



DEVELOPMENT APPLICATION

PROPOSED CARAVAN & RECREATIONAL VEHICLE (RV) PARKING

LOTS 9007 & 9008 DAVIESIA CORNER & LOT 9064 ON
DEPOSITED PLAN 424896
CITY OF SWAN

22 July 2026

BDG PLANNING
TOWN PLANNING + URBAN DESIGN

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1. INTRODUCTION

BDG Planning has been appointed by Progress Developments, on behalf of the registered owners of Lots 9007 & 9008 Daviesia Corner & Lot 9064 on Deposited Plan 424896, Dayton, for the provision of town planning and urban design consultancy services for the preparation of a Development Application and the coordination of statutory approvals for the proposed Caravan & Recreational Vehicle (RV) carpark over the 1.4064ha site (the “subject land”).

The Development Application proposes the development of a Caravan & RV carpark use over the subject land.

The following report provides an overview of the site characteristics, the local and regional context, findings of preliminary technical investigations and explains the rationale of the Development Application design and the statutory framework that will guide its implementation.

The Development Application has been formulated by BDG Planning, on behalf of Progress Developments, in collaboration with a team of specialist consultants, who have provided technical input in relation to matters as follows:

Considered Space	Landscape Concept Plan
Premise	Transport Impact Statement
	Engineering Services Plan
	Proposed Earthworks Plan
	Sewer Reticulation Plan
	Stormwater Drainage Layout Plan
	Water Reticulation Plan

1.1 ABBREVIATIONS

Abbreviations used in this report are summarised below for ease of reference:

LSP1	Dayton Local Structure Plan 1
MRS	Metropolitan Region Scheme
LPS17	City of Swan Local Planning Scheme No.17

2. SITE DESCRIPTION/DETAILS

2.1 LEGAL DESCRIPTION, RESTRICTIONS AND ENCUMBRANCES

Lots 9007, 9008 & 9064 are registered in the ownership of Agram Properties Pty Ltd.

The site is formally described as:

- Lot 9008 on Deposited Plan 68121, Certificate of Title Volume 2757 Folio 757
- Lot 9007 on Deposited Plan 68121, Certificate of Title Volume 2757 Folio 756
- Lot 9064 on Deposited Plan 424896, Certificate of Title Volume 4031 Folio 672.

There are a total of 8 restrictions and/or encumbrances registered across the three titles. Refer to **Appendix 1 – Certificates of Title**.

2.2 LOCATION

The site is located within the suburb of Dayton, in the City of Swan, and is situated approximately 15km northeast of the Perth CBD and abuts the northern boundary of the Dayton Community Centre.

The site abuts Dayton Boulevard to the north, Isoodon Street to the west, Arthur Street to the east and Daviesia Corner to the south, all constructed and gazetted roads. **Figure 1 – Location Plan** shows the site's location.

2.3 EXISTING AND HISTORICAL USE AND DEVELOPMENT

Historic aerial imagery shows two electrical pylons and associated powerline infrastructure was constructed on the site sometime between 1974-1977. Gas infrastructure was built near the electrical pylon within the eastern portion of the site in 2011 which serviced the then new Dayton development. The site has been void of any further structures since.

Refer to **Figure 2 –Aerial Photograph**.

LEGEND



SUBJECT LAND



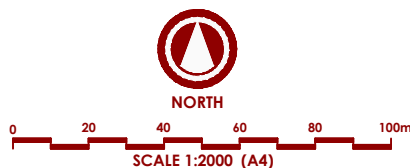
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Date: 05.12.25 Planner: CT

**FIGURE 2: AERIAL PHOTOGRAPH
LOT 9007 & 9008 DAVIESIA CORNER &
LOT 9064 ON DEPOSITED PLAN 424896, DAYTON**

CITY OF SWAN

2.4 SURROUNDING LAND USE AND DEVELOPMENT

Residential development surrounds the subject site in the form of single detached dwellings ranging in density from R20 to R60. The Dayton Community Centre abuts the southern boundary of the subject site towards its eastern end.

2.5 CONTAMINATED SITES DATABASE

Lot 9008 has been identified by the Department of Water and Environmental Regulation (DWER) as a “known or suspected contaminated site”. A basic summary of records states asbestos may be present in soils at depth. The summary further specifies the use of the site being restricted to public open space for the purpose of power easement, which excludes sensitive uses (with accessible soil) such as childcare centres, kindergartens, pre-schools and primary schools.

The proposed Caravan & RV carpark is not a sensitive use, nor a use listed within the basic summary. Proposed works within the potentially contaminated lot include landscaping and the laying of hardstand.

3. PLANNING FRAMEWORK

Outlined below is a summary of the relevant strategic and statutory documents that guide the use and development of the site and/or support its development as proposed.

3.1 STATUTORY FRAMEWORK

3.1.1 METROPOLITAN REGION SCHEME

The subject site is zoned ‘Urban’ under the Metropolitan Region Scheme.

Refer **Figure 3 – Metropolitan Region Scheme Map**

3.1.2 CITY OF SWAN LOCAL PLANNING SCHEME NO.17

The site is zoned ‘Special Use’ (designated as SU11), under the City of Swan Local Planning Scheme No. 17 (LPS17). SU11 includes land generally bound by Harrow Street to the North, Lord Street to the west, Reid highway to the south and the western border of the Swan Valley Planning Act area to the east.

LPS17 describes the following purpose of this zone.

"Estate" means the land referred to in the Land Particulars for this Zone, "proponent" means an owner of land within the estate who submits a plan to the Council for approval pursuant to the provisions hereof and the term shall include the Council where the Council proposes a plan.

The purpose and intent of the Estate is expressed in the following objectives to which the City shall have regard when dealing with any proposed Structure Plan, Detailed Area Plan or other propose development within the estate:

- a) To ensure that development in the estate achieves optimal integration with development in surrounding area;*
- b) To provide for the development of a functional and cohesive community consistent with orderly and proper planning and in the interest of the amenity of the Estate;*
- c) To develop the estate in a manner that protects, conserves and enhances the natural environment and cultural assets and to investigate and manage impacts upon the natural environment;*
- d) To encourage variety in the range of lot sizes and dwelling types within the Estate;*
- e) To enhance the Estate with the provision of open space and recreation networks and facilities with particular attention being given to the timely provision of appropriate community services;*
- f) To make provision for school sites and other appropriate education facilities within the Estate in a manner that facilitates their management and use as a resource for local communities;*
- g) To provide appropriate retail and commercial facilities to service the needs of residents of the Estate and with a view to the integration of retail areas with other commercial and business areas and with social services so as to maximise convenience;*

- h) *To provide a retail and commercial centres, business parks and service areas to satisfy the need for such services within the Estate and to provide local employment opportunities; and*
- i) *To employ strategies and designs aimed at optimising accessibility to the local centra and future public transport node(s) by the use of comprehensive movement networks and by other means which will facilitate connection with public transport and arterial road links to Midland, Perth and other parts of the Metropolitan Region.*

Refer **Figure 4 – City of Swan Local Planning Scheme No.17 map.**

3.1.3 WEST SWAN EAST DISTRICT STRUCTURE PLAN

The site is included within the *West Swan East District Structure Plan* (WSEDSP), which was initially endorsed by the Western Australian Planning Commission (WAPC) in 2013 and subsequently amended in November 2021 (refer **Figure 5. West Swan East District Structure Plan**). The WSEDSP was prepared to ultimately facilitate local structure planning, subdivision and development of numerous allotments within its boundary. Pursuant to section 3.9.1 Powerline Corridor within the WSEDSP, the powerline easement shall not be affected by district structure planning, with the effect of the easement on urban development to be minimised by encouraging road reserves, low maintenance landscaping and cycleways, and parking within the easement area.

The proposed Caravan & RV carpark represents a use akin to open air parking, as contemplated within the WSEDSP.

3.1.4 DAYTON LOCAL STRUCTURE PLAN 1

The *Dayton Local Structure Plan 1* (LSP1) designates a 330KV Powerline Easement & Road Reserve over the subject land (refer **Figure 6. Dayton Local Structure Plan 1 Map Extract**).

Pursuant to clause 5.5.2 Principles and Use of the Dayton Local Structure Plan Report, uses within the 330kv power line easement include:

- Road reserve
- Car parking associated with the community site
- Low maintenance open space
- Community garden and pedestrian and cyclist network

At the time of submitting Local Structure Plan 1, it was anticipated the easement would be managed and maintained by either Western Power or the City of Swan. Neither authority has assumed this role during the decade since LSP1 was approved.

The proponents have continued to manage this land and, further to previous consultation with the City, are now seeking an appropriate use for the site to assist with funding its ongoing maintenance in perpetuity. The use of the land for parking of caravans and RVs, with associated landscaping, is similar to the parking contemplated under the LSP.

3.2 WAPC POLICIES

3.2.1 SPP 5.4 ROAD AND RAIL NOISE (SPP 5.4)

The western region of the subject site is within an "Other significant freight/traffic route" trigger distance. Notwithstanding, the proposed development is exempt from SPP 5.4 under clause 4.3 b) as the planning proposal does not result in intensification of residential land-use.

3.3 LOCAL PLANNING POLICIES

Development of the site is subject to a number of City of Swan Local Planning Policies, including:

- POL-TP-127 Building and Development Standards – Other Zones
- POL-TP-129 Vehicle Parking Standards

These are addressed further in the report below.

LEGEND



SUBJECT LAND



URBAN



URBAN DEFERRED



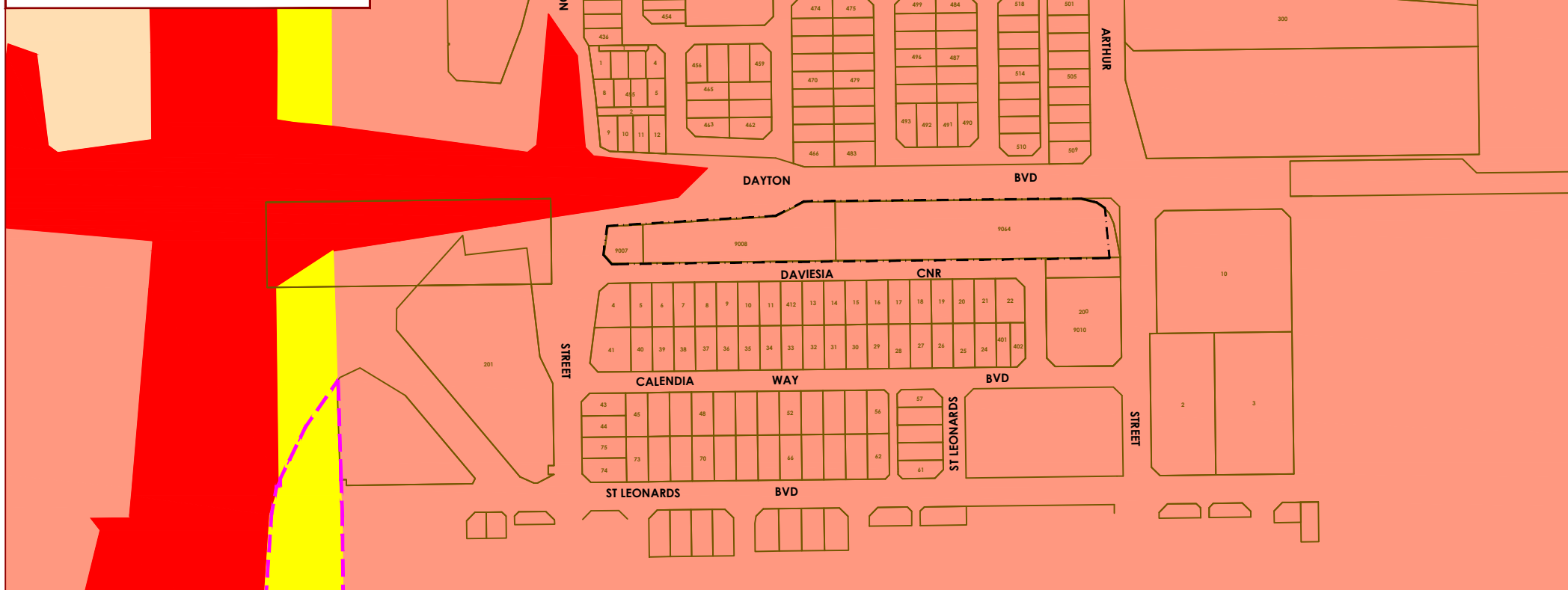
PRIMARY REGIONAL ROADS



PUBLIC PURPOSES - SPECIAL USES



MRS AMENDMENT 1439



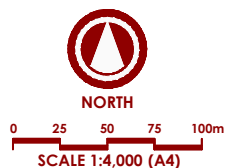
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FIGURE 3: METROPOLITAN REGION SCHEME MAP
LOT 9007 & 9008 DAVIESIA CORNER &
LOT 9064 ON DEPOSITED PLAN 424896, DAYTON

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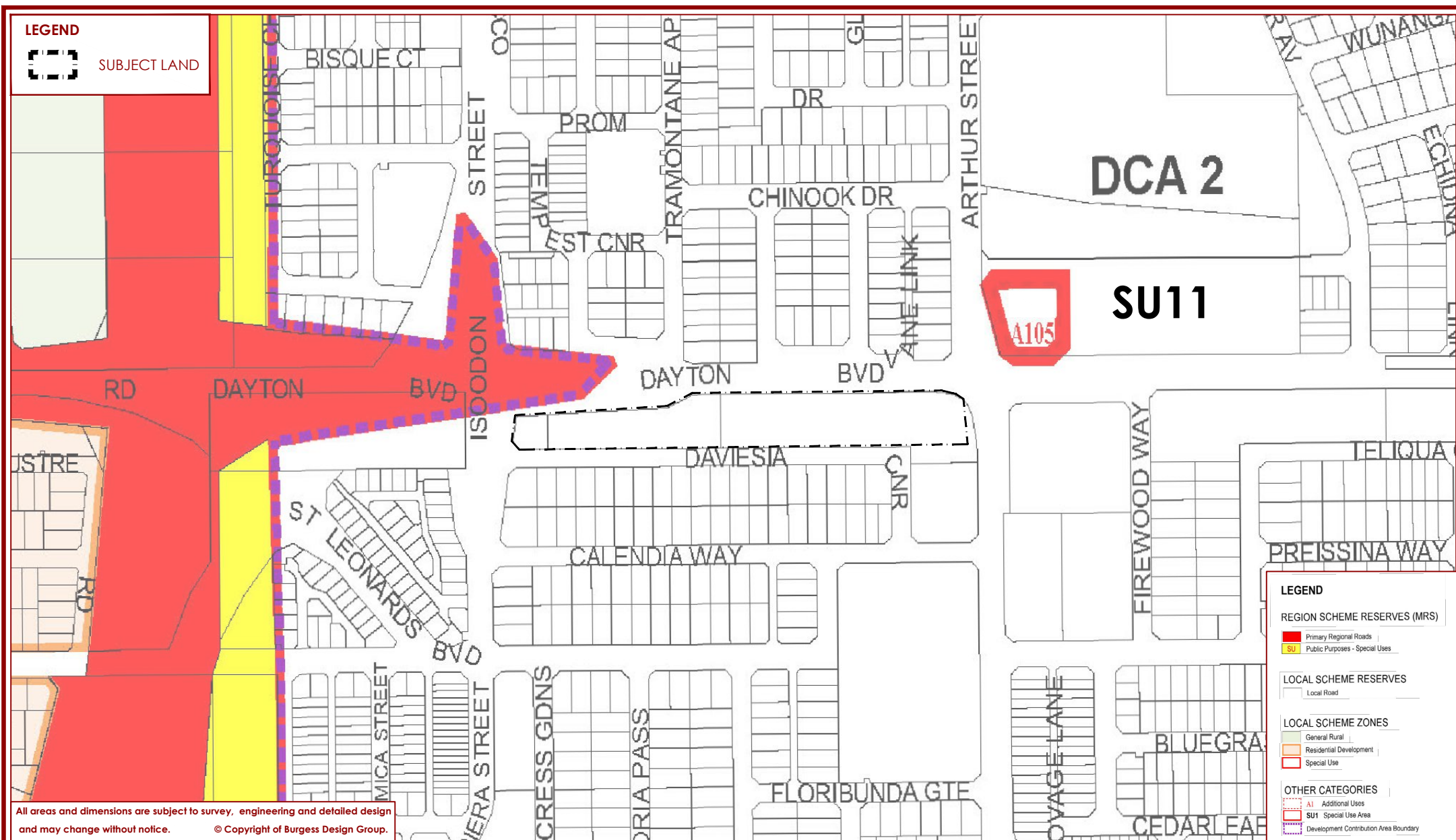


FIGURE 4: CITY OF SWAN LOCAL PLANNING SCHEME NO.17 MAP

LOT 9007 & 9008 DAVIESIA CORNER &

LOT 9064 ON DEPOSITED PLAN 424896, DAYTON



NORTH

0 25 50 75 100m

SCALE 1:4,000 (A4)

LEGEND



SUBJECT LAND



Residential



Commercial
(Neighbourhood Centre)



Conservation



Powerline Corridor



Drainage



Primary Regional Roads



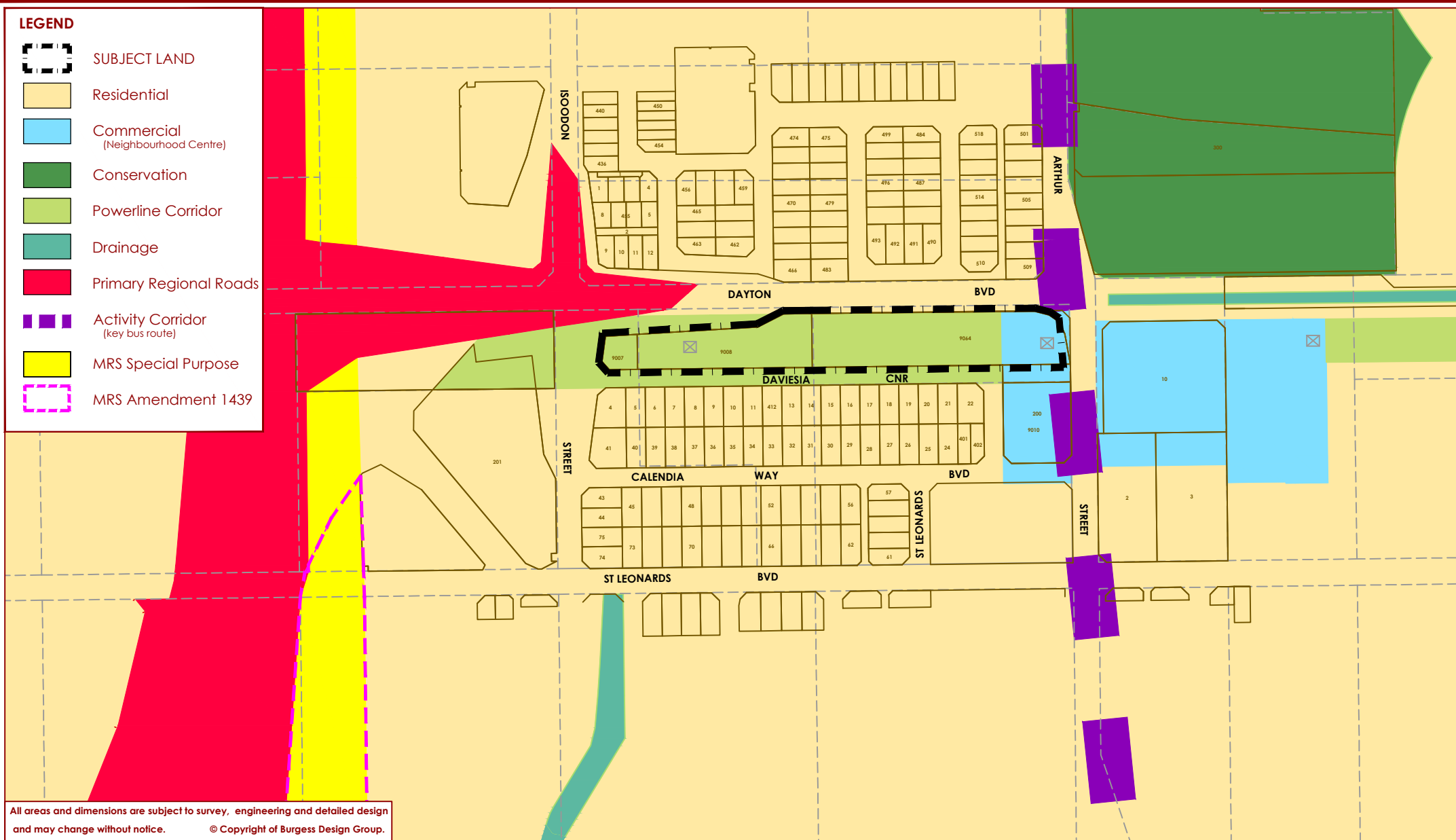
Activity Corridor
(key bus route)



MRS Special Purpose



MRS Amendment 1439



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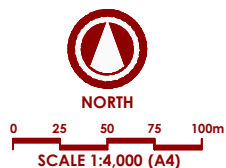


FIGURE 5: WEST SWAN EAST DISTRICT STRUCTURE PLAN
LOT 9007 & 9008 DAVIESIA CORNER &
LOT 9064 ON DEPOSITED PLAN 424896, DAYTON

Plan No: PRO WPE 07-03-05 Client: PRO
Date: 05.12.25 Planner: CT

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-  SUBJECT LAND
-  Public Open Space/ Drainage/ Wetlands
-  Residential Zone
-  Special Use - Community (see s.5.4)
-  MRS Primary Regional Road
-  Noise Attenuation Measures as appropriate (see s.5.9.7)
-  Activity Corridor - Home Based
-  Indicative Carriageway
-  Dual Use Footpath
-  Refer Appendix 6 of LSP
-  330KV Powerline Easement & Road Reserves (see s5.5.2)
-  132 KV Powerline Easement (see s.5.9.1)



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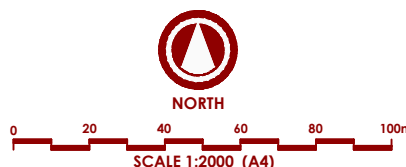


FIGURE 6: DAYTON LOCAL STRUCTURE PLAN 1 MAP EXTRACT
LOT 9007 & 9008 DAVIESIA CORNER &
LOT 9064 ON DEPOSITED PLAN 424896, DAYTON

4. PROPOSED DEVELOPMENT

This application seeks approval for the development and use of the site for a Caravan and RV carpark.

The proposal will offer space for the parking and storage of caravans and RVs, with an accompanying wash down shed for patrons to use.

Use and development within the designated 330KV Powerline easement is subject to approval by Western Power and the City of Swan. The intention under LSP1 is for this corridor to be utilised for low maintenance open space, community garden opportunities, pedestrian/cyclist path network, road reserves and parking associated with the community site and in a manner consistent with the existing power lines easement. The parking of caravans and RVs is considered to be an extension of the intended land uses contemplated for the subject land under the LSP.

The caravan and RV carpark will provide an important service to residents within the Dayton locality, creating an opportunity to relocate caravans and RVs from the front or sides of residential properties and putting them into a secure, managed area. This will improve the streetscape aesthetics of the local residential environment, particularly given the smaller lot sizes within the locality.

The parking of caravans and RVs on residential properties is either not physically possible or prohibited by the planning scheme. As such, this proposed development is expected to facilitate a valuable service to the surrounding community.

4.1 LAND USE PERMISSIBILITY

Pursuant to the provisions of SU11 under LPS17, development of the site shall be generally in accordance with approved Local Structure Plan 1 and in particular shall comply with the permissibility of land uses under the Scheme, as designated by the Local Structure Plan.

The proposed use of the subject land for the parking of caravans and RVs is considered to be a 'carpark' use under LPS17.

Under LPS17 'carpark' is defined as follows – which also reflects the definition under the *Planning and Development (Local Planning Schemes) Regulations 2015*:

"means premises used primarily for parking vehicles whether open to the public or not but does not include any part of a public road used for parking or for a taxi rank, or any premises in which cars are displayed for sale."

A caravan is a recreational vehicle, which is a broad category that includes both self-propelled vehicles such as motorhomes and campervans, and towed vehicles such as boats, caravans, camper-trailers, goosenecks and fifth-wheelers.

Moreover, a caravan or recreational vehicle (as above) is not a commercial vehicle.

A carpark is a use contemplated on the subject land under LSP1.

The small office and the washdown bay are incidental to the carpark use.

It should be noted that, whereas the proposed use is considered to fit within the definition of vehicle parking, it is not clearly defined under LPS17, nor Dayton LSP1.

Further, when considering traffic generation, the WAPC TIA Guidelines and NSW Guide to Transport Impact Assessment are used. If the use isn't clearly defined in those guidelines, the Transportation Engineers Common Trip Generation rates are used, as described in the Transport Impact Statement attached at **Appendix 3**.

The above confirms that this proposed land use isn't clearly defined. The City may consider it is more akin to storage (*means premises used or provided for use for the storage of goods, equipment, plant or materials*), however a caravan and RV is more directly related to a vehicle (therefore carpark definition) than to a 'good', 'piece of 'equipment', a piece of 'plant' or 'materials'.

The TIS refers to proposed corner storage and caravan park – or parking. However, from a planning sense, the proposed use is considered to best fit under 'carpark'.

4.1.1 WESTERN POWER

Preliminary advice was sought from Western Power (WP) regarding feasibility of the proposed development, dated 2nd and 14th May 2025.

The advice from the WP Property Team, and WP Engineering and Design Team reached a general consensus the proposed use is suitable within the WP easement, subject to the appropriate reporting being provided.

The correspondence advice from WP can be found attached at **Appendix 5**.

4.2 BUILT FORM

Pursuant to the objectives of Local Planning Policy POL-TP-127 Building and Development Standards – Other Zones, and Table 1 – Site Requirements within POL-TP-127, the proposed development would be categorised under the land use of ‘All other uses’, which requires the minimum setbacks, maximum plot ratio, site coverage and building heights, along with other requirements and/or variations to be negotiated with the Council at the time of an application for approval to commence development.

The proposed office and washdown bay will be small scale, single storey buildings with gabled roofs to complement the surrounding residential dwellings.

To assist the Council with its assessment, Table 1 below details the setbacks to proposed structures on the subject site, while Table 2 provides site coverage areas for the proposed buildings to determine plot ratio and site coverage.

Table 1 – Proposed Site Setbacks

	Front (Dayton Boulevard)	Side (Arthur & Isoodon Street)	Rear (Daviesia Corner)
Office	9.9m	28.2m	7.5m
Washdown Bay	15.6m	29.1m	24.8m

Table 2 – Site Coverage Areas of Proposed Structures

Proposed Structure	Site Coverage Area (m ²)
Office	96.2
Washdown Bay	71.1

4.3 LANDSCAPING

A Landscape Concept Plan has been prepared by Considered Space.

The plan proposes landscape planting along the southern boundary of the site to provide an additional visual buffer to the existing residential development, complementing the existing avenue of street trees. Shrub planting to a maximum height of 2m is proposed to provide low screening and a visual buffer under the adjacent tree canopy.

Proposed infill planting to the northern verge of the site will be supplementary to the existing low height Eucalyptus species. This will provide visual screening of the development to Dayton Boulevard.

All garden beds will be mulched to reduce water loss through evaporation.

The Landscape Concept Plan can be found attached at **Appendix 2**.

4.4 FENCING

Brick pier and blade fencing is proposed for the boundary of the site. In addition to the boundary fencing, two blade fencing sliding gates are proposed on the eastern and western ends of the site for access and egress to the development. These gates have been provided with a generous setback to the adjacent streets for improved sight lines when exiting the site.

4.5 TRAFFIC

A Transport Impact Statement (TIS) has been prepared by Premise to address any traffic impacts the proposal may have on the surrounding road network. The traffic impact for the purpose of the report was assessed on the most conservative scenario where each patron will access the site on the same day to pick up or drop off their caravan. A summary of the TIS can be found below:

- The proposed land use is not considered a high traffic generator.
- The traffic attracted to the subject site is expected to increase by a maximum of 200 vehicular trips per day and 15 vehicular trips in am and pm peak hour.
- The traffic volumes are well in line with the road classifications found within the approved Structure Plan.
- No navigability issues were found when assessing the proposed parking and one way movement system.

In conclusion to the findings in the TIS, the proposed development will not have a negative impact on the surrounding road network.

The full TIS can be found attached at **Appendix 3**.

4.6 VEHICLE ACCESS

The development proposes left-in entry only access from Isoodon Street, with two left-out exit only points with one sending patrons south onto Isoodon Street, and the other sending patrons north onto Arthur Street.

The location of the entry point has been carefully considered. This is a left in entry only and, located south of the roundabout at Dayton Boulevard and Isoodon Street, provides convenient access for patrons approaching from any direction.

The setback of the entry (security) gate, means there is ample room for caravans to exit the street network and wait on site before accessing the parking area. There are two waiting bays for new customers and ample room in the driveway for current customers to queue before opening the electric gate.

The exits are proposed to be left out only to not impede traffic flow.

4.7 CARAVAN AND RV PARKING

The development proposes 99 carparking bays for caravans and recreational vehicles and 1 carparking bay for staff. Premise carried out an assessment of the proposed 'Caravan & RV Carpark' against the standards of POL-TP-129.

Based on this assessment, the proposed development is designed to be fully self-sufficient in its parking provision.

4.8 CIVIL ENGINEERING DESIGN WORKS

Premise has prepared a Civil Engineering Design Works package that details the suitability of the proposed operations subject to this DA. A summary of key details provided can be found below. The full drawing package can be found attached at **Appendix 4**.

4.8.1 EARTHWORKS

Future earthworks will grade the site to sheet flow towards the existing Dayton Main Drain at a minimum grade of 0.57.

4.8.2 SEWER

Proposed sewerage works will utilise existing mains after they have been appropriately assessed. All works are to be in accordance with the Water Corporations Design Standards 50.

4.8.3 STORMWATER MANAGEMENT

A stormwater drainage plan has been prepared by Premise. The plan shows the locations of drainage pits and their associated catchment areas on the site. All drainage pipes and structures shall comply with the specifications set by the City of Swan.

4.8.4 WATER

All connections to existing reticulation will be done by Water Corporation. Any deferred services will be installed at a later date when building applications are approved.

5. OPERATIONAL OVERVIEW

5.1 PROPOSED BUSINESS OPERATIONS

The proposed business operations provide for the parking of:

- Caravans/Motor homes/Camper trailers;
- Boats;
- Cars; and
- Trailers

It is expected a maximum capacity of 100 vehicles will be on site at any given time.

The proposed vehicle storage area will be secured with access only available via a 'one time code' through the Access Management App. User access will also be monitored through this app. Delivery or retrieval of vehicles will be limited to 6:00am – 6:00pm Monday to Sunday.

The storage facility will have 24 hour CCTV surveillance to prohibit unauthorised access.

5.2 OPERATION DAYS AND TIMES

Proposed operational hours are to be between 6:00am – 6:00pm, Monday to Sunday.

The washdown bay will be operated by users of the site to service their vehicles. When not in use, the staff on site will maintain the washdown bay.

5.3 NUMBER OF EMPLOYEES

It is anticipated 1-2 employees will be hired for the proposed development to cover rotational shifts over the operational period.

6. CONCLUSION

BDG Planning, on behalf of Progress Developments and the registered owners of the subject land, have prepared the preceding Development Application report to guide the development of a proposed Caravan & RV Carpark.

The proposed development warrants approval for the following reasons:

- The proposed 'Carpark' use for the parking of caravans and RVs will provide an economical service to residents of the surrounding locality, together with reducing compliance issues for the City of Swan in relation to the parking of such vehicles within front yards and verges across the municipality
- The proposal will provide an active use for a Western Power easement that would otherwise be vacant, unused and continue to represent a management and maintenance expense for the proponent – or Western Power or the City of Swan at some future time
- The proposal is capable of being fully serviced from an engineering perspective
- The proposed built form of the site is sensitive in size and scale to the surrounding residential development
- The proposal will be fenced and landscaped to a high standard, providing visual screening from residential neighbours surrounding the site
- The proposed development will have no adverse traffic impact on the surrounding road network

In light of the above, BDG Planning respectfully seeks the City's approval for the proposed Caravan and RV Carpark.