

In accordance with the requirements of *Table 3.9 Parking ratio* of the R-Codes, there is a shortfall of five residential visitor bays and two commercial bays. It is considered this shortfall is acceptable for the following reasons:

- The subject site is located in the Ellenbrook town centre, where a more urban form of development is anticipated and where reduced parking provision is generally supported in order to facilitate medium to high density development.
- The site benefits from excellent walkability and proximity to local services, including retail, commercial and community facilities within the town centre, reducing reliance on private vehicles for short trips. It is also expected that as Ellenbrook grows, access to these local services will be further enhanced.
- The proposal provides a high level of bicycle parking, including 34 residential bicycle bays and visitor bicycle parking, which supports alternative and more sustainable transport options.
- The development includes five (5) motorcycle/scooter bays, which provides additional transport flexibility and assists in offsetting the minor shortfall.
- The provision of 40 residential parking spaces ensures that the parking needs of residents are adequately catered for, with the shortfall relating primarily to visitor and commercial bays rather than resident demand.
- The surrounding street network, specifically Oval Visita, School Lane and Fruin Loop features existing street parking which can supplement on-site visitor parking provision, particularly during evenings and weekends when residential visitor demand is highest.
- Furthermore, the Transport Impact Statement concludes that

Accordingly, the minor shortfall in visitor and commercial parking bays is not considered likely to result in any unreasonable parking impacts and is therefore considered acceptable in the context of the site's location and the broader planning objectives for the Ellenbrook town centre.

6.1.10 Bicycle Parking

Bicycle parking provisions encourage sustainable transport by ensuring apartment developments provide adequate and convenient bicycle parking facilities for residents and visitors.

Table 3.9 Parking ratio requires that 0.5 spaces per dwelling for residents and 1 space per 10 dwellings for visitors of bicycle parking is required. On this basis, 20 residential bicycle parking bays is required, and 4 visitor bicycle parking bays are required.

The proposal provides 34 residential bicycle parking bays, 4 visitor bicycle bays and 2 commercial bicycle bays, which represents a significant provision of bicycle parking facilities. The availability of secure bicycle storage supports active transport options and aligns strongly with the objectives of the R-Codes provisions.

6.1.11 Dwelling Mix

Dwelling mix provisions aim to promote housing diversity by encouraging a range of apartment sizes and configurations to accommodate different household types. Under the Acceptable Outcomes of the R-Codes, where developments of greater than 10 dwellings, at least 20 per cent of apartments of differing bedroom numbers must be provided.

This application proposes the following dwelling mix:

- 1x1 – 1 dwelling (3 per cent)
- 2x2 – 25 dwellings (63 per cent)
- 2x2 silver level – 12 dwellings (30 per cent)
- 3x2 – 2 dwellings (5 per cent)

Based on the above dwelling mix, it is considered that the development proposes above 20 per cent of apartments of different bedroom numbers. This dwelling mix will cater for a variety of household types including singles, couples, small families and downsizers. This diversity of dwelling types contributes to a balanced residential community and aligns with the intent of the dwelling mix provisions.

6.1.12 Universal Design

Universal design provisions encourage apartment developments to incorporate accessible housing that can accommodate residents with varying mobility needs. The acceptable outcome typically requires a proportion of dwellings to achieve Silver Level accessibility.

The Acceptable Outcomes of the R-Codes requires that a minimum of 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines.

In this instance, a total of 30 per cent of dwelling are proposed at the Silver Level standard (12 apartments), which exceeds the provisions of the R-Codes and demonstrates a strong commitment to inclusive design. The proposal therefore responds positively to the universal design provisions and can be supported.



Figure 15: Communal Open Space

6.2 SUSTAINABILITY

A Sustainability Strategy (the Strategy) has been prepared by Full Circle Design Services (March 2026) in support of the proposed development and is provided as **Attachment 4**. The Strategy incorporates a range of sustainability initiatives aimed at improving the performance of the development, reducing operational costs and supporting occupant wellbeing and includes the following measures:

- From a building performance perspective, the development adopts a high-performance building envelope with enhanced insulation, double glazing and shading through deep balconies to reduce solar heat gain. Thermal heat modelling indicates that apartments will achieve an average NatHERS rating of approximately 7.5 stars, improving thermal comfort and energy efficiency. Natural ventilation has also been prioritised within the development, with the building orientation designed to capture prevailing breezes and many apartments benefiting from dual aspect ventilation.
- Operational energy demand is reduced through the integration of roof-mounted solar panels, expected to generate approximately 30kWp of renewable energy and offset more than 40% of the development's annual electricity demand. The development is also designed to be a fossil-fuel-free-building, with cooking, heating and hot water systems powered by electricity rather than gas. Collectively, these measures contribute to a 30% improvement in operational energy performance compared with typical baselines.



Figure 16: Location of Solar Panels

- Water efficiency is addressed through high efficiency WELS-rated fittings and appliance, as well as drought-tolerant landscaping and smart irrigation systems. These measures will reduce water consultation by approximately 10-30%, compared with standard benchmarks.
- Waste management facilities are design to support multiple waste streams including general waste, recycling and food and garden organics, assisting in diverting waste from landfill.
- The project also incorporates measures to reduce carbon through efficient structural design, lower-carbon materials and use of refrigerants with lower global warming potential.
- Urban heat island mitigation strategies are proposed, including maintaining a high proportion of shaded or vegetated surfaces across the site.
- The two ground-floor commercial tenancies contribute to street activity, while supporting walkability and access to public transport. The development provides infrastructure to facilitate electric vehicle charging and encourage sustainable transport choices.

Overall, the proposal demonstrates a holistic approach to sustainable design, combining improved building performance, renewable energy generation, water conservation and community focused design outcomes.

6.3 LANDSCAPING

Landscaping Concept Plans have been prepared by KDLA and are provided as **Attachment 5**. The below image also depicts the proposed landscape rational for the ground floor of the development.

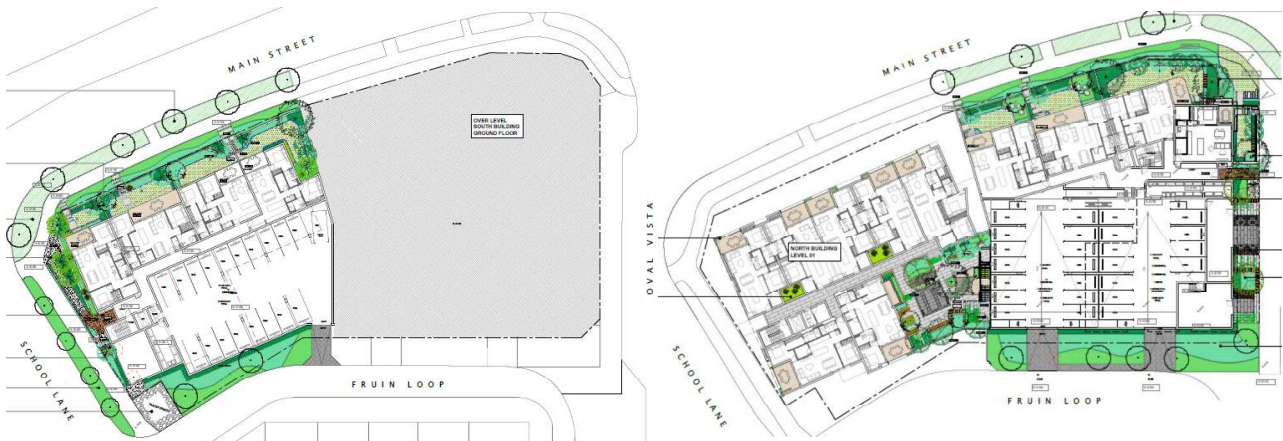


Figure 17: Landscape Concept

6.3.1 Retained Trees

The landscaping has been designed with the requirements of the LDP, which includes areas identified for landscape retention due to existing trees along the Main Street frontage, which is intended to retain and protect the established avenue of trees and provide a continuous landscape interface to the street.

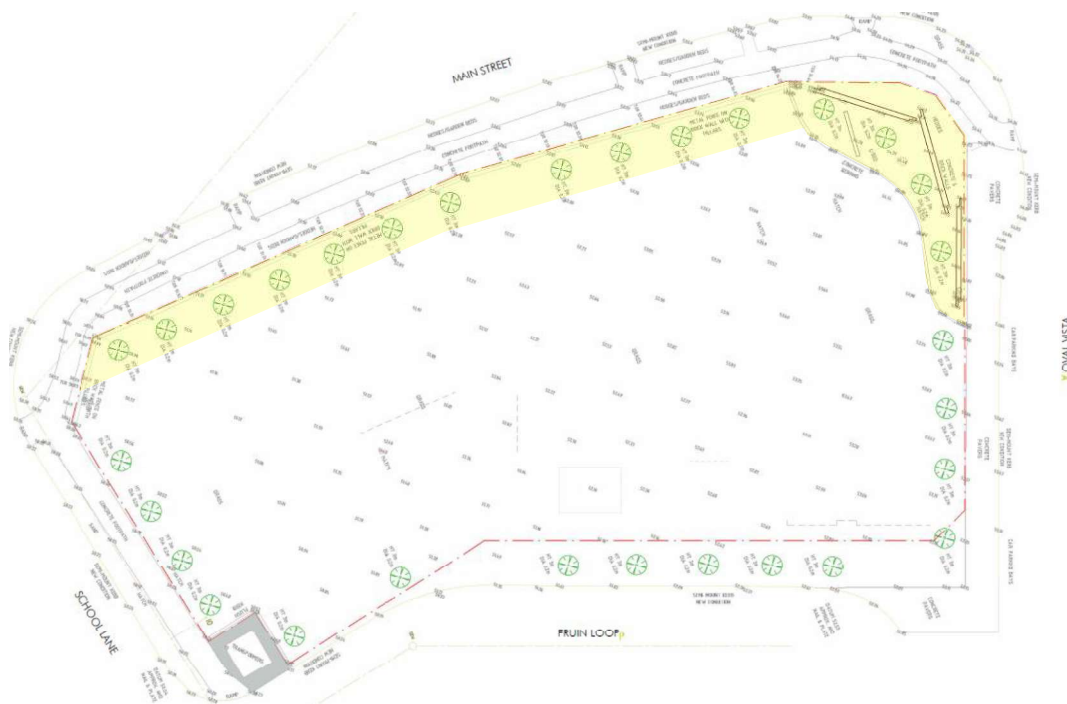


Figure 18: Location of Retained Trees (shaded yellow)

The site feature survey depicts the location of these existing trees within the lot. The Fence Proposition plan (page 105 of the Landscape Concept Plans) depicts the retention of these trees within the proposed private lot boundaries associated with the dwelling.

The proposed landscape design responds positively to this requirement by retaining the existing mature trees along the Main Street verge, with the plans specifically identifying these trees as “existing trees to be retained and protected”. Therefore, the landscape design maintains the landscaped character of this frontage by preserving the existing planting and supplementing it within additional infill planting and understorey species. This approach ensures that the established tree canopy and streetscape character is maintained while enhancing the landscape quality through new planting.

The dwelling’s design is responsive and integrated with this existing feature on the site and also helps to establish landscaping as an important feature of the overall site’s design response.

6.3.2 Landscape Design Response

The building’s footprint considers and respects the root zones and landscape buffer associated with the retained trees, ensuring the LDP’s intent to protect the tree lined nature of the lot’s interface with the street. The retention of these trees also provides immediate canopy coverage and visual amenity along Main Street, reinforcing the pedestrian character of the street edge, contributing to shade, microclimate benefits and connection to the existing and established streetscape in the locality.

In accordance with *Table 3.3a Minimum deep soil are and tree provision requirements* of the R-Codes requires that for sites with an area greater than 1,000m² a minimum deep soil area of 7 per cent, where existing trees are retained on site, is required. This equates to a minimum of 227.08m² of deep soil is required.

The proposed design provides a total landscaped area of approximately 795m², including 502m² of deep soil which equates to approximately 18% of the site area, significantly exceeding the minimum deep soil requirement of the R-Codes. The proposed design also delivers a 616m² of canopy coverage, contributing to the long-term tree canopy in the area. It is considered the proposed landscape design can be supported for the following reasons:

- The landscape design incorporates a diverse planting palette comprising medium canopy trees, small native trees, feature trees and layered understorey planting, which creates a varied landscape character for the development. The mix of species including Tuckeroo, Paperbark, Little Ghost Gum, Kangaroo Paw, Zamia and Clivia provides a mix of native and ornamental species suited to local climate conditions and the urban residential context.
- At Level 1, landscape communal areas incorporate a range of elements including communal tables, barbeque facilities, raised garden planters, seating areas and shaded gathering spaces. The plans also incorporate vegetable and herb gardens, nature play areas and informal seating, providing opportunities for residents to engage with the landscape and support community interaction. This is

a key strength of the landscape design, in that the communal landscape spaces encourage social interaction and resident amenity.

- The landscape design also incorporates pergolas, trellis structures with climbing plants, raised planters and cascade planting, which contribute to vertical greenery and soften the built form. These landscape elements compliment the proposed material selections (including exposed aggregate, bluestone steppers, integrated seating, timber-look fencing) which together create a cohesive and high-quality landscape environment.
- At ground level, landscaping is effectively use to frame building entries, soften the interface between private courtyards and the public realm, and providing screening and privacy through layered planting and feature fencing treatments. The inclusion of sunken apartment gardens, raised planter beds, seating and feature planting at entries further enhances the pedestrian experience and reinforces the residential character of the development.



Figure 19: Landscape Concept Proposed for Communal Open Space

Overall, the proposed landscape design demonstrates a strong response to the provisions of the Local Development Plan by retaining and protecting existing trees, building on the existing trees to expand the landscape palette for the site and creating an urban environment that is highly functional and compliments communal open space, from a softscape and landscape perspective. This means the development will contribute positively to the streetscape and provide a high level of amenity for residents.

6.4 TRAFFIC AND ACCESS

A Transport Impact Statement (TIS) has been prepared by Shawmac Consulting Civil and Traffic Engineers to assess the transport, access and parking implications of the proposed development (provided as **Attachment 6**). The assessment has been undertaken in accordance with the WAPC Transport Impact Assessment Guidelines and considers vehicle access, parking provision, traffic generation, pedestrian and cyclist connectivity, public transport accessibility and road safety.

Vehicle access to the site is proposed via three (3) crossovers from Fruin Loop, which operates as a one way laneway along the western site frontage. Access from Main Street, School Lane and Oval Vista is restricted in accordance with the approved Local Development Plan for the site. The assessment demonstrates that the proposed crossover locations achieve the minimum required visibility for safe vehicle entry and exit.



Figure 20: Vehicle Access Points Along Fruin Loop

Traffic modelling estimates the development will generate approximately 27 vehicle trips during the morning peak hour and 23 vehicle trips during the afternoon peak hour. This level of traffic generation falls within the low impact category under WAPC guidelines and can be accommodated within the existing road network without requiring any upgrades.

The site is well supported by pedestrian infrastructure, with established footpaths and crossing points connecting the development to surrounding areas. Bicycle parking provision exceeds minimum requirements, and the site benefits from excellent public transport accessibility, being approximately 700m from Ellenbrook Station and within 200m of several bus routes along Main Street.

A review of crash history for the surrounding road network indicates low incident rates and no evidence of significant safety issues. The report concludes that the proposed development will not unacceptably increase crash risk or adversely impact the surrounding transport network.

Overall, the TIS concludes that the proposed development can be safely accommodated within the existing road network, with appropriate access, parking and transport connectivity provided.



Figure 21: Vehicle Access Points

6.5 WASTE MANAGEMENT

A Waste Management Plan (WMP) has been prepared by Talis Consultants (March 2026) to demonstrate how refuse and recyclable materials generated by the proposed development will be stored, managed and collected and is provided as **Attachment 7**. The plan has been prepared in accordance with relevant waste management guidelines and the City of Swan's requirements for development applications.

Waste generation estimates have been calculated using recognised guidelines including the WALGA Multiple Dwelling Development Waste Management Plan Guidelines (2014) and the City of Melbourne Guidelines for Waste Management Plans (2021) for the residential apartments and commercial tenancies. Waste management arrangements are summarised below:

Residential Waste Generation

- North Building: approximately 3,040 L/week of refuse and 880 L/week of recycling.
- South Building: approximately 3,440 L/week of refuse and 860 L/week of recycling.

Commercial Waste Generation

- Two commercial tenancies (assumed cafe uses) are expected to generate approximately 2,268 L/week of refuse and 1,512 L/week of recycling.

Bin Storage Provisions

- North residential building: five 660L refuse bins and three 660L recycling bins.
- South residential building: six 660L refuse bins and three 660L recycling bins.
- Commercial tenancies: two 660L refuse bins and three 660L recycling bins.

Collection Frequency

- Residential refuse: weekly collection by the City of Swan.
- Residential recycling: fortnightly collection.
- Commercial refuse: twice weekly collection by a private contractor.
- Commercial recycling: weekly collection.

Waste is to be stored within designated bin storage areas located within the development and transferred to a waste collection point on Fruin Loop on collection days. A building manager or caretaker will be responsible for moving bins to the collection point and returning them after servicing.

The development also provides space for future FOGO bins to support future separation initiatives and bulk waste storage areas has been incorporated to assist with the management and disposal of larger household item.

Overall, the Waste Management Plan demonstrates that the development incorporates appropriately sized bin storage areas, appropriate waste handling arrangements and accessible collection points to ensure efficient waste disposal for residential and commercial uses.

7. CONCLUSION

As outlined throughout this report, the proposal represents an appropriate and well considered development outcome for this prominent site within the Ellenbrook town centre. The development has been designed to deliver a contemporary high density built form that responds positively to the site's four street frontages, supports an activated public realm and contributes to the emerging urban character of the locality.

The planning assessment demonstrates that the proposal is consistent with the intent of the applicable State and local planning framework, including the Metropolitan Region Scheme, State Planning Policy 7.0, City of Swan Local Planning Scheme No. 17, the Ellenbrook Town Centre Development Plan, the relevant Local Development Plans, and the applicable provisions of the Residential Design Codes Volume 2. While minor variations are proposed in relation to matters such as plot ratio, setbacks, building depth and parking, these variations are appropriately justified and do not undermine the achievement of the relevant design and amenity objectives.

Importantly, the proposal delivers several strong planning and design outcomes, including:

- The provision of 40 new dwellings in a strategic town centre location identified for increased residential density
- A diverse apartment mix, including 12 Silver Level dwellings, supporting housing choice and accessibility
- 2 ground floor commercial tenancies that contribute to activity and activation at street level
- A high quality built form with articulated façades, multiple pedestrian entries and strong public domain interface
- Generous communal open space, deep soil planting and the retention of existing trees along Main Street
- An integrated sustainability response, including solar generation, landscape canopy and passive design measures
- A development outcome that can be safely serviced in relation to access, traffic, waste management and day-to-day operation.

Overall, the proposed development is considered to represent a high quality and appropriate planning outcome that will make a positive contribution to the Ellenbrook town centre. The proposal will assist in delivering the intended urban consolidation outcomes for the locality while providing a well designed residential environment with strong amenity, landscape quality and streetscape presentation.

On this basis, it is respectfully requested that the City support the application and grant development approval for the proposed mixed use development at Lot 12041 Main Street, Ellenbrook.