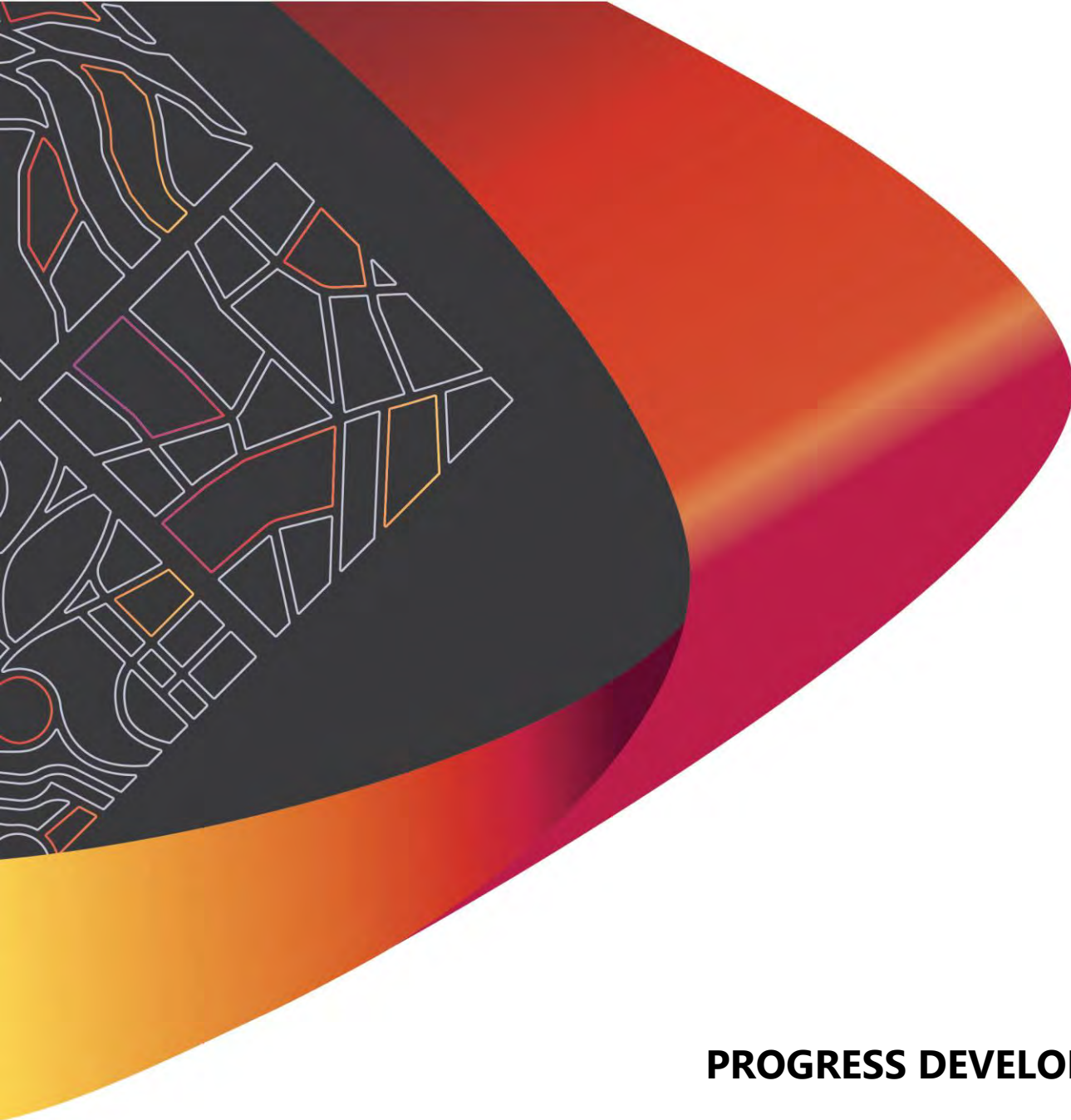




PROGRESS DEVELOPMENTS

Lot 9008 Daviesia Corner Dayton – Corner Storage **TRANSPORT IMPACT STATEMENT**

Job No: P003975

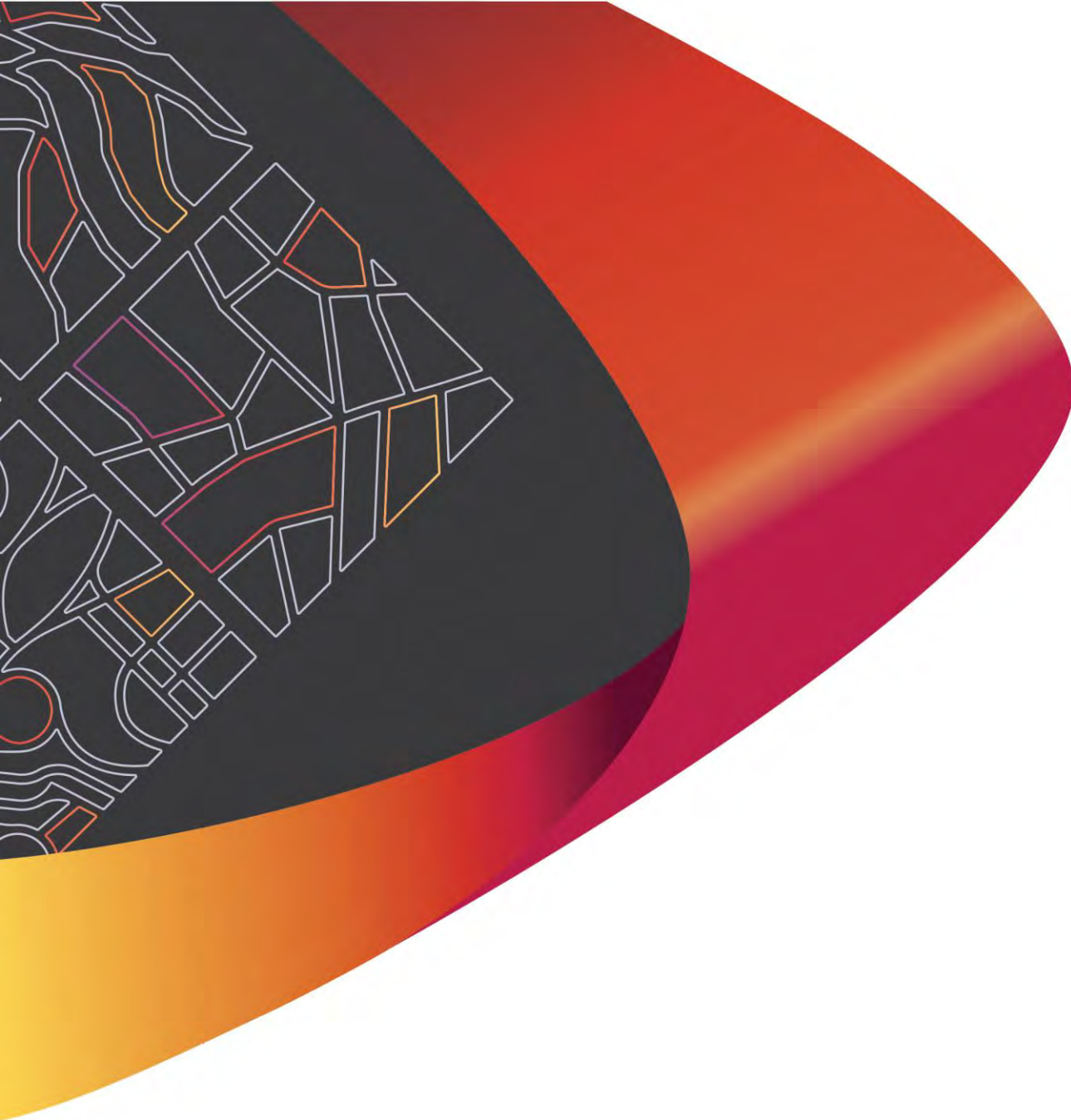
Rev A Draft

7 October 2025



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DOCUMENT AUTHORISATION					
Revision	Revision Date	Proposal Details			
Rev A Draft	07/10/25	Issued for Review			
Prepared By		Reviewed By		Authorised By	
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1. EXECUTIVE SUMMARY

Site Context

- > The subject site is located at Lots 9007, 9008 and 9064 Daviesia Corner Dayton.
- > The site is under an easement for electrical transmission line; however, apart from two transmission pylons, the site is vacant.
- > The proponent seeks to develop a caravan park (100 caravan parking bays) that would enable local residents to securely store their caravans in vicinity of their dwellings; and not park these vehicles in driveways or on street. The facility will feature an ancillary office for the caretaker.

Technical Findings

- > The proposed land use is not a high traffic generator, as it is anticipated that the patrons will access the site on occasion to store or pick up their caravans. The traffic impact for purpose of this report was assessed on the most conservative scenario where each patron will access the site on the same day to pick up or store their caravan.
- > The proposed development will generate up to 200 vehicular trips per day; 15 vehicular trips per hour in AM and 15 vehicular trips per hour in PM peak.
- > According to the WAPC Guidelines, this is a moderate impact on the surrounding road network (*10-100 VPH is moderate; 100+ is high*), and surrounding road network has sufficient capacity to accommodate these trips. Most of the trips will be internal to the suburb, and the likelihood of induced trips is very low.
- > The site will have three (3) crossovers – one (1) access crossover from Isoodon Street and two (2) exit crossovers to Isoodon Street and to Arthur Street. The movement through the site is one-way.
- > The navigability of the proposed layout was tested using an Austroads Class 2 vehicle (passenger vehicle towing two types of caravan). The layout is fully navigable by the design vehicle.

Relationship with Policies

- > The site will provide 100 caravan parking spaces sized per AS2890.01 and one parking space for passenger vehicle for the caretaker.
- > The site will not provide bicycle parking. Given the nature of the land use, it is unlikely that any of the patrons will be cycling to the site.

Conclusion

- > As stated above the additional traffic attracted to the subject site is expected to increase by a maximum of 200 vehicular trips per day and 15 vehicular trips in each peak hour.
- > Arthur Street is classified as Local Distributor as per MRWA classification with the maximum desirable volume of 6,000 vehicles per day. Currently there are around 7,500 vehicles per day on weekdays. Isoodon Street adjacent to the subject site is classified as Access Road with maximum desirable volume of 3,000 vehicles per day. Currently there are around 2,300 vehicles per day on this road.
- > According to the approved Structure Plan, Arthur Street is to be classified as Integrator B with maximum capacity for up to 15,000 vehicles per day, while Isoodon Street is to remain as Access Street B (maximum capacity of 3,000 vehicles per day) adjacent to the site, and it is to be classified as Integrator B north of Dayton Boulevard. Similarly, Dayton Boulevard is to be classified as Integrator B.

- > While traffic volumes on some of the roads exceed current MRWA classification, they are well in line with the Structure Plan classification. Therefore, with the added traffic from the subject site the street would remain well under the maximum desirable traffic volume for intended classification. Furthermore, the trips attracted by the proposed development are local trips made by residents of the area, and are therefore not induced or added to the network.
- > Other surrounding roads would absorb significantly less traffic than Isoondon Street, Arthur Street and Dayton boulevard, moreover, the traffic would be dispersed so that the impact can be considered negligible.
- > In summary Premise believe that the proposed development will not have a negative impact on the surrounding road network.



2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd (**Premise**) has been engaged by Progress Developments to conduct a Transport Impact Statement (TIS) for the proposed development at Lot 9007, 9008 and 9064 Daviesia Corner Dayton within the City of Swan.

The proposed development will comprise a caravan park consisting of 99 bays.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed caravan storage facility.

The purpose of this assessment is to evaluate the suitability of the site for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The scope of work for the Traffic Impact Statement is as follows:

- > Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- > Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- > Provide an assessment of the likely additional traffic impact of the proposed development.
- > Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 800-metre radius of the subject site.
- > Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- > Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments
- > Provide further analysis of any site-specific issues that may be encountered during the assessment.

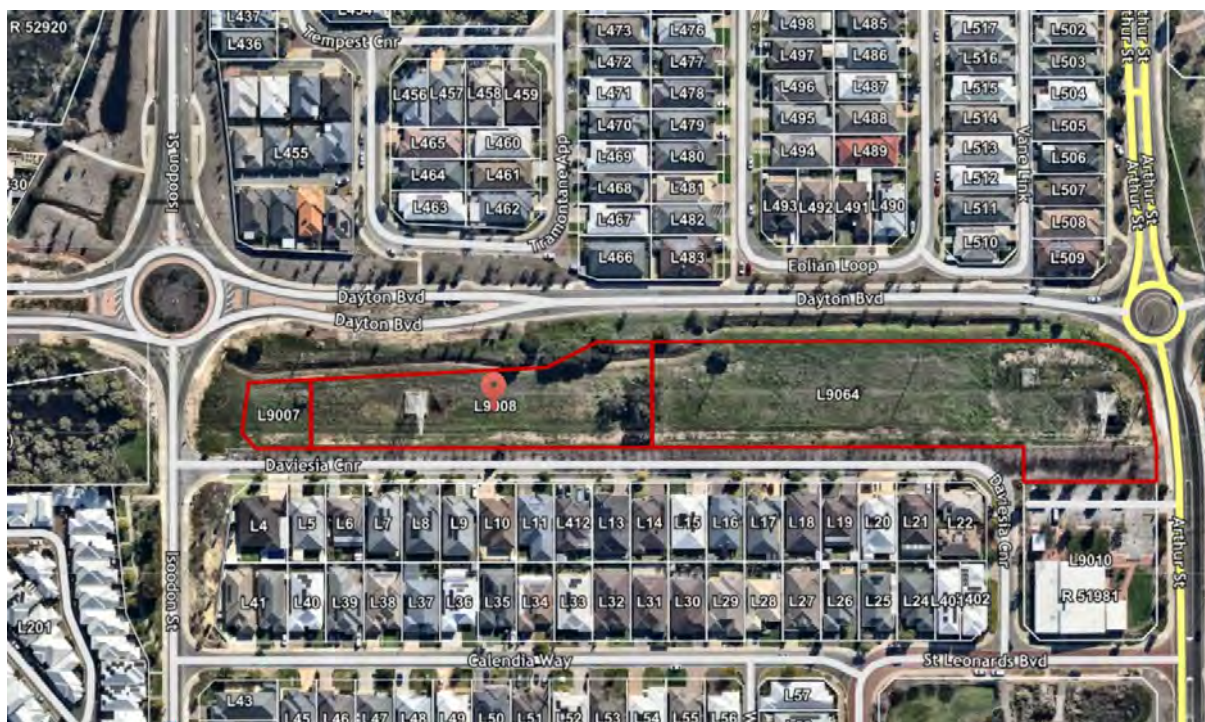
3. EXISTING CONDITIONS

3.1 Site location and description

The subject site is located at Lots 9007, 9008 and 9064 Daviesia Corner Dayton. The site's location is shown in **Figure 1**. The site is currently vacant, apart from two existing electricity transmission pylons, and is otherwise cleared of any significant vegetation and is relatively flat. The site is a vacant lot bounded by four roads:

- > **North:** Dayton Boulevard
- > **East:** Arthur Street
- > **South:** Daviesia Corner
- > **West:** Isoodon Street

Figure 1 - Location of Site



The site is zoned as part of a 330kV Western Power transmission line easement running east-west through the precinct, parallel to Marshall Road by the Dayton Local Structure Plan No 1.

3.2 Existing Road Conditions

Table 1 – Road Classification and Description

Road Name	Dayton Boulevard
Number of Lanes	Varies: From two-way one lane each direction to up to 4 lanes going westbound and 2 lanes going east bound

Road Reservation Width	Varies: from 25m to 87m
Road Pavement Width	Varies: from 6m to 27m
Classification	Varies: - Local Distributor west of the Isoodon Street / Dayton Boulevard Roundabout - Access Road east of the Isoodon Street / Dayton Boulevard Roundabout
Speed Limit	60kph
Bus Route	NO
On-street parking	NO
Road Name	Isoodon Street
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	Varies: 20m to 48m
Road Pavement Width	Varies: 6m to 7.4m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	YES
If YES Nominate Bus Routes	355
On-street parking	NO
Road Name	Daviesia Corner
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	10m
Road Pavement Width	6.1m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	NO
Road Name	Arthur Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	10m
Road Pavement Width	6.1m
Classification	Local Distributor
Speed Limit	60kph
Bus Route	YES
If YES Nominate Bus Routes	357, 358
On-street parking	NO
Road Name	Drumpellier Drive
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	Varies, more than 100m

Road Pavement Width	Varies, approximately 29m near the Site
Classification	Local Distributor
Speed Limit	Varies: • 70kph Northbound (SLK 0.00 – 0.81) and Southbound (SLK 0.00 – 1.04) • 80kph Northbound (SLK 0.81 – 2.81) and Southbound (SLK 1.04 – 2.82)
Bus Route	NO
On-street parking	NO

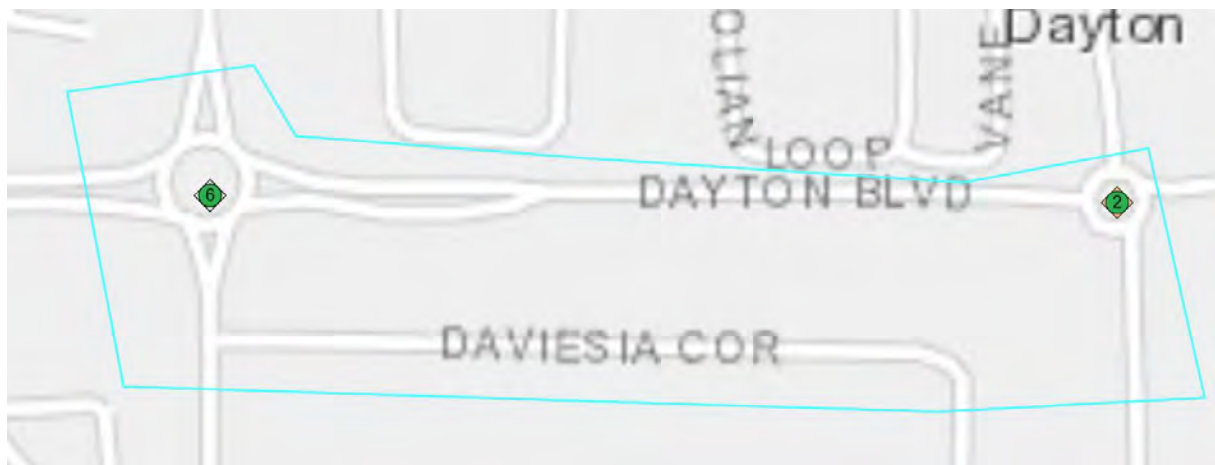
Traffic Safety

A review of the Main Roads Western Australia (MRWA) crash database was undertaken for the five-year period between 2020 and 2024. a total of eight crashes have been recorded at the two roundabouts adjacent to the site, of which 3 are medical level severity.

The crash history, with eight incidents recorded over a five-year period across two roundabouts, is not considered high and is consistent with typical traffic volumes for this type of road network. The incidents are of a low-severity nature, which is common for crashes within a roundabout environment.

This record does not indicate the presence of any significant or systemic road safety issues. The existing road network is considered to be operating safely. The design of the proposed development's access points, particularly ensuring adequate sight lines, will maintain this safe operating environment and ensure no new safety issues are introduced.

Figure 2 - Crash Map of Area



3.3 Existing Traffic Flow

The following table provides an overview of traffic count data for roads in the vicinity of the subject site. Refer to Appendix B for graphical representation of this data.

Table 2 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
DrumPELLIER Drive	North of Reid Highway (SLK 0.26)	21,195	07:00 – 1,633	16:30 – 1,776	8.8%	2024 /2025
	North of Marshall Road	15,802	07:15 – 1,425	16:30 – 1,424	5.7%	2020 /21
Marshall Road*	DrumPELLIER Drive & Marshall	6,285	07:45 - 570	16:45 – 645	N/A	2023

	Road & Dayton Boulevard					
Daviesia** Corner	East of Isoodon Street	136	07:00 – 13	15:00 – 15	5.9%	Aug 2025
Isoodon Street**	South of Dayton Boulevard	2,250	07:00 – 145	17:00 - 208	6.1%	Aug 2025
Dayton Boulevard**	East of Isoodon Street	7,485	08:00 – 687	15:00 – 649	8.4%	Aug 2025
Arthur Street**	South of Dayton Boulevard	8,065	08:00 – 688	17:00 – 734	7.7%	Aug 2025

Note – These traffic counts were collected from the Main Roads Western Australia Traffic Map.

Note - These counts are SCATS data and only traffic going into the Marshall Road east of the intersection will be calculated*

*Note** - These traffic counts were received from the City of Swan*

3.4 Public Transport

The proposed development is well-serviced by existing public transport infrastructure, providing future residents and visitors with convenient and sustainable travel options that reduce reliance on private vehicles.

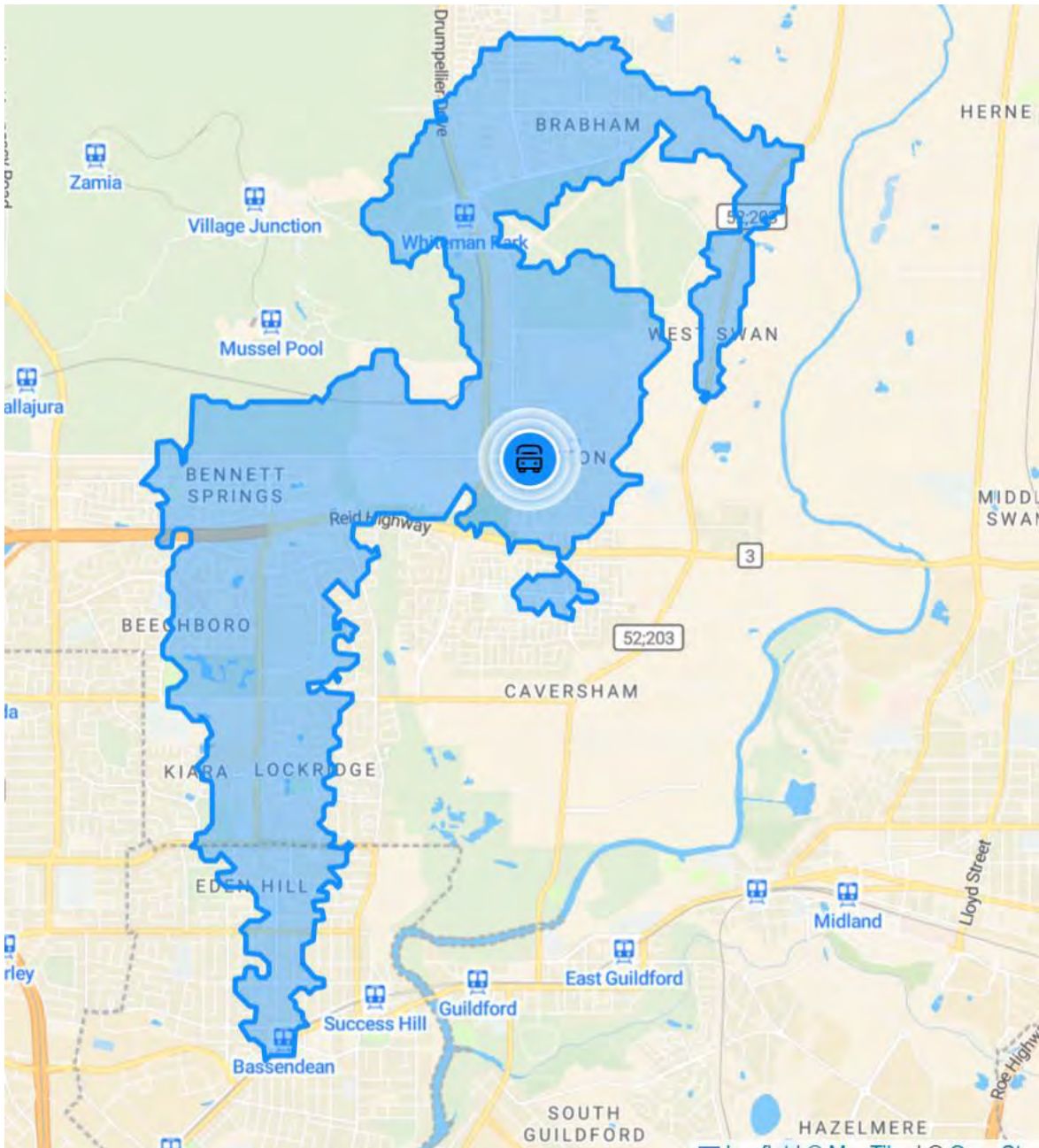
The primary access to public transport is provided by a bus stop located on Arthur Street after St Leonards Boulevard, just 80 metres from the site. This represents an exceptionally short and convenient walking distance. This stop services Transperth bus routes 357 and 358. The nearest train station is Whiteman Park Train station at approximately 2.3km away.

Table 3 - Bus routes and frequencies

Bus / Rail Route	Description	Peak Frequency	Off-Peak Frequency
355	Galleria Bus Station - Whiteman Park Station via Collier Road, Bassendean Station & Altone Road	Every 12 minutes on weekdays	Every 30 minutes on weekends and public holidays
357	Bassendean Station - Whiteman Park Station via Suffolk Street & Arthur Street	Every 12 minutes on weekdays	Every 30 mins on weekends and public holidays
358	Midland Station - Whiteman Park Station via Reid Hwy & Arthur St	Every 20 minutes on weekdays	Every hour on weekends and public holidays.

While it is acknowledged that customers will access the facility via private vehicles due to the nature of caravan storage, the site's proximity to high-frequency bus services provides a viable and sustainable travel option for staff. This level of accessibility supports non-car-based journeys for employees commuting to the site, which in turn mitigates the development's overall contribution to traffic on the surrounding road network, particularly during peak commuter periods.

Figure 3 - 30min public transport catchment (app.traveltime.com)



3.5 Pedestrian and Cyclist Infrastructure

Premise have done a desktop review of the pedestrian and shared paths surrounding the subject lot. Refer to Appendix B for graphical representation of the below table.

Table 4 - PBN routes in the vicinity of the subject site

Classification	Road Name
"Bicycle Boulevard"	Marshall Road and Dayton Boulevard
What is the Walk Score Rating?	

7 Car-Dependent. Almost all errands require a car.

Figure 4 - 10min walking catchment (app.traveltime.com)

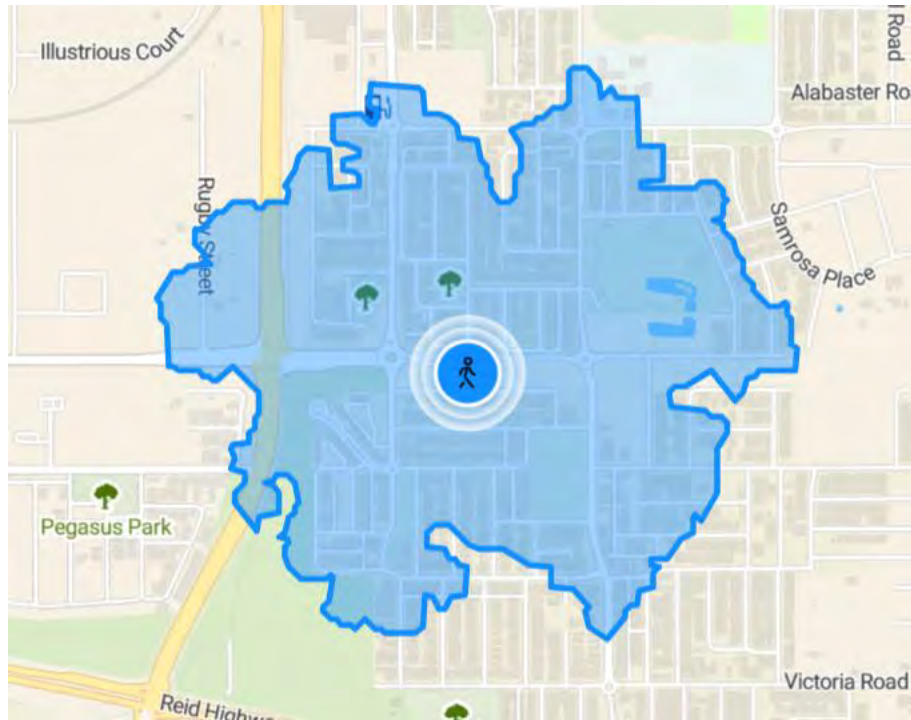
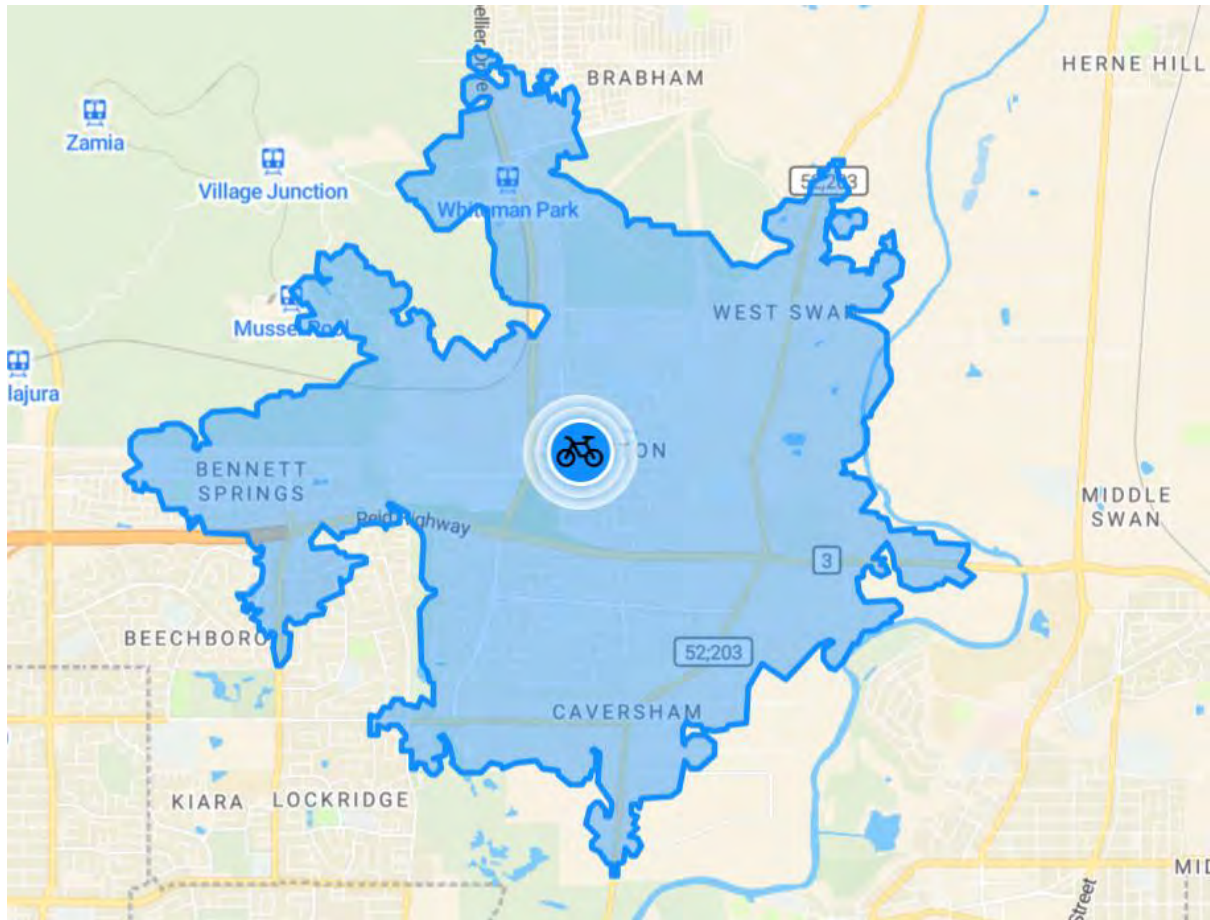


Figure 5 - 15min cycling catchment (app.traveltime.com)



4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

This proposed development consists of the establishment of a purpose-built caravan and recreational vehicle storage facility at Lots 9007, 9008, and 9064 Daviesia Corner, Dayton.

Table 5 - Proposed land uses and yields

Proposed Land Use	Yield
Storage Spaces	99 Spaces
Office	1 Staff

The proposal consists of 99 clearly delineated, open-air caravan storage spaces. The site will be configured with wide internal drive aisles designed to accommodate the turning circles of cars towing large vehicles, ensuring safe and efficient on-site manoeuvrability.

A small, ancillary office and reception building will be located near the site entrance for administration and customer service.

Dedicated entry and exit crossovers will be provided on Isoodon Street. To facilitate a logical one-way internal circulation and prevent vehicle conflicts on-site, a separate exit-only crossover is proposed onto Arthur Street.

4.2 Vehicular Parking

The Dayton Local Structure Plan 1 does not provide car parking provisions for Caravan Storage developments. Therefore, the City of Swan's Local Planning Policy POL-TP-129 Vehicle Parking Standards will be used.

Table 6 - Car parking provision rates

Guideline document	Car parking requirement
City of Swan's Local Planning Policy POL-TP-129 Vehicle Parking Standards (Table 1)	• 1 space per caravan bay plus; • Shop - 5 spaces per 100 square metres GLA; • Service Station - 2 spaces per pump but not less than 4 spaces; • Caretaker's Residence - 2 spaces; • Office - 4 spaces per 100 square metres GLA.

Table 7 – Car parking requirement calculations

Land Use / Type	Yield	Required Parking
Caravan Bay	100 Bays	100
Office*	1 Staff	1 Bay for Staff
Total Parking Required:		100+1
Total Parking Provided:		100
<i>Note*- Offices are ancillary to the main designated land use.</i>		

The proposed development is designed to be fully self-sufficient in its parking provision. By providing 100 parking bays, the proposal meets the calculated requirement derived from the City of Swan's Local Planning Policy POL-TP-129.

The provided parking will be more than adequate to accommodate the minimal demand generated by staff and visiting customers, ensuring that no parking overflow occurs on the surrounding street network. The design will adhere to all relevant AS2890 standards for dimensions and access.

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

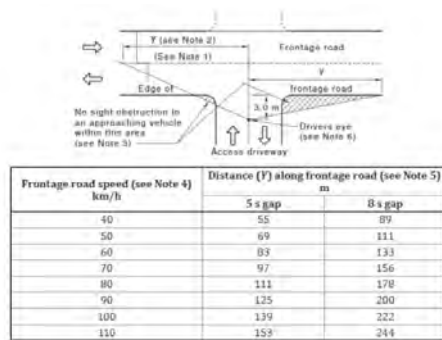
The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.02), which prescribes geometric and design requirements for off-street car parking facilities for commercial vehicles and caravan vehicles.

The site will provide 100 parking bays.

The access driveway allows direct access to the parking bays from Isoodon Street. This driveway will be assessed against AS 2890.2 – Off street commercial vehicle facilities. With the largest design vehicle expected being Medium Rigid Vehicles (MRVs).

Table 8 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
3.4 Access Driveways (a) <i>On a minor public road, vehicles shall be able to enter and leave the access driveway without infringing the boundaries of the roadway. Relevant authorities may place further limits and controls on the extent to which movement across the centre-line of the roadway is allowed</i>	Vehicles are able to enter and leave the access driveways without infringing the boundaries of the roadway.
3.4.3 Layout design requirements (a) <i>Actual driveway design will depend on the design vehicle, the desired speed of turn and the conditions imposed on the turning manoeuvre in Clause 3.4.1. Designs based on Figure 3.1 and Figure 3.2 shall be checked by application of turning path parameters as specified in Clause 5.1. turning path parameters provided in this Standard are for single radius, low speed turning manoeuvres.</i>	The development proposes separate entry and exit access driveways on a minor road. Widths are in accordance with standards set.
Figure 3.1 — Minimum design for an access driveway on a minor road catering for HRVs and AVs	
3.4.5 Sight distance requirements (a) <i>Sight distance to oncoming traffic on the public roadway – Sight distance requirements to enable a commercial vehicle to find a safe gap in oncoming traffic when leaving an access driveway are specified in Figure 3.3</i>	- The exit driveways have sufficient sight distance towards oncoming traffic. - Splays of sufficient size has been provided for pedestrians on all driveways.



- (b) *Sight distance to pedestrians – Minimum dimensions for sight distance splays required to enable a pedestrian on the public road footpath to evade a vehicle emerging from an access driveway shall be as shown in Figure 3.4. Wherever practicable, larger splays should be provided.*



Figure 3.4 — Minimum dimensions for access driveway sight splays for pedestrians

4.2.2 VEHICLE SWEEP PATHS

The proposed parking area has been tested using an Austroads Class 2 Vehicle (passenger vehicle towing two types of caravans).

No navigability issues were found. For further details, please refer to the swept path analysis plans in Appendix C.

4.3 ACROD Parking

Table 9 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	Class 5 — 1 space for every 100 carparking spaces or part thereof.	Not required

Given the nature of the development, the number of working staff, the low amount of car parking bays dedicated for employees, accessible bays are not required.

4.4 Bicycle Parking

Given the nature of the proposed caravan storage facility, the demand for bicycle parking is anticipated to be minimal. The development is expected to employ a very small number of on-site staff, typically 1-2 employees at any given time. Dedicated employee car parking bays will be provided on site.

Customer access to the site will be exclusively by motor vehicle, specifically cars towing caravans or driving motorhomes. Therefore, visitor demand for bicycle parking is considered to be negligible.

4.5 Delivery and Service

Table 10 – Delivery/service parking provision rates and calculation

Guideline document	Delivery/service parking requirement	Yield	Calculation
City of Swan's Local Planning Policy POL-TP-129 Vehicle Parking Standards Section 2.11	In addition to the parking spaces required for owners, occupants, employees, customers or visitors, one parking space shall be provided for each commercial vehicle used in conjunction with the operation of any land use. Parking spaces for such accessory vehicles shall be within the parking facility on the same lot or adjacent to any building.	1	1
Total Required:			1

The proposed development will provide one dedicated parking space for delivery and service vehicles, in full compliance with the City of Swan's Local Planning Policy POL-TP-129. This provision is considered appropriate for the low-intensity operational nature of a caravan storage facility.

Demand for deliveries is expected to be minimal, primarily consisting of occasional office supply drop-offs, minor maintenance services, and routine waste collection. The single, dedicated bay will ensure these activities can be accommodated safely and efficiently on-site, preventing any disruption to internal circulation or the external road network.

4.6 Traffic Impact of the Proposed Development

WAPC TIA Guidelines suggested trip rates are to be used. Where specific land uses' rates are not available in this document, The NSW Guide to Transport Impact Assessment (GTIA 2024) is to be used.

Lastly, Transportation Engineers (ITE) Common Trip Generation Rates (9th edition) is to be used if the first two documents do not provide specific trip generation rates.

Table 11 - Trip generation rates

Guideline document	Trip generation rates
Transportation Engineers (ITE) Common Trip Generation Rates (9th edition)	Campground / Recreational Vehicle Storage • AM peak hour = 0.15 trips per Occupied Space • PM peak hour = 0.15 trips per Occupied Space • Daily* = 2 trips per Occupied Space
<i>Note* - As daily trip generation values are not available, trip generation rates are based off first principles where visitors will enter and store their caravans and leave the next day</i>	

Table 12 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Campground / Recreational Vehicle Park	100 spaces	200	15	15

According to WAPC guidelines, developments generating between 10-100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development is expected to generate 15 vehicular trips in the AM peak and 15 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

4.7 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections and likely distribution patterns. Estimated traffic distribution percentages are outlined in the table below for reference.

Table 13 - Trip Distribution Routes

Route	Percentage
The north along Arthur Street	35% [70 VPD; AM 6 VPH; PM 6 VPH]
The south along Isoodon Street	30% [60 VPD; AM 5 VPH; PM 5 VPH]
The east along Dayton Boulevard	20% [40 VPD; AM 3 VPH; PM 3 VPH]
The west along Dayton Boulevard	15% [30 VPD; AM 3 VPH; PM 3 VPH]

4.8 Review of Available Planning Information

The subject site is located within the boundary of the Dayton Local Structure Plan No. 1 (LSP 1), which was endorsed by the Western Australian Planning Commission. The LSP 1 is a statutory document prepared under the City of Swan Local Planning Scheme No. 17 and provides the detailed planning framework for the coordinated subdivision and development of the area.

The proposed caravan storage facility is located entirely within the 330kV Western Power Easement as identified in the Dayton Local Structure Plan No. 1 (LSP 1). This easement is a key piece of infrastructure that runs east-west through the precinct, parallel to Marshall Road.

The LSP 1 strictly defines the intended function and permitted uses for the land within the powerline easement. Section 5.5 of the plan states the corridor is to be used for:

- > Low-maintenance landscaping
- > A pedestrian and cyclist path network
- > Community gardens
- > Car parking associated with the nearby community site



Figure 7 - Proposed road hierarchy - Dayton Local Structure Plan (source: TIA)



4.9 Site-Specific Issues and Proposed Remedial Measures

The assessment of the additional traffic generated by the proposed development, concluded the following:

How many site-specific issues need to be discussed?	none
Site-Specific Issue No 1	n/a
Remedial Measure / Response	n/a

APPENDICES

APPENDIX A

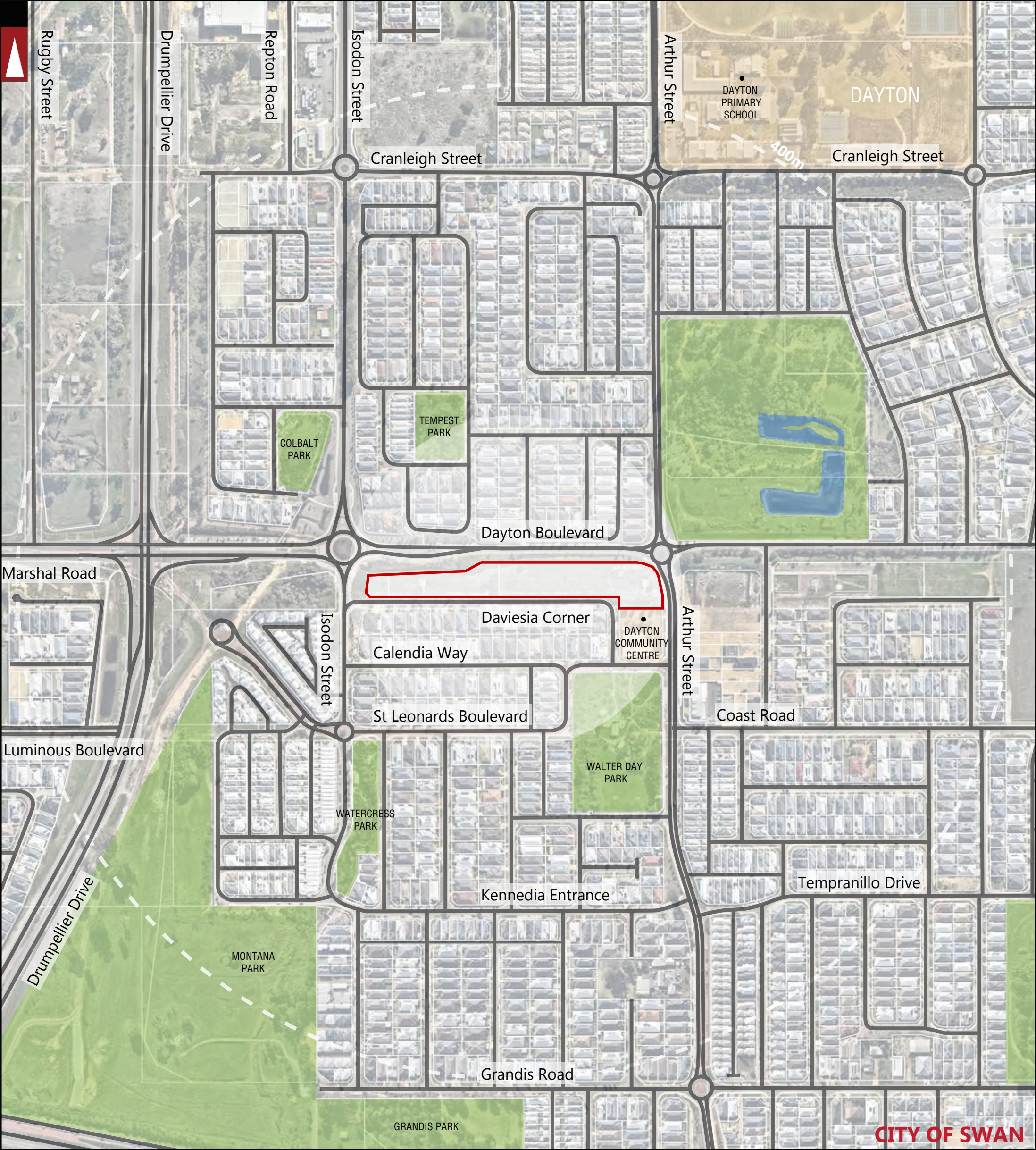
DEVELOPMENT SITE PLAN



APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS





PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

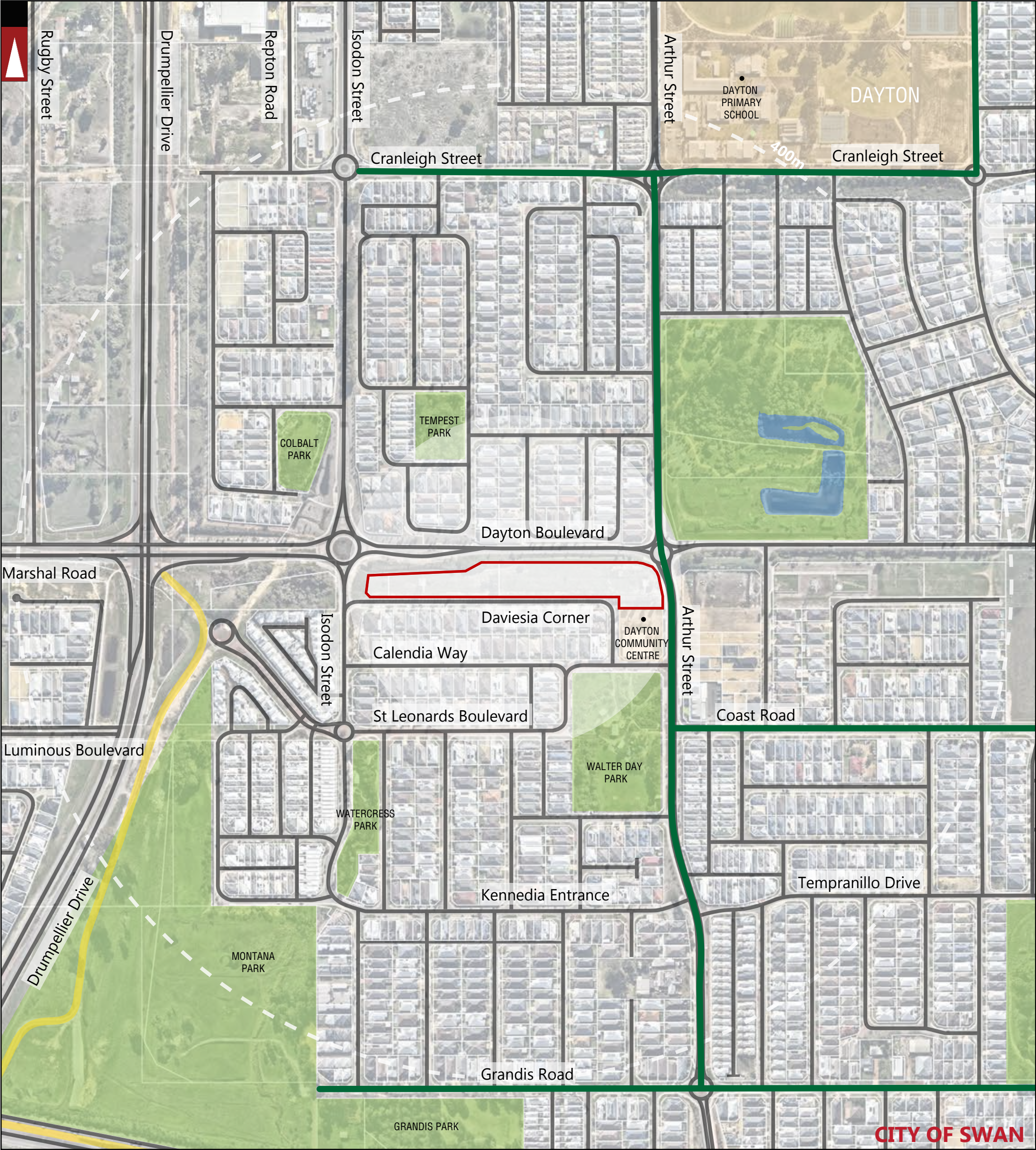
CITY OF SWAN

DAYTON

LOCAL GOVERNMENT NAME
SUBURB NAME

LEGEND

			PROJECT: LOT 9008 DAVESIA CORNER DAYTON – CORNER STORAGE	DRAWN BY:	 Premise PART OF THE Amey GROUP
			TITLE: LOCALITY PLAN - 400M RADIUS		
A	02-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003975_ S01	J.S.	
REV	DATE	AMENDMENT			



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

CITY OF SWAN

DAYTON

LOCATION BOUNDARY

DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

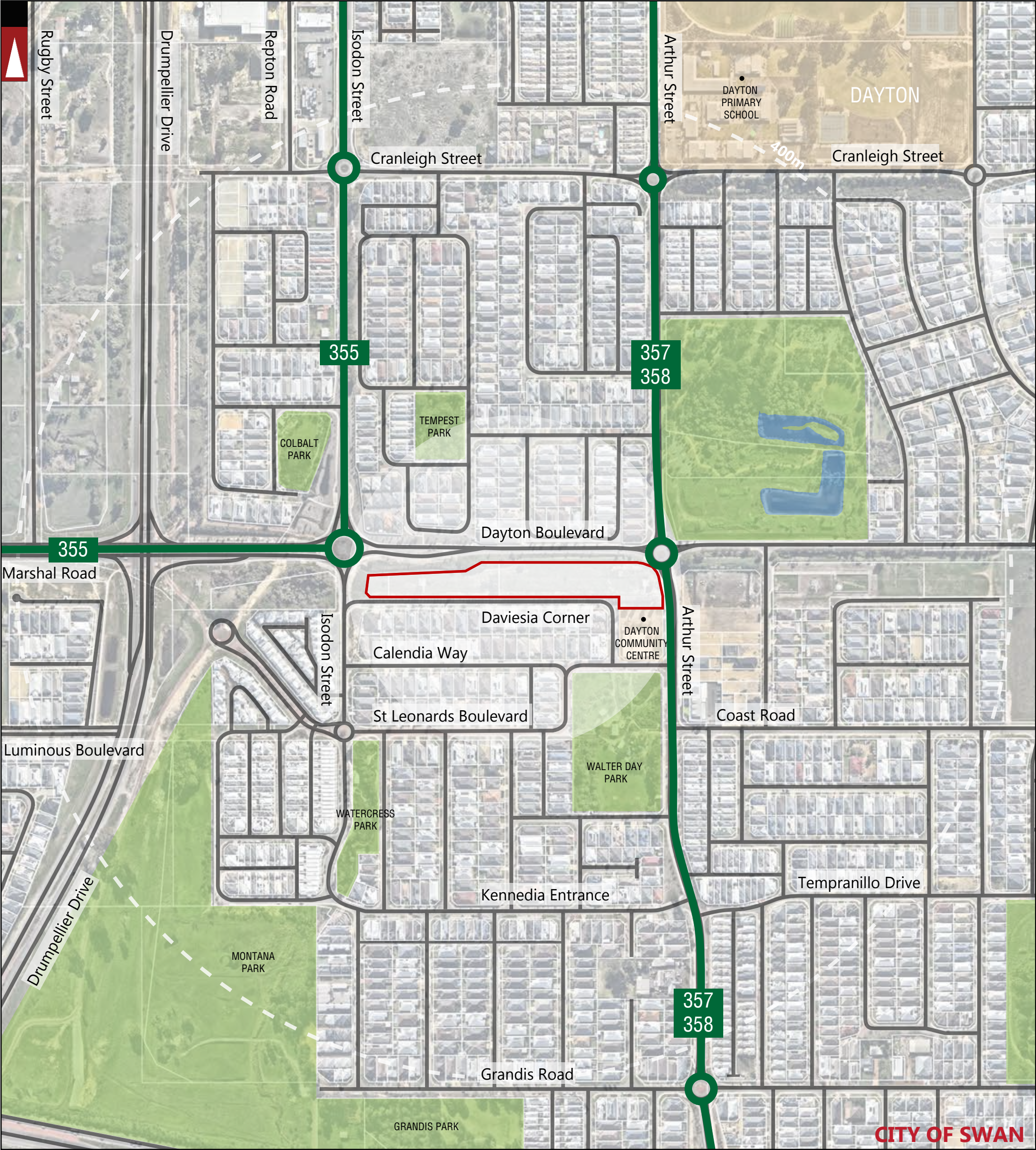
SUBURB NAME

GOOD ROAD RIDING ENVIRONMENT

BICYCLE LANES OR SEALED SHOULDER EITHER SIDE

LEGEND

			PROJECT: LOT 9008 DAVIESIA CORNER DAYTON – CORNER STORAGE	DRAWN BY:	 Premise PART OF THE Amey GROUP
			TITLE: BICYCLE NETWORK PLAN - 400M RADIUS		
A	02-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003975_ S02	J.S.	
REV	DATE	AMENDMENT			



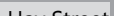
 PARKS AND RECREATION

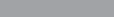
 WATERWAYS

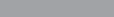
 PUBLIC PURPOSE

 SHOPPING AREA

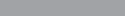
 ROAD

 Hay Street STREET NAME

 RAILWAY

 ROAD BRIDGE

 LOCATION BOUNDARY

 DISTANCE FROM LOCATION



CITY OF SWAN

DAYTON

LOCAL GOVERNMENT NAME

DAYTON

SUBURB NAME

 BUS ROUTES

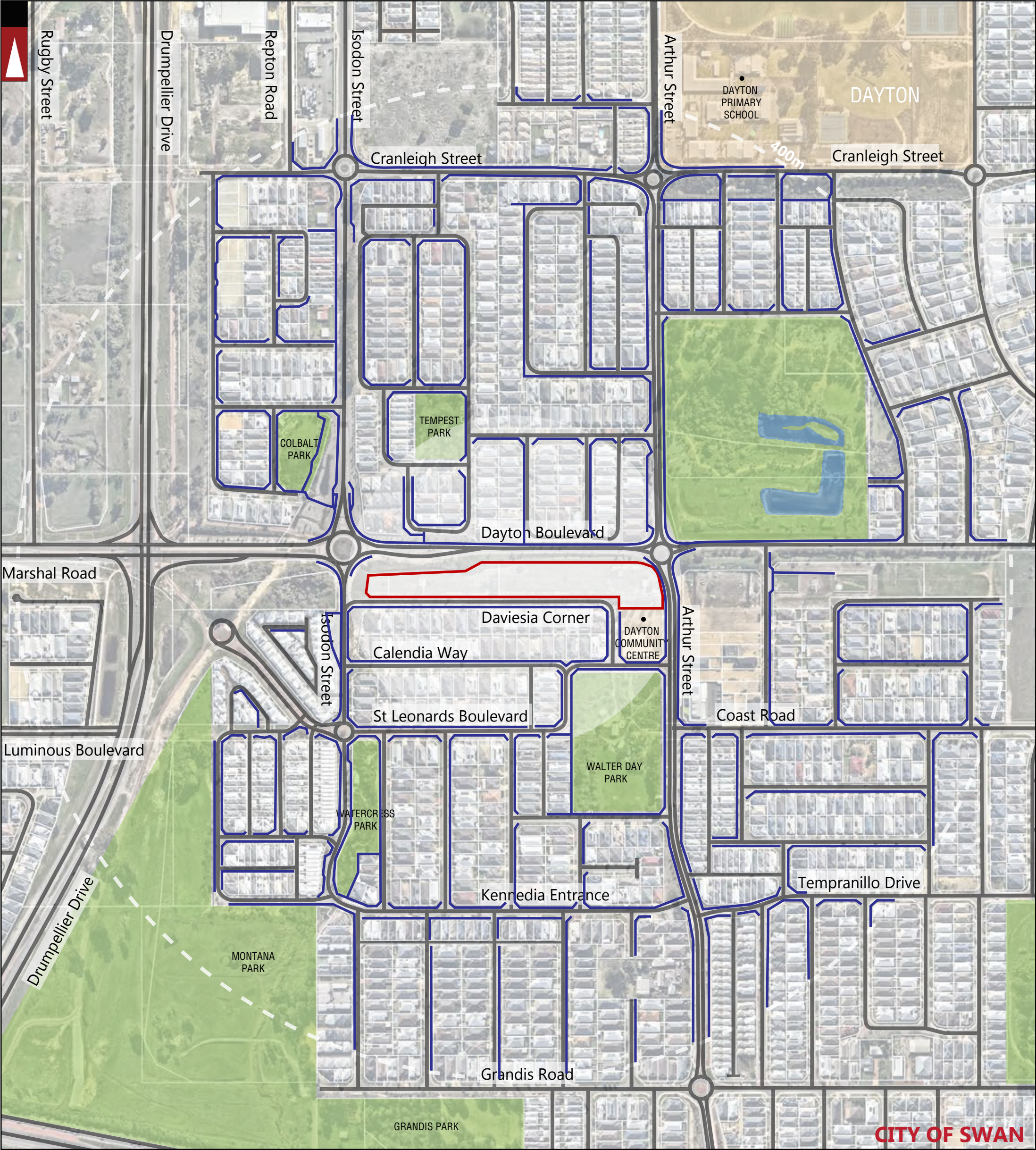
 103

BUS ROUTE NUMBER

NOTE : FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

			PROJECT: LOT 9008 DAVIESIA CORNER DAYTON – CORNER STORAGE	DRAWN BY:	
			TITLE: PUBLIC TRANSPORT PLAN - 400M RADIUS		
A	02-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003975_ S03	J.S.	
REV	DATE	AMENDMENT			



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF SWAN

DAYTON

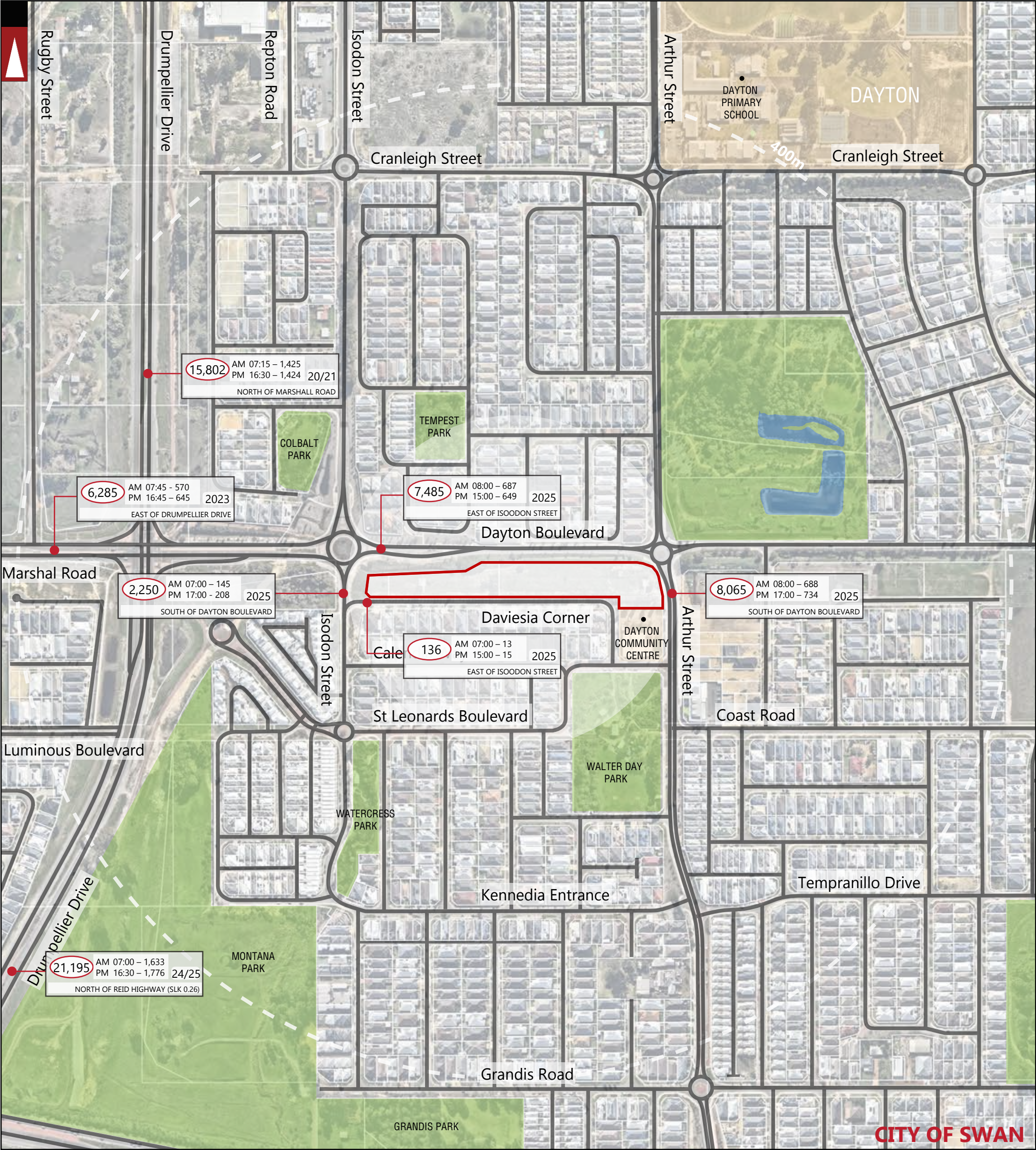
LOCAL GOVERNMENT NAME

SUBURB NAME

PEDESTRIAN PATH WITHIN 400M RADIOUS FROM THE SUBJECT SITE

LEGEND

			PROJECT: LOT 9008 DAVIESIA CORNER DAYTON – CORNER STORAGE	DRAWN BY:	
			TITLE: PEDESTRIAN PATHS PLAN - 400M RADIUS		
			DRAWING NUMBER: P003975_ S04		
A	02-10-2025	ISSUED FOR REVIEW		J.S.	
REV	DATE	AMENDMENT			



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF SWAN

LOCAL GOVERNMENT NAME

DAYTON

SUBURB NAME

5,512

NUMBER OF VEHICLES PER DAY

AM 1145 – 381
PM 1630 – 480

NUMBER OF VEHICLES PER AM PEAK HOUR
NUMBER OF VEHICLES PER PM PEAK HOUR

2014

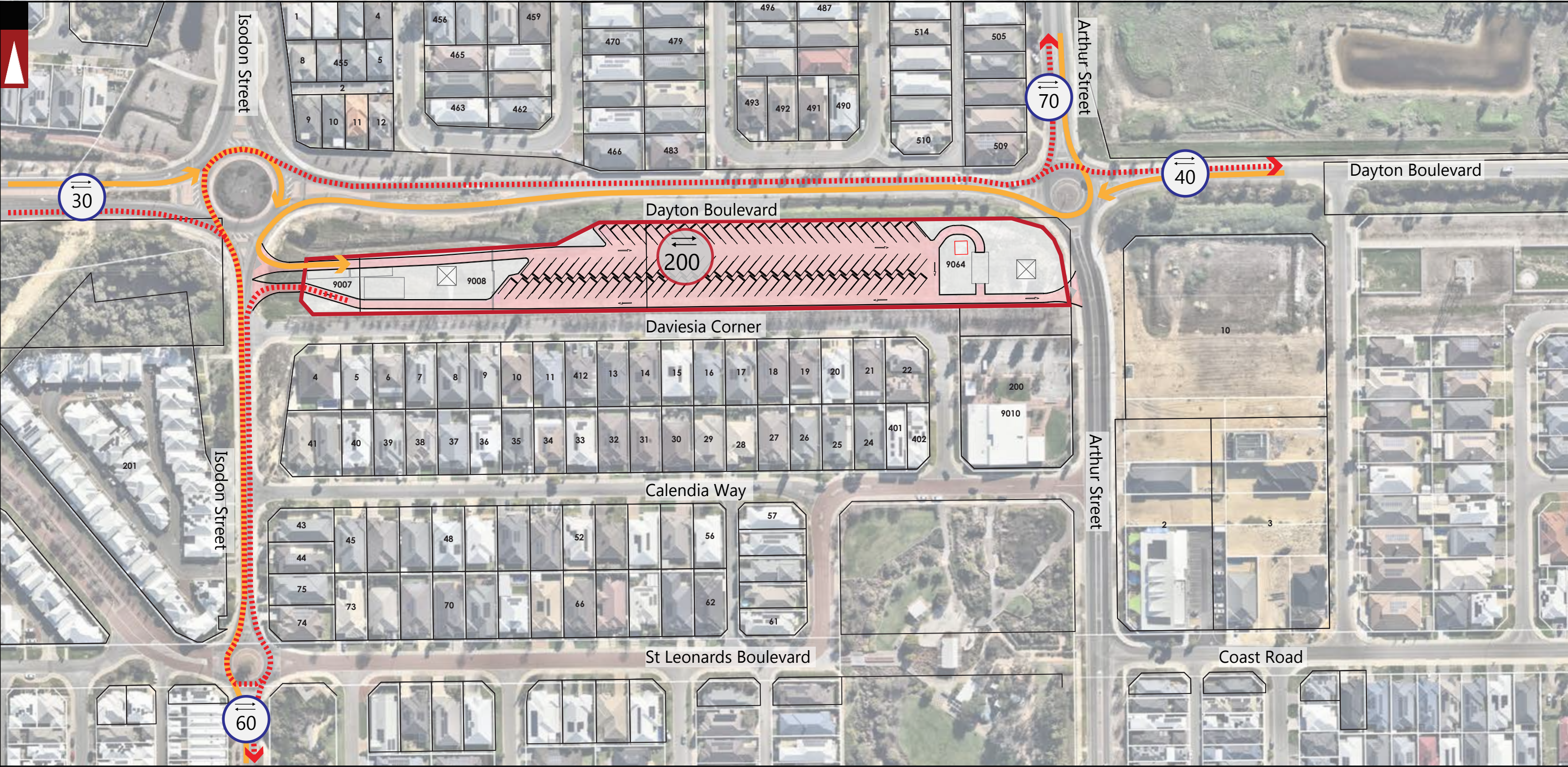
YEAR

EAST OF HARLOW ROAD

LOCATION

LEGEND

			PROJECT: LOT 9008 DAVESIA CORNER DAYTON – CORNER STORAGE	DRAWN BY:	
			TITLE: EXISTING TRAFFIC COUNTS - 400M RADIUS		
A	02-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003975_ S05	J.S.	
REV	DATE	AMENDMENT			



LOCATION
BOUNDARY

Lewis Road ROAD NAME



Total Expected Traffic Generation from the
proposed development



Total Expected Traffic Generation from Subject
Site on the specific section of road - **IN and
OUT direction**



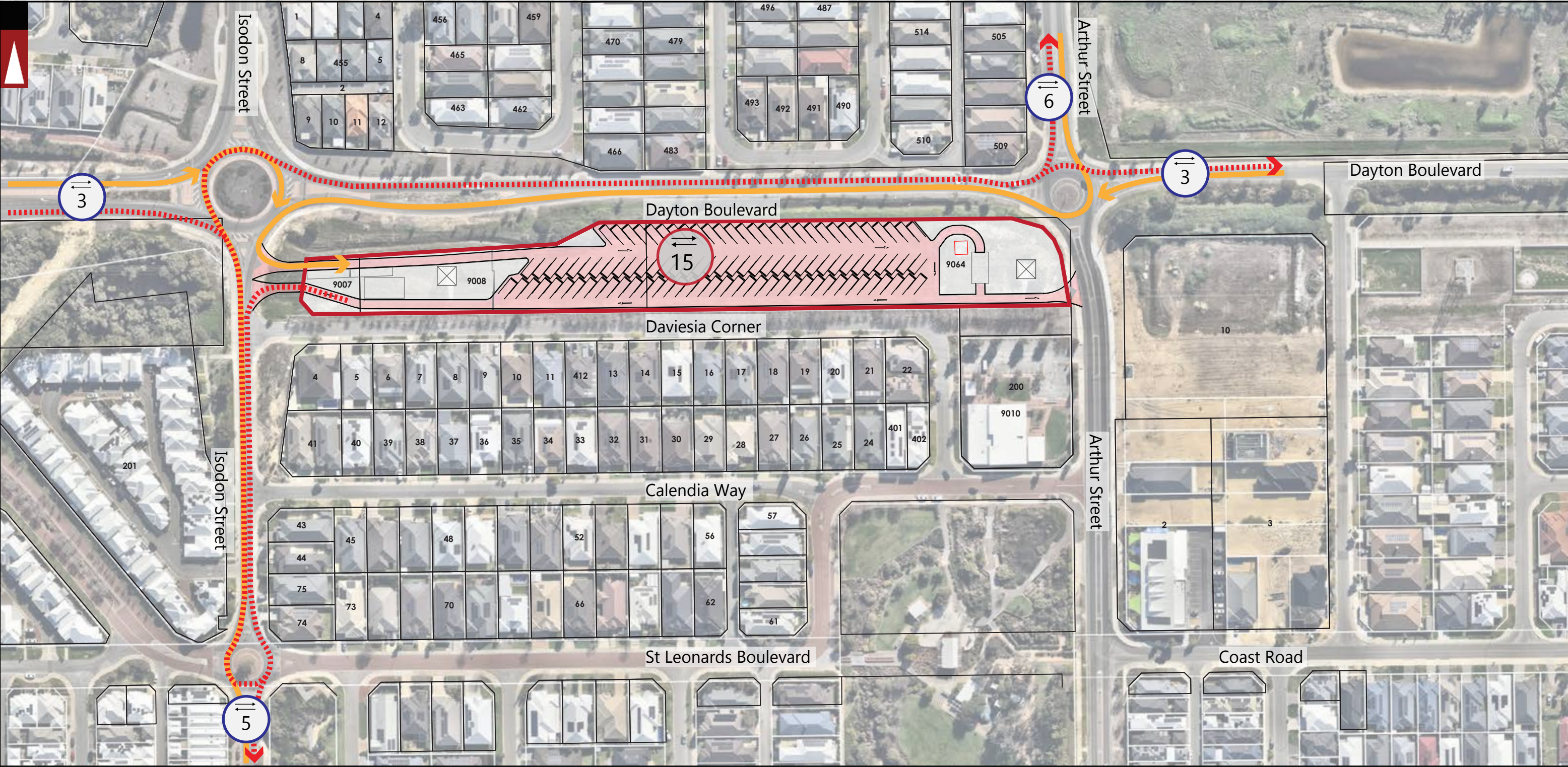
Traffic Flow IN Direction



Traffic Flow OUT Direction

LEGEND

			PROJECT:		DRAWN BY:	
			LOT 9008 DAVIESIA CORNER DAYTON – CORNER STORAGE			
			TITLE:			
			TRAFFIC FLOW DIAGRAM - DAILY			
A	03-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER:		J.S.	
REV	DATE	AMENDMENT	P003975_ S06			



 LOCATION BOUNDARY

 Traffic Flow IN Direction

 Traffic Flow OUT Direction

 Total Expected Traffic Generation from the proposed development

 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

 **Lewis Road** ROAD NAME

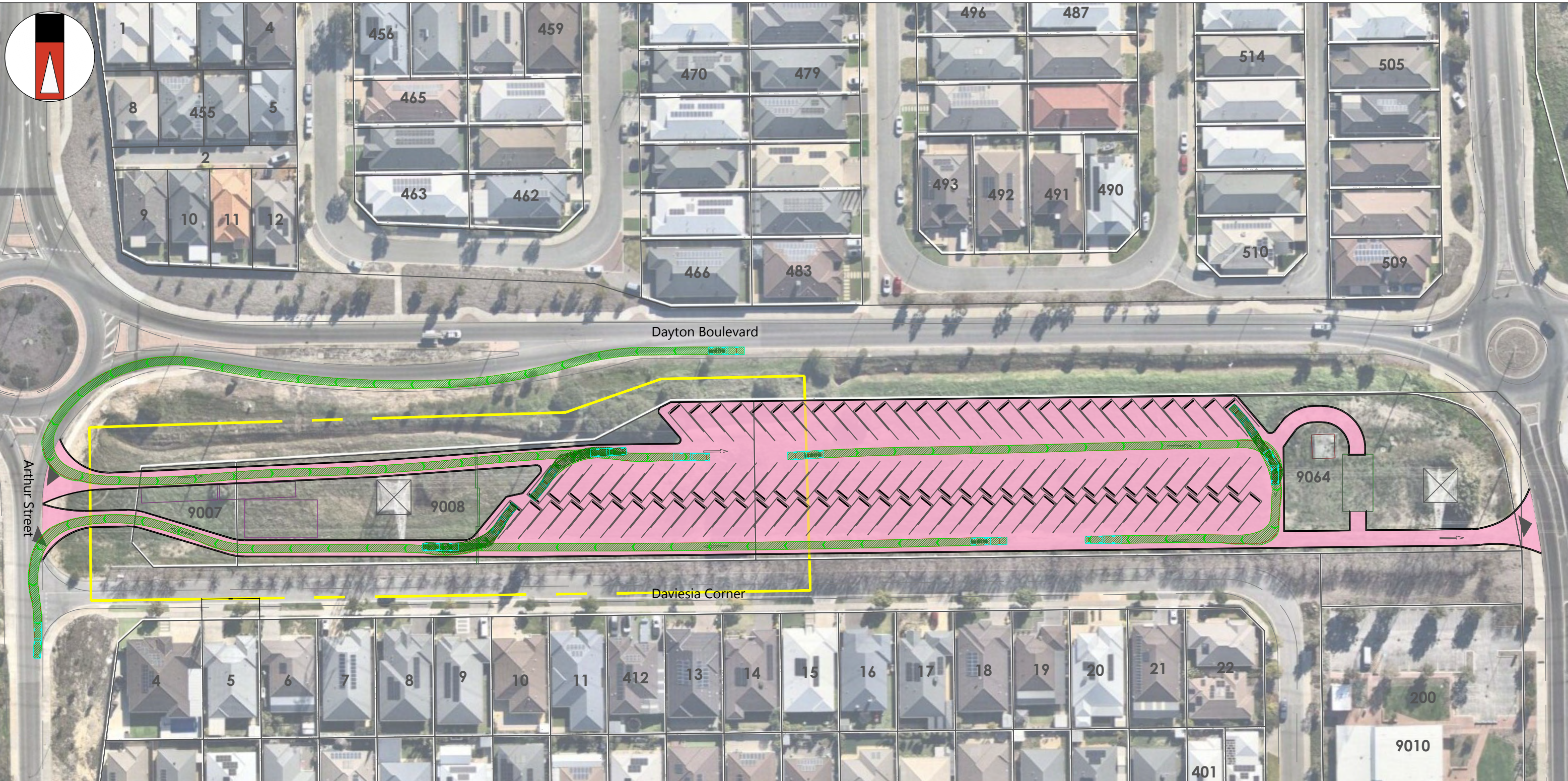
LEGEND

			PROJECT:	LOT 9008 DAVIESIA CORNER DAYTON – CORNER STORAGE	DRAWN BY:	
			TITLE:	TRAFFIC FLOW DIAGRAM - AM/PM PEAK HOUR		
A	03-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER:	P003975_ S07	J.S.	
REV	DATE	AMENDMENT				

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS





Passenger Vehicle with Camper Trailer
Overall Length 9.500m
Overall Width 2.000m
Overall Body Height 2.540m
Min Body Ground Clearance 0.267m
Max Track Width 2.000m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.300m

Lot boundary

Wheel Path (Forward Vehicle Motion)

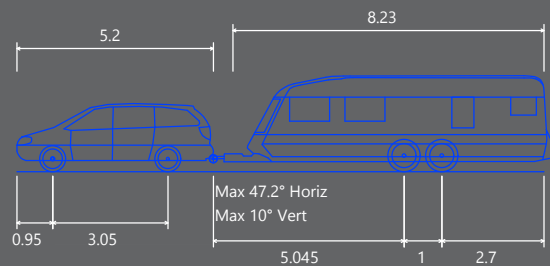
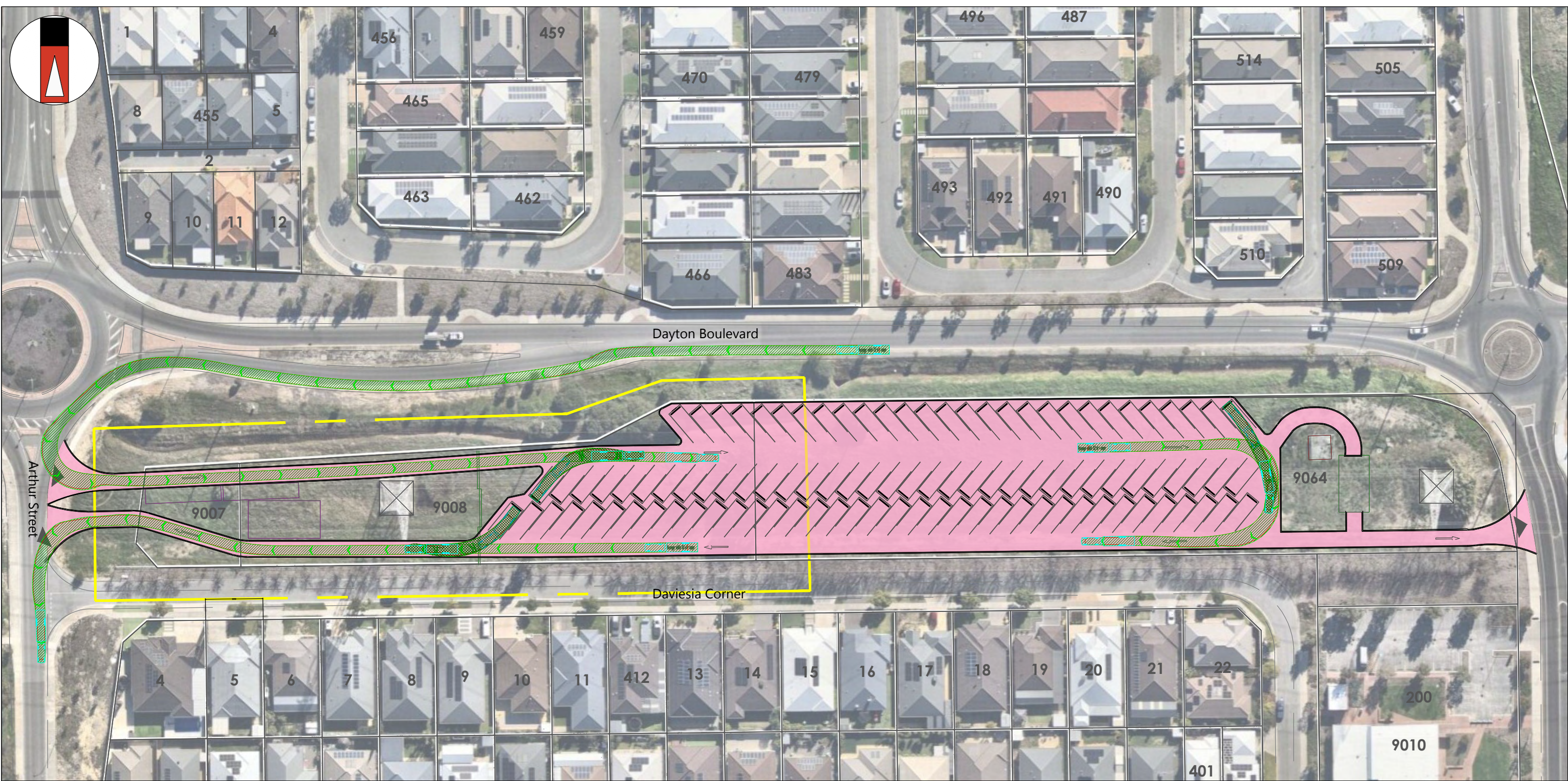
Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Daviesia Corner, Dayton	DRAWN BY: J.S.		
			TITLE: Vehicle Turning Circle Plan - Passenger Vehicle with Camper Trailer			
A	26-09-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003975_S20			
NO	DATE	AMENDMENT				

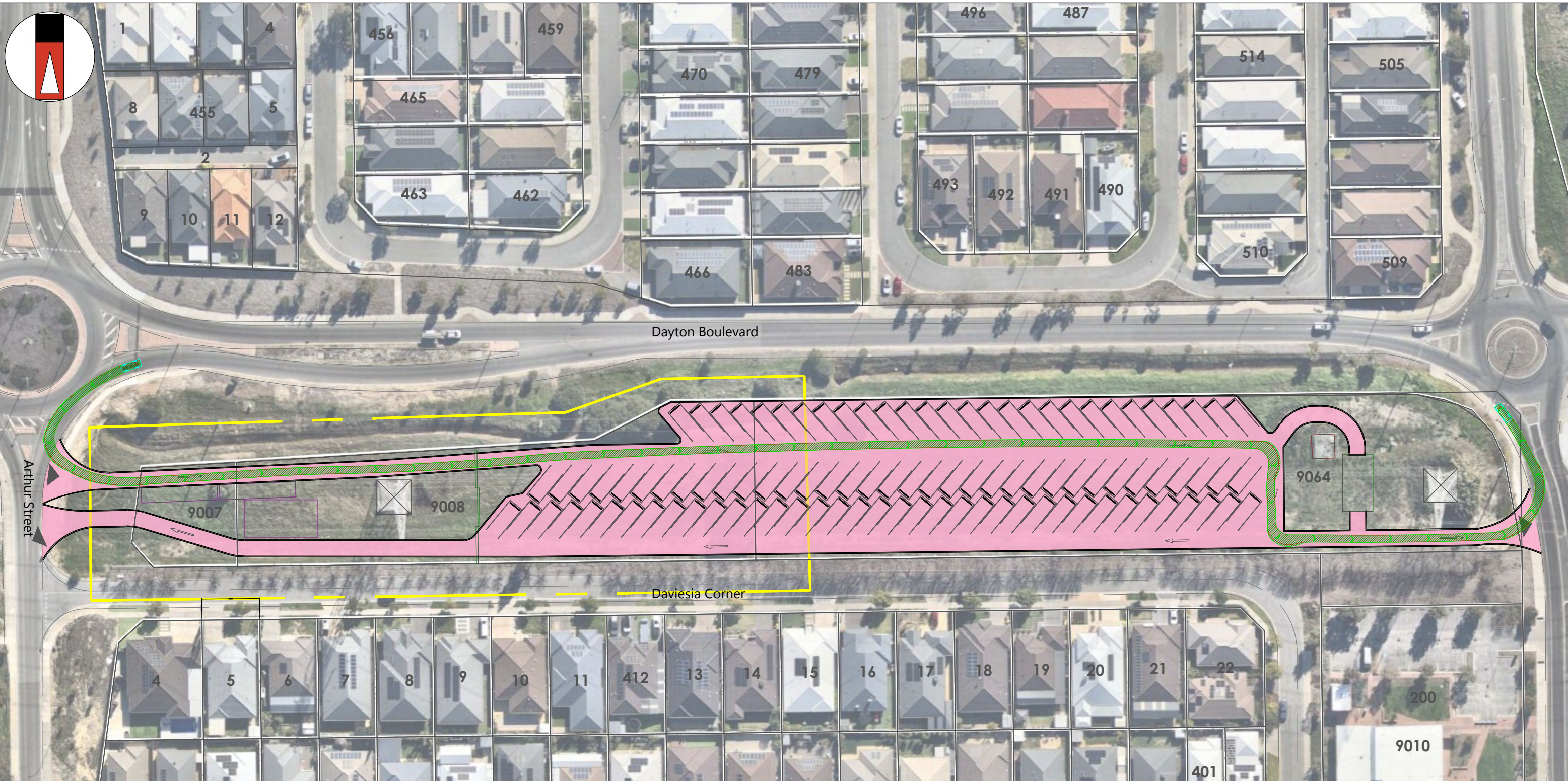


Passenger Vehicle (5.2 m) + Camper Trailer
Overall Length 13.945m
Overall Width 2.440m
Overall Body Height 2.540m
Min Body Ground Clearance 0.267m
Max Track Width 2.440m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.505m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Daviesia Corner, Dayton	DRAWN BY:		
			TITLE: Vehicle Turning Circle Plan - Passenger Vehicle (5.2 m) + Camper Trailer			
A	26-09-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003975_S21	J.S.		
NO	DATE	AMENDMENT				



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

Lot boundary

Wheel Path (Forward Vehicle Motion)

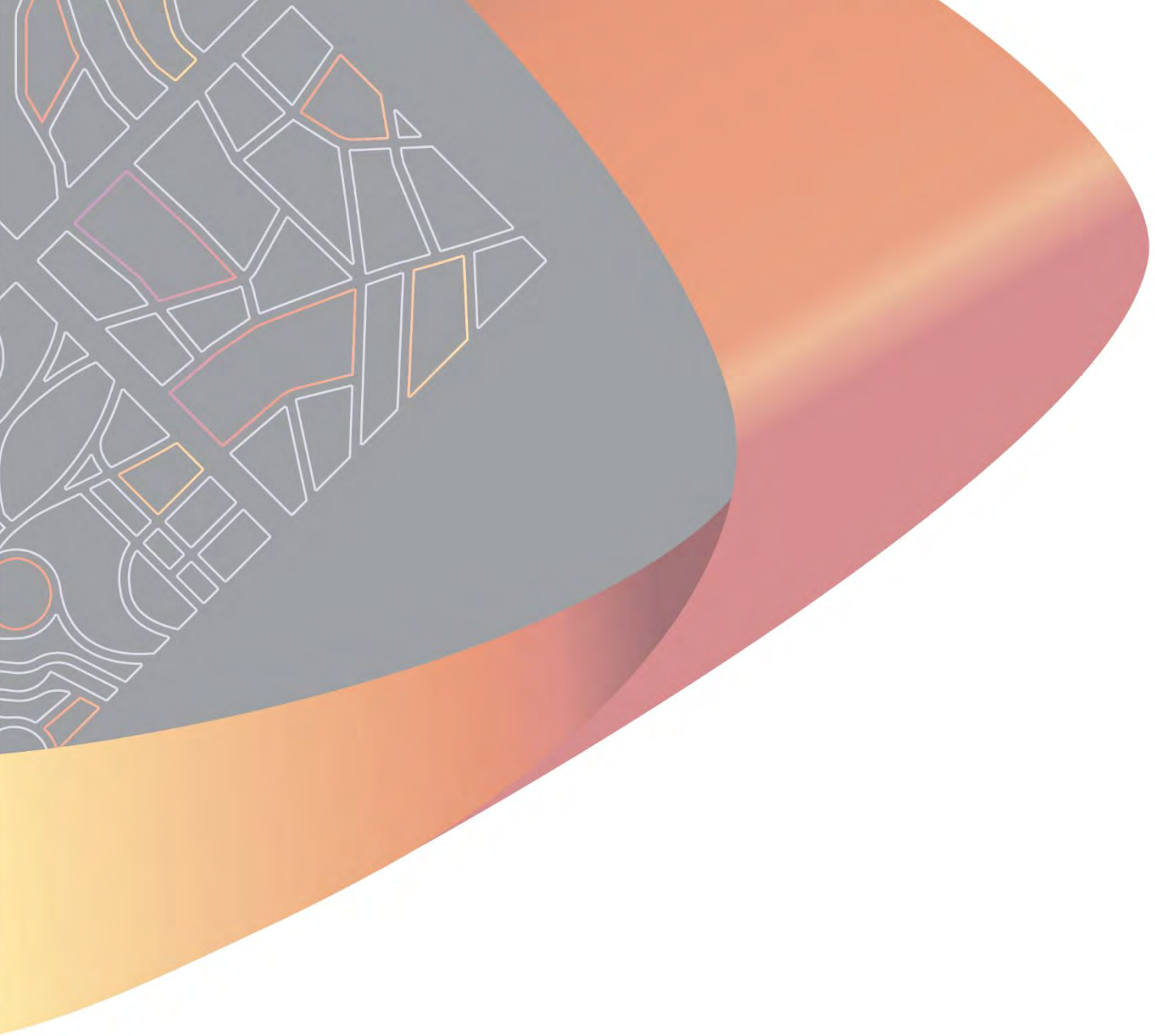
Vehicle Chassis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Daviesia Corner, Dayton	DRAWN BY:		
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)			
A	26-09-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P003975_S22	J.S.		
NO	DATE	AMENDMENT				



APPENDIX 4: CIVIL ENGINEERING DESIGN WORKS

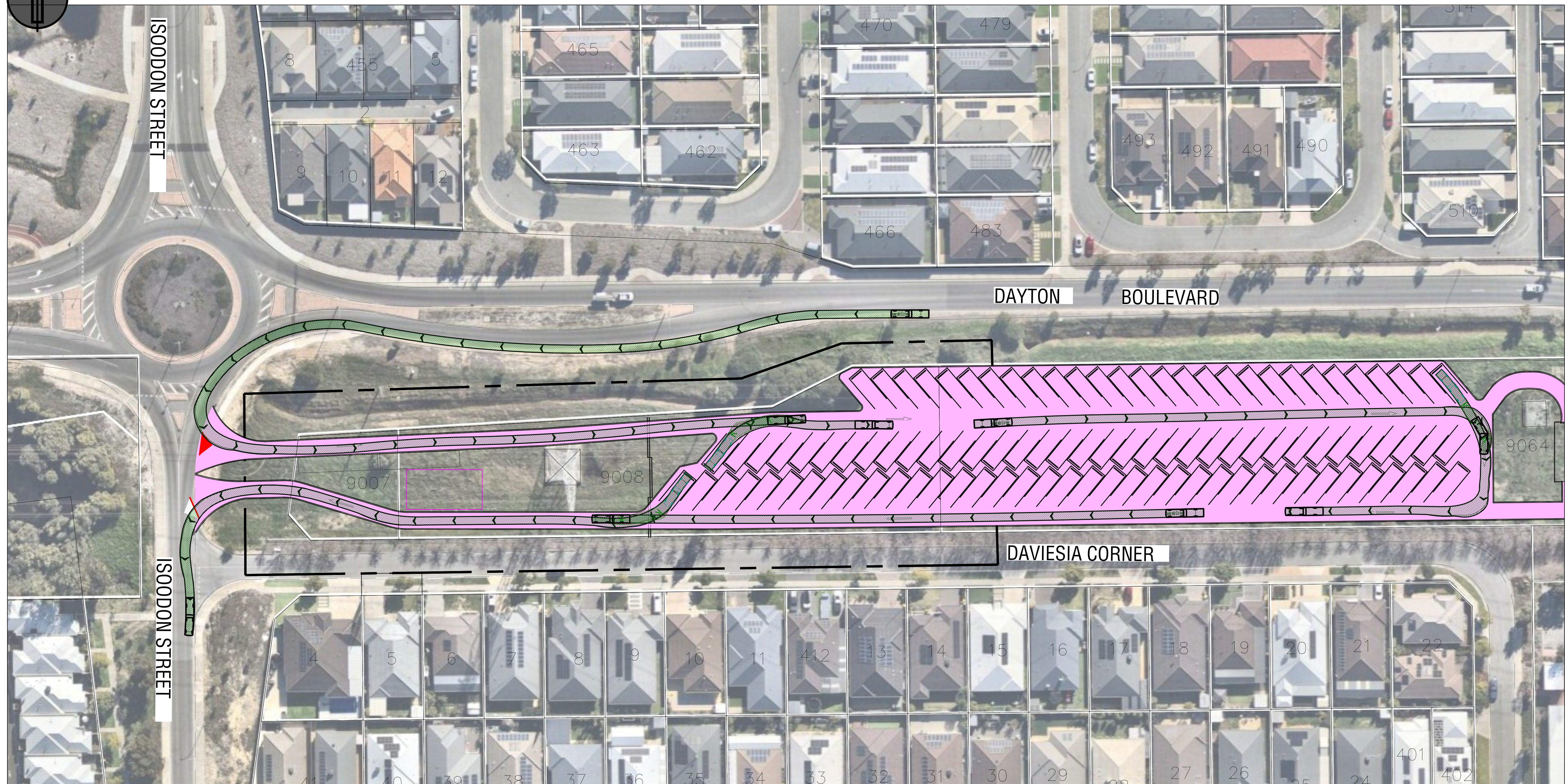
DAVIESIA CORNER DAYTON - CARAVAN STORAGE

ISSUED FOR INFORMATION

SCHEDULE OF DRAWINGS		
DRAWING	TITLE	REVISION
C000	COVER SHEET – SITE LOCALITY AND SCHEDULE OF DRAWINGS	A
C040	TURNING TEMPLATE PLAN SHEET 1 OF 3	A
C041	TURNING TEMPLATE PLAN SHEET 2 OF 3	A
C042	TURNING TEMPLATE PLAN SHEET 3 OF 3	A
C050	COMBINED SERVICES PLAN AND EXISTING SERVICES SHEET 1 OF 2	A
C051	COMBINED SERVICES PLAN AND EXISTING SERVICES SHEET 2 OF 2	A
C100	PROPOSED EARTHWORKS SHEET 1 OF 2	A
C101	PROPOSED EARTHWORKS SHEET 2 OF 2	A
C200	SEWER RETICULATION PLAN SHEET 1 OF 2	A
C201	SEWER RETICULATION PLAN SHEET 2 OF 2	A
C300	PAVEMENT LAYOUT PLAN SHEET 1 OF 2	A
C301	PAVEMENT LAYOUT PLAN SHEET 2 OF 2	A
C350	STORMWATER DRAINAGE LAYOUT PLAN SHEET 1 OF 3	A
C351	STORMWATER DRAINAGE LAYOUT PLAN SHEET 2 OF 3	A
C352	STORMWATER DRAINAGE LAYOUT PLAN SHEET 3 OF 3	A
C400	WATER RETICULATION PLAN SHEET 1 OF 2	A
C401	WATER RETICULATION PLAN SHEET 2 OF 2	A



LOCALITY PLAN
SOURCE: NEARMAP NSW (18/11/2022)
SCALE 1:1000 APPROX.



 STAGE BOUNDARY
 EXISTING ROAD EDGE

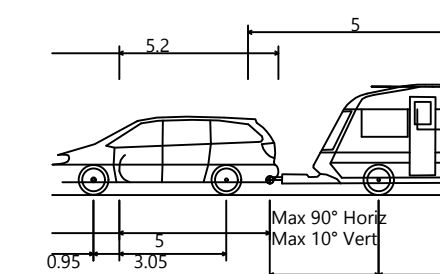
 PROPOSED LOTS
 ROAD TIE IN

 PROPOSED ROAD KERB

 200mm LIMESTONE, with 30mm AC10 ASPHALT

 VEHICLE TRAVEL

1. THE CONTRACTOR SHALL PROTECT ALL EXISTING KERBS, ROAD PAVEMENTS AND EXISTING INFRASTRUCTURE SERVICES AT THE PROPOSED CONNECTIONS TO EXISTING ROADS.
2. IT IS RECOMMENDED THE CONTRACTOR UNDERTAKES A ROAD DILAPIDATION SURVEY AND REPORT PRIOR TO THE COMMENCEMENT OF WORKS AND PROVIDES A COPY OF THIS TO THE SUPERINTENDENT AND THE CITY OF SWAN.
3. THE MINIMUM SCOPE FOR THE PARK STREET UPGRADE WILL REQUIRE NEW PAVEMENT AND KERBING FOR THE WIDENING IN THE NORTHERN VERGE, NEW ASPHALT FOR THE ENTIRE ROAD SURFACE AND NEW MEDIAN ISLANDS. THIS WILL DEPEND ON TESTING BEING DONE ON EXISTING ROAD PAVEMENT.
4. TO THE EXTENT OF THE CONTRACTOR'S KNOWLEDGE, THE EXTENT OF PARK STREET TO BE ASSESSED AS SOME PORTIONS MAY REQUIRE RECONSTRUCTION. CONTRACTOR TO HOLD ON PARK STREET ROADWORKS UNTIL SCOPE HAS BEEN FINALISED.



	Passenger Vehicle with Camper Trailer	
	Overall Length	9.500m
	Overall Width	2.000m
	Overall Body Height	2.540m
	Min Body Ground Clearance	0.267m
	Max Track Width	2.000m
	Lock-to-lock time	4.00s
	Curb to Curb Turning Radius	6.300m

 Lot boundary
 Wheel Path (Forward Vehicle Motion)
 Vehicle Chassis Envelope (Forward Vehicle Motion)
 Wheel Path (Reverse Vehicle Motion)
 Vehicle Chassis Envelope (Reverse Vehicle Motion)

SCALE 1:500

08/10/25	A	ISSUED FOR INFORMATION	J.S.
DATE	REV	DESCRIPTION	REC
		REVISIONS	C.K.
			APP



DESIGNED J.S.
CHECKED C.KLEYWEG
PROJECT MANAGER C.KLEYWEG

SCALE



0 10 20 30m

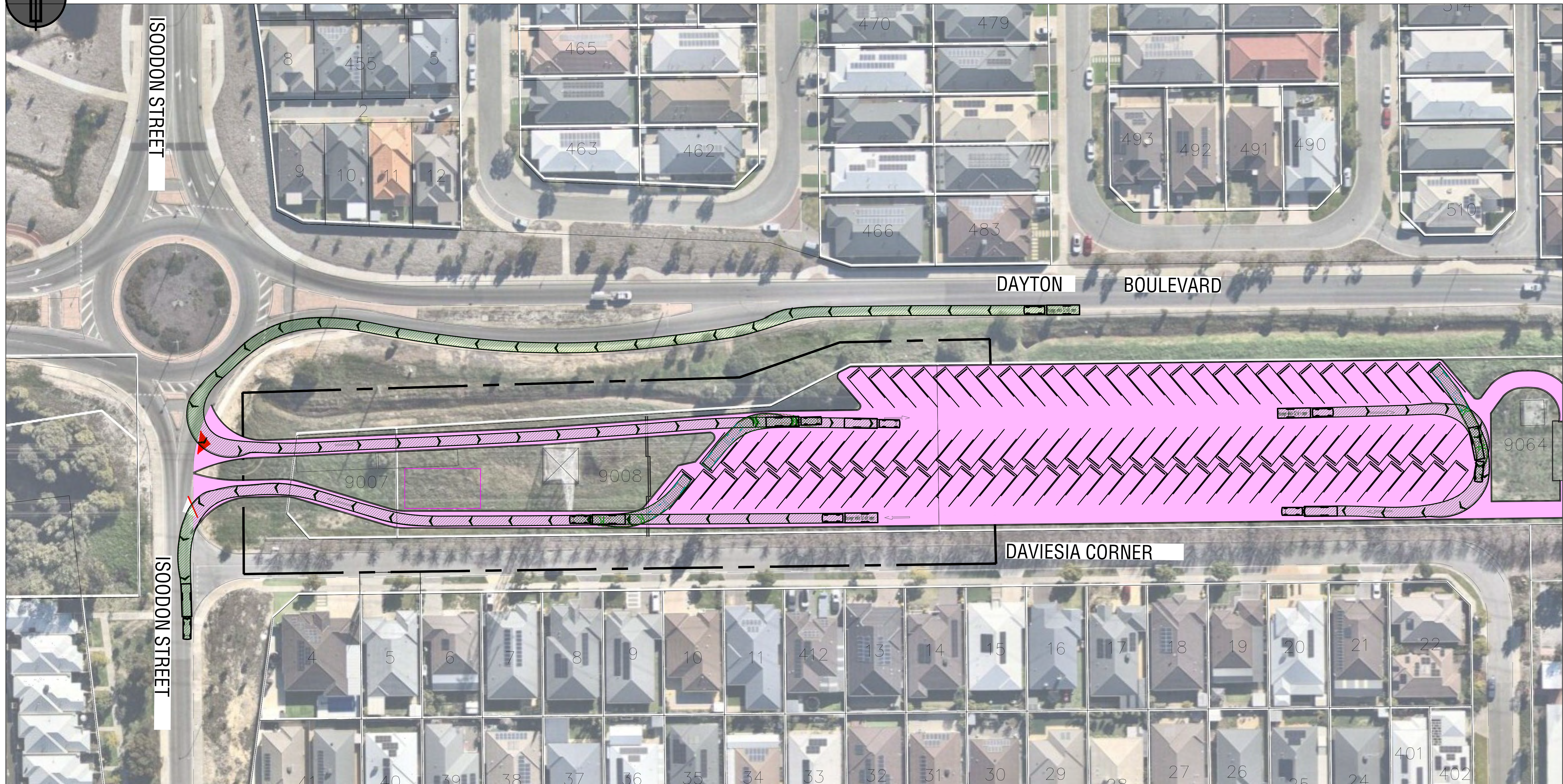
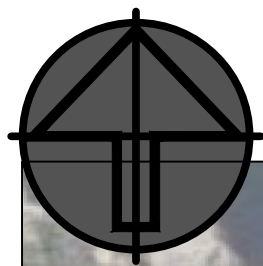
SCALE 1:500 (A1)

ORIGINAL SHEET SIZE A1

PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE
LOCATION	DAVIESIA CORNER, DAYTON
SHEET TITLE	VEHICLE TURNING CIRCLE PLAN SHEET 1 OF 3

	JOB CODE
--	----------

SHEET NUMBER	REV
C040	A



PLEASE REFER TO DRAWING C040 FOR NOTES AND LEGEND.

VEHICLE TURNING CIRCLE PLAN SHEET 2 OF 3

SCALE 1:500

ISSUED FOR INFORMATION				
08/10/25	A	ISSUED FOR INFORMATION	J.S.	C.K.
DATE	REV	DESCRIPTION	REC	APP
REVISIONS				



ORAN PARK OFFICE
SUITE 301, LEVEL 3 ORAN PARK PODIUM
351 ORAN PARK DRIVE
ORAN PARK, NSW 2570
PH: (02) 4632 6500
WEB: www.premise.com.au

DESIGNED J.S.
CHECKED C.KLEYWEG
PROJECT MANAGER C.KLEYWEG

SCALE

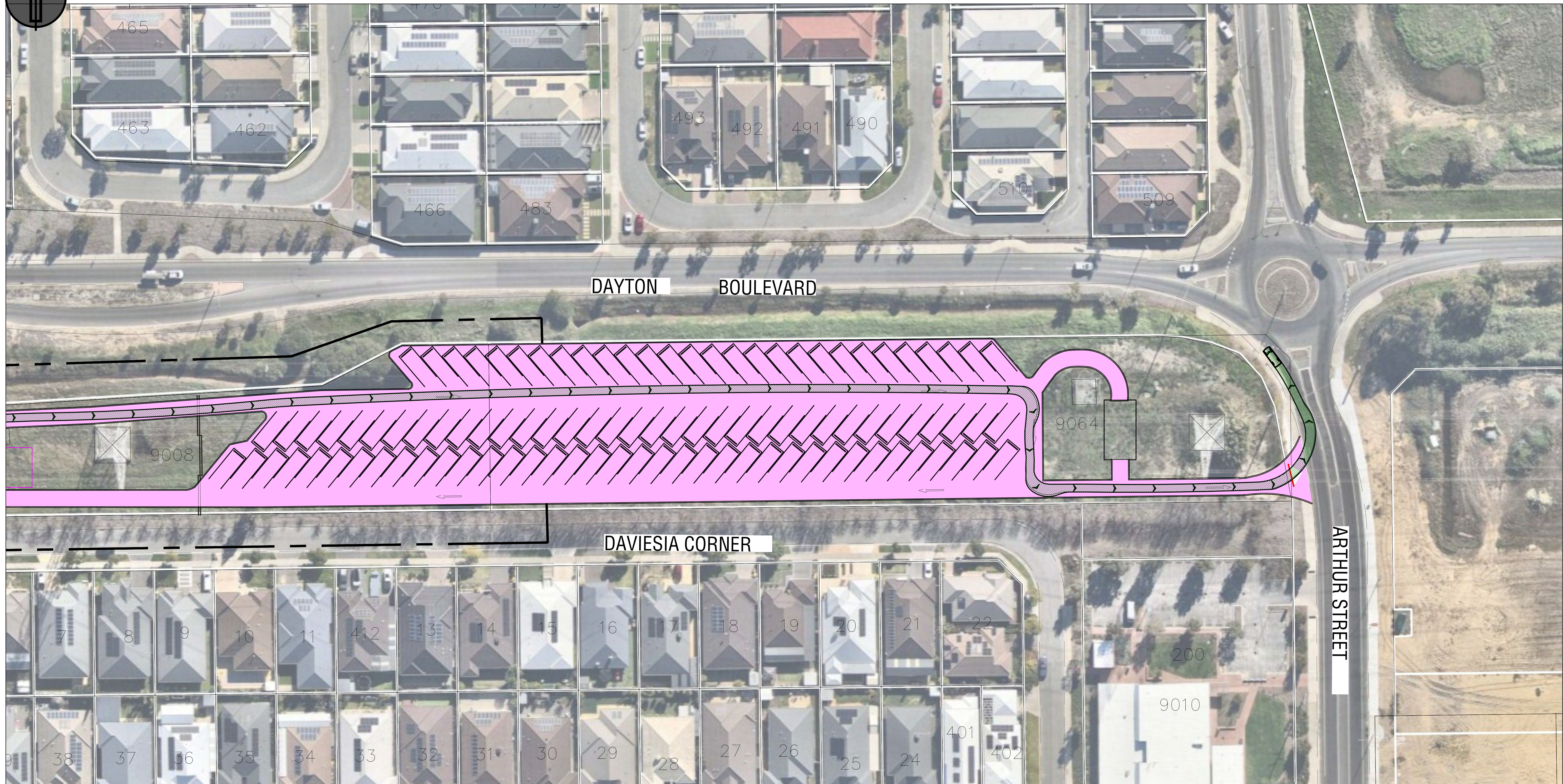
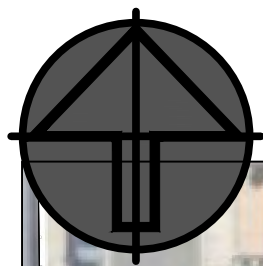


SCALE 1:500 (A1)

ORIGINAL SHEET SIZE A1

PROGRESS DEVELOPMENTS	
CLIENT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE
PROJECT	DAVIESIA CORNER, DAYTON
LOCATION	DAVIESIA CORNER, DAYTON
SHEET TITLE	VEHICLE TURNING CIRCLE PLAN SHEET 2 OF 3

JOB CODE	
P003975	
SHEET NUMBER	REV
C041	A



PLEASE REFER TO DRAWING C040 FOR NOTES AND LEGEND.

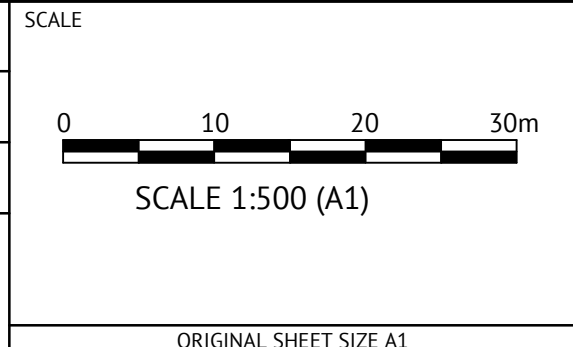
VEHICLE TURNING CIRCLE PLAN SHEET 3 OF 3
SCALE 1:500

ISSUED FOR INFORMATION					
08/10/25	A	ISSUED FOR INFORMATION	J.S.	C.K.	
DATE	REV	DESCRIPTION	REC	APP	
REVISIONS					



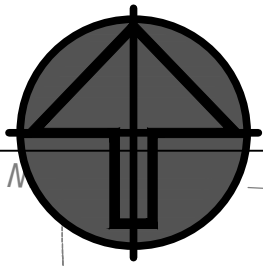
ORAN PARK OFFICE
SUITE 301, LEVEL 3 ORAN PARK PODIUM
351 ORAN PARK DRIVE
ORAN PARK, NSW 2570
PH: (02) 4632 6500
WEB: www.premise.com.au

DESIGNED J.S.
CHECKED C.KLEYWEG
PROJECT MANAGER C.KLEYWEG



CLIENT	PROGRESS DEVELOPMENTS
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE
LOCATION	DAVIESIA CORNER, DAYTON
SHEET TITLE	VEHICLE TURNING CIRCLE PLAN SHEET 3 OF 3

JOB CODE	P003975
SHEET NUMBER	C042
REV	A

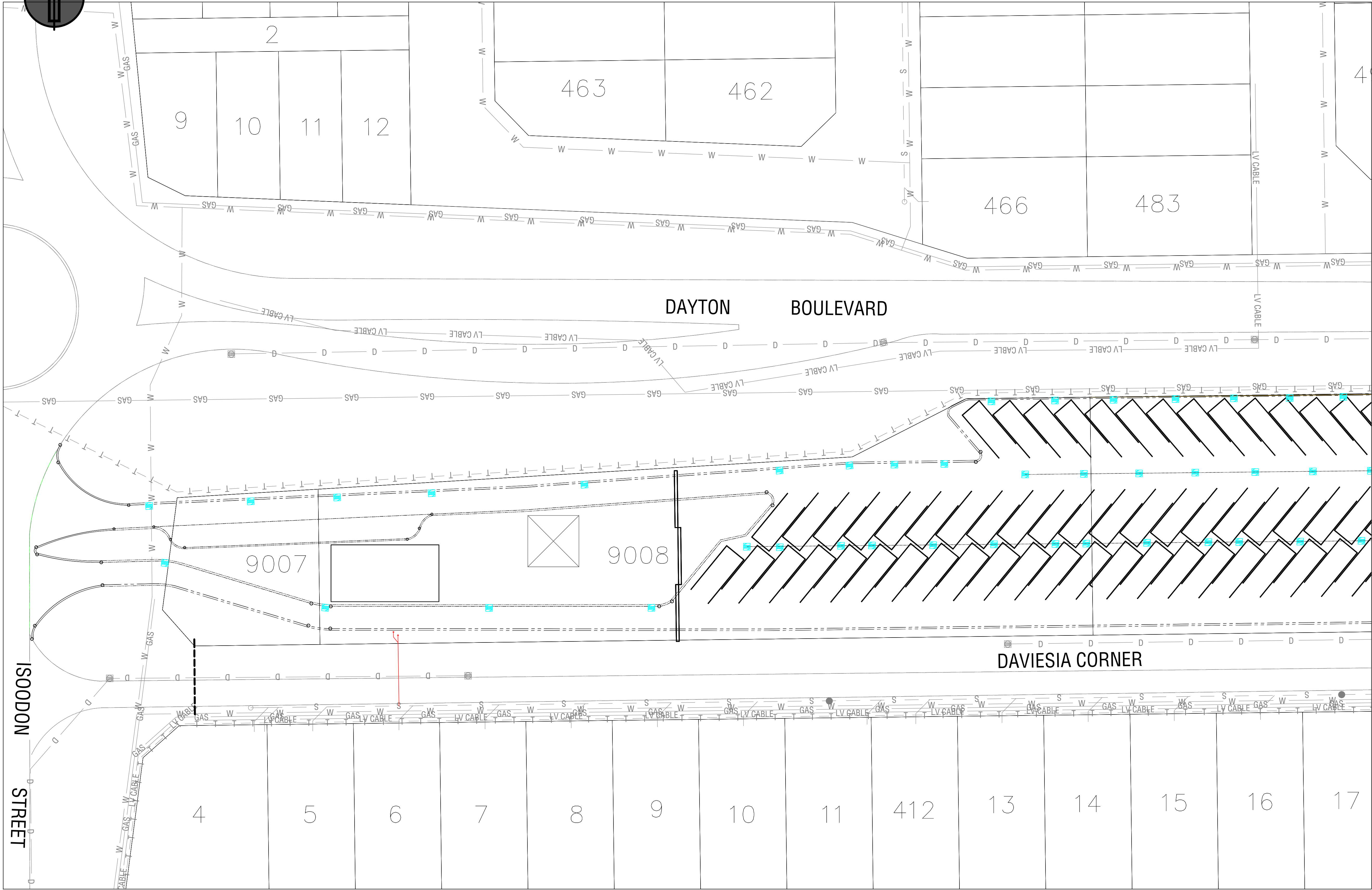


NOTES

1. ALL PIPES CROSSING WITH LESS THAN 300mm CLEARANCE TO DRAINAGE ABOVE REQUIRE CONCRETE ENCASING LOCALLY.
2. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE SUPERINTENDENT OF ANY CLASHES BETWEEN PROPOSED OR EXISTING SERVICE PRIOR TO VARYING ANY WORKS.

LEGEND

- PROPOSED SEWER PIPE
PROPOSED WATER PIPE
EXISTING SEWER PIPE
EXISTING WATER PIPE
EXISTING GAS PIPE
EXISTING TELSTRA LINE
EXISTING LV CABLE LINE
PROPOSED DRAIN PIT



COMBINED SERVICES PLAN AND EXISTING SERVICES

SHEET 1 OF 2

SCALE 1:250

ISSUED FOR INFORMATION				
08/10/25	A	ISSUED FOR INFORMATION	M.J.	C.K.
DATE	REV	DESCRIPTION	REC	APP
REVISIONS				



ORAN PARK OFFICE

SUITE 301, LEVEL 3 ORAN PARK PODIUM

351 ORAN PARK DRIVE

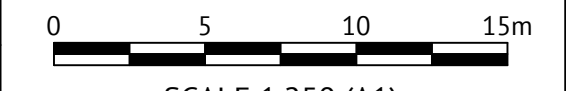
ORAN PARK, NSW 2570

PH: (02) 4632 6500

WEB: www.premise.com.au

DESIGNED M.J.
CHECKED C.KLEYWEG
PROJECT MANAGER C.KLEYWEG

SCALE

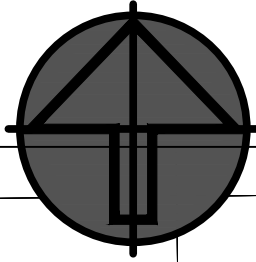


SCALE 1:250 (A1)

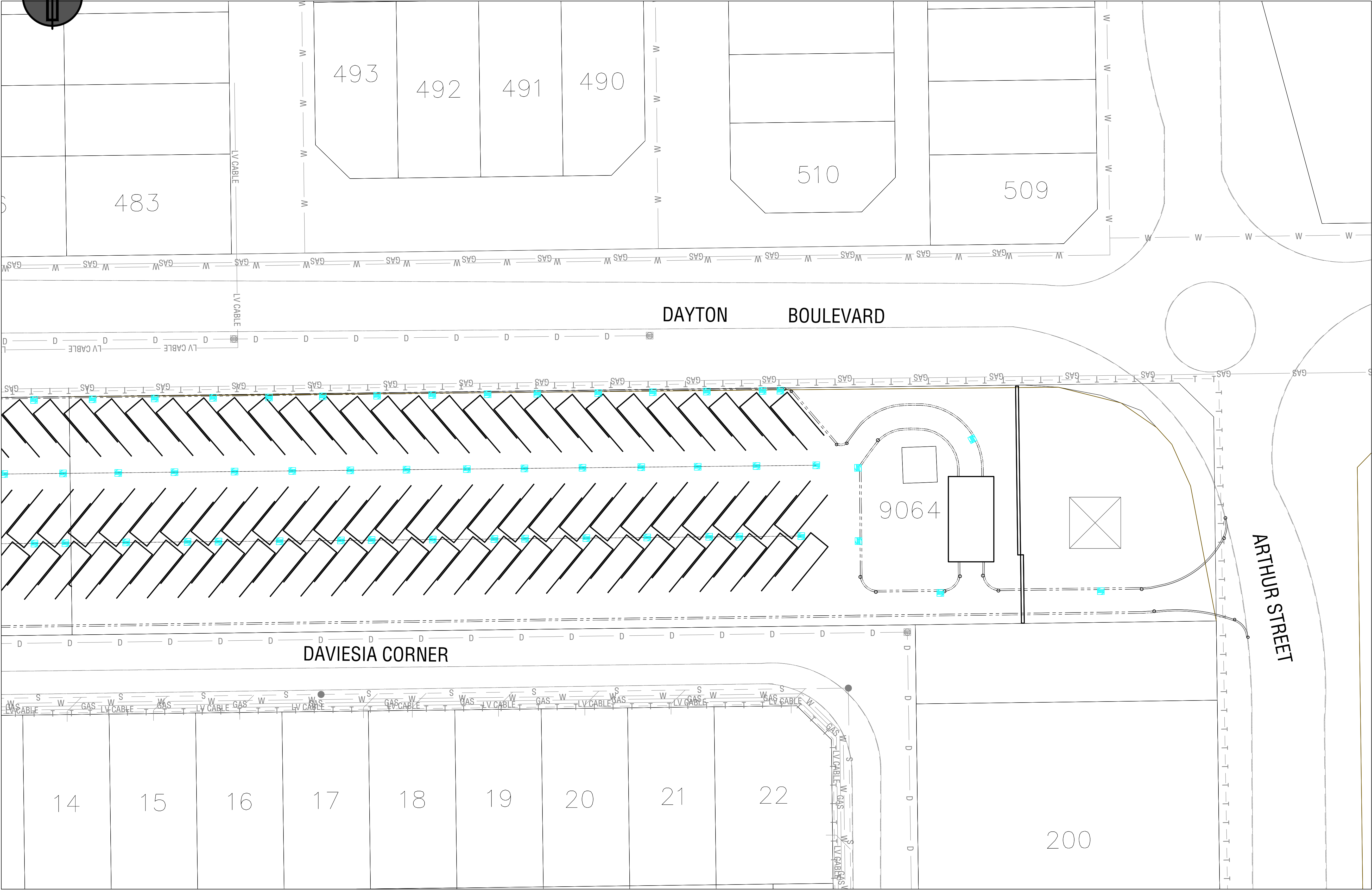
ORIGINAL SHEET SIZE A1

CLIENT	PROGRESS DEVELOPMENTS
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE
LOCATION	DAVIESIA CORNER, DAYTON
SHEET TITLE	COMBINED SERVICES PLAN AND EXISTING SERVICES SHEET 1 OF 2

JOB CODE	P003975
SHEET NUMBER	C050
REV	A



PLEASE REFER TO DRAWING C050 FOR NOTES AND LEGEND.



COMBINED SERVICES PLAN AND EXISTING SERVICES

SHEET 2 OF 2

SCALE 1:250

ISSUED FOR INFORMATION				
08/10/25	A	ISSUED FOR INFORMATION	M.J.	C.K.
DATE	REV	DESCRIPTION	REC	APP
REVISIONS				



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SUITE 301, LEVEL 3 ORAN PARK PODIUM
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DESIGNED M.J.
CHECKED C.KLEYWEG
PROJECT MANAGER C.KLEYWEG

SCALE

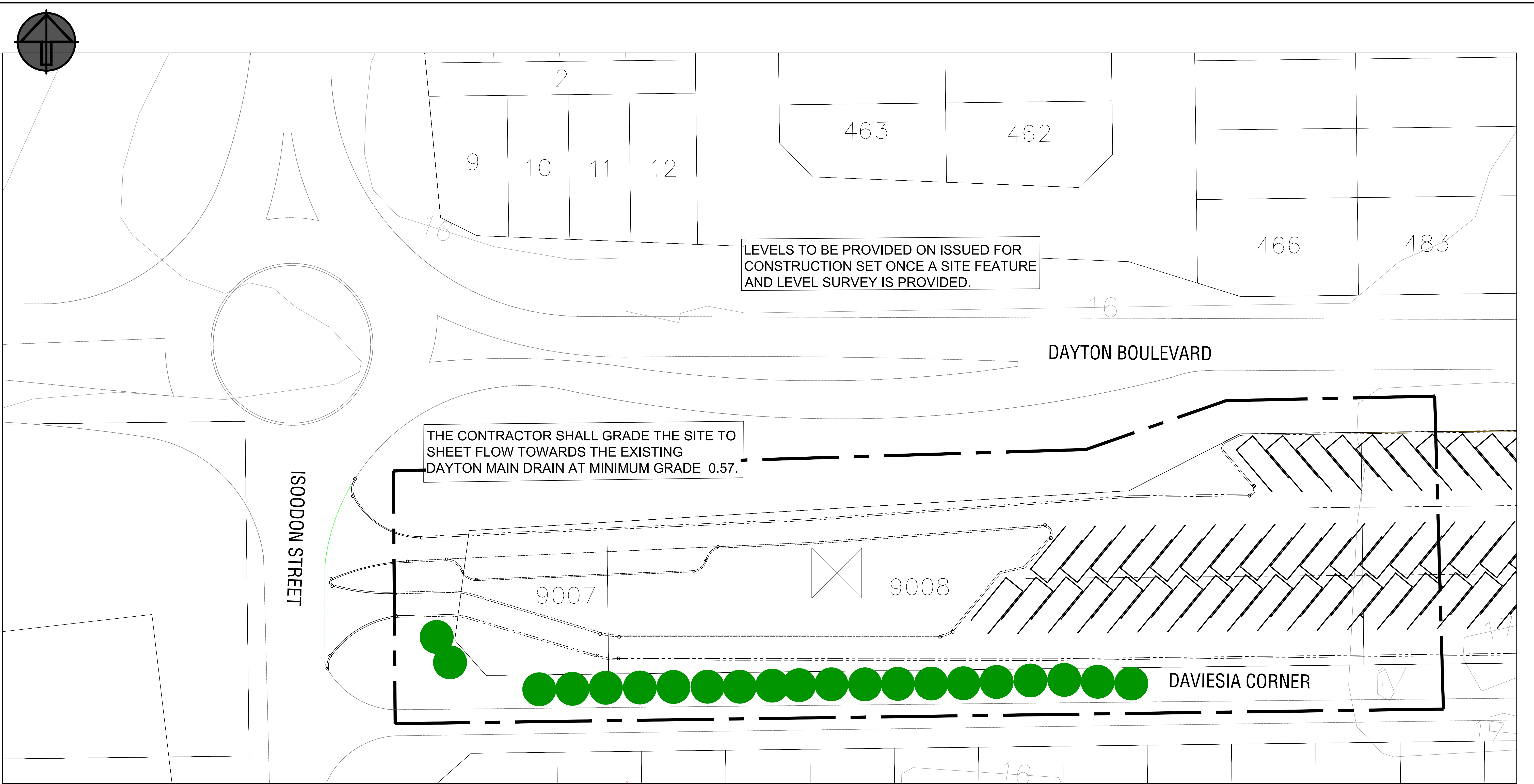


SCALE 1:250 (A1)

ORIGINAL SHEET SIZE A1

CLIENT		PROGRESS DEVELOPMENTS	
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE		
LOCATION	DAVIESIA CORNER, DAYTON		
SHEET TITLE	COMBINED SERVICES PLAN AND EXISTING SERVICES SHEET 2 OF 2		

JOB CODE		P003975	
SHEET NUMBER	REV	C051	A



EARTHWORKS PLAN SHEET 1 OF 2

SCALE 1:250

LEGEND

- EXISTING ROAD KERB
- EXISTING CONTOURS (0.2m INTERVAL)
- EXTENT OF WORKS
- PROPOSED LOT NUMBER AND PAD LEVEL
- EXISTING TREE TO BE PROTECTED
- EXISTING TREE TO BE REMOVED

VOLUMES STAGE 1		
CUT	FILL	BALANCE
X	X	X

NOTES:

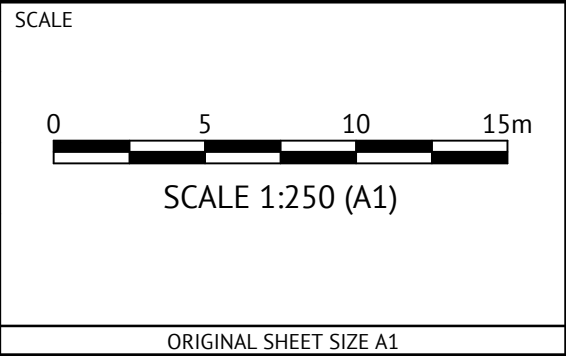
- THE CONTRACTOR SHALL PROTECT ALL EXISTING KERBS, ROAD PAVEMENTS AND EXISTING INFRASTRUCTURE SERVICES AS PART OF THIS CONTRACT.
- IT IS RECOMMENDED THE CONTRACTOR UNDERTAKES A ROAD DILAPIDATION SURVEY AND REPORT PRIOR TO THE COMMENCEMENT OF WORKS AND PROVIDES A COPY OF THIS TO THE SUPERINTENDENT AND THE CITY OF ARMADALE.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING TREES NOTED AS TO REMAIN. THE CONTRACTOR SHALL Delineate THESE TREES WITH GREEN RIBBONS TO ENSURE THE TREES ARE PROTECTED DURING ALL WORKS.
- WHERE EXISTING TREES ARE TO BE PROTECTED, THE CONTRACTOR SHALL LOCALLY PROTECT ALL EXISTING EARTHWORKS NATURAL SURFACE LEVELS UNDER THE FOLIAGE DRIP LINE OF THAT TREE. WHERE THESE LEVELS VARY FROM THOSE SHOWN IN THESE DRAWINGS, THE CONTRACTOR SHALL LOCALLY BATTER DOWN TO SURFACE OUTSIDE OF THE DRIP LINE AT A BATTER OF 1 IN 3
- THE CONTRACTOR SHALL STRIP FIRST 100MM OF TOPSOIL AND STOCKPILE FOR RE-USE IN THE EARTHWORK CUT TO FILL. THE CONTRACTOR SHALL THEN SIEVE ALL TOPSOIL AT 1 PART TO 3 WITH PROPOSED CUT TO FILL, UTILISING THE TOPSOIL FOR WORKS IN VERGES AND SWALES.
- THE PRINCIPAL'S ARBOR CONSULTANT SHALL CONFIRM TO THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF WORKS IF ANY TREES SHOWN IN GREEN TO BE RETAINED HAVE EXPOSED ROOT SYSTEMS WHICH MAY IMPACT RETAINING WALLS, GARAGES, SERVICES OR CROSSOVERS FOR DETERMINATION BY THE PRINCIPAL, THE SUPERINTENDENT AND THE CITY OF ARMADALE.

ISSUED FOR INFORMATION				
08/10/25	A	ISSUED FOR INFORMATION	M.J.	C.K.
DATE	REV	DESCRIPTION	REC	APP
REVISIONS				



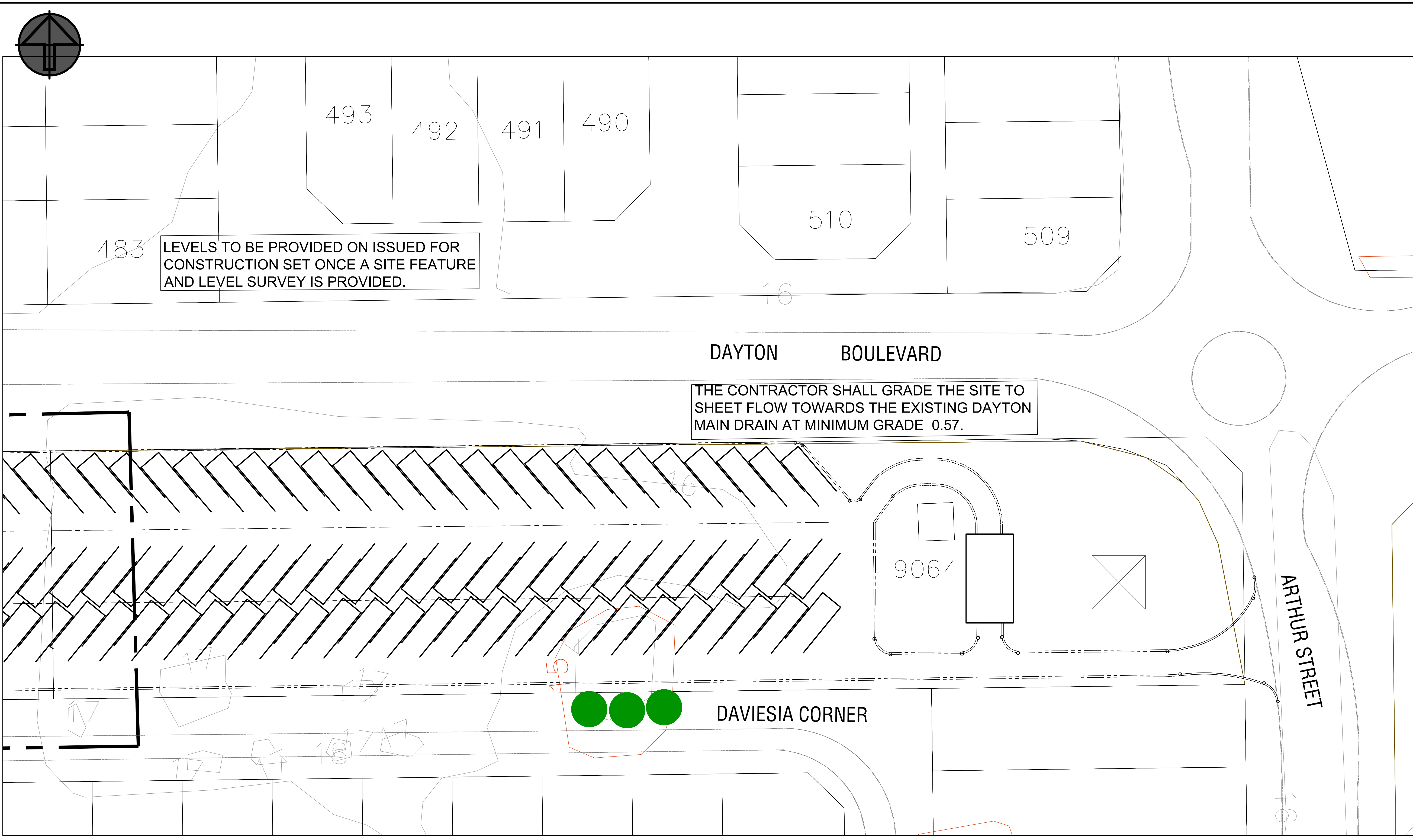
ORAN PARK OFFICE
SUITE 301, LEVEL 3 ORAN PARK PODIUM
351 ORAN PARK DRIVE
ORAN PARK, NSW 2570
PH: (02) 4632 6500
WEB: www.premise.com.au

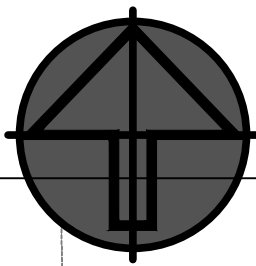
DESIGNED M.J.
CHECKED C.KLEYWEG
PROJECT MANAGER C.KLEYWEG



PROGRESS DEVELOPMENTS	
CLIENT	
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE
LOCATION	DAVIESIA CORNER, DAYTON
SHEET TITLE	EARTHWORKS PLAN SHEET 1 OF 2

JOB CODE	
P003975	
SHEET NUMBER	REV
C100	A





ISODON STREET

DAYTON BOULEVARD

DAVIESIA CORNER

SEWER RETICULATION PLAN SHEET 1 OF 2

SCALE 1:250

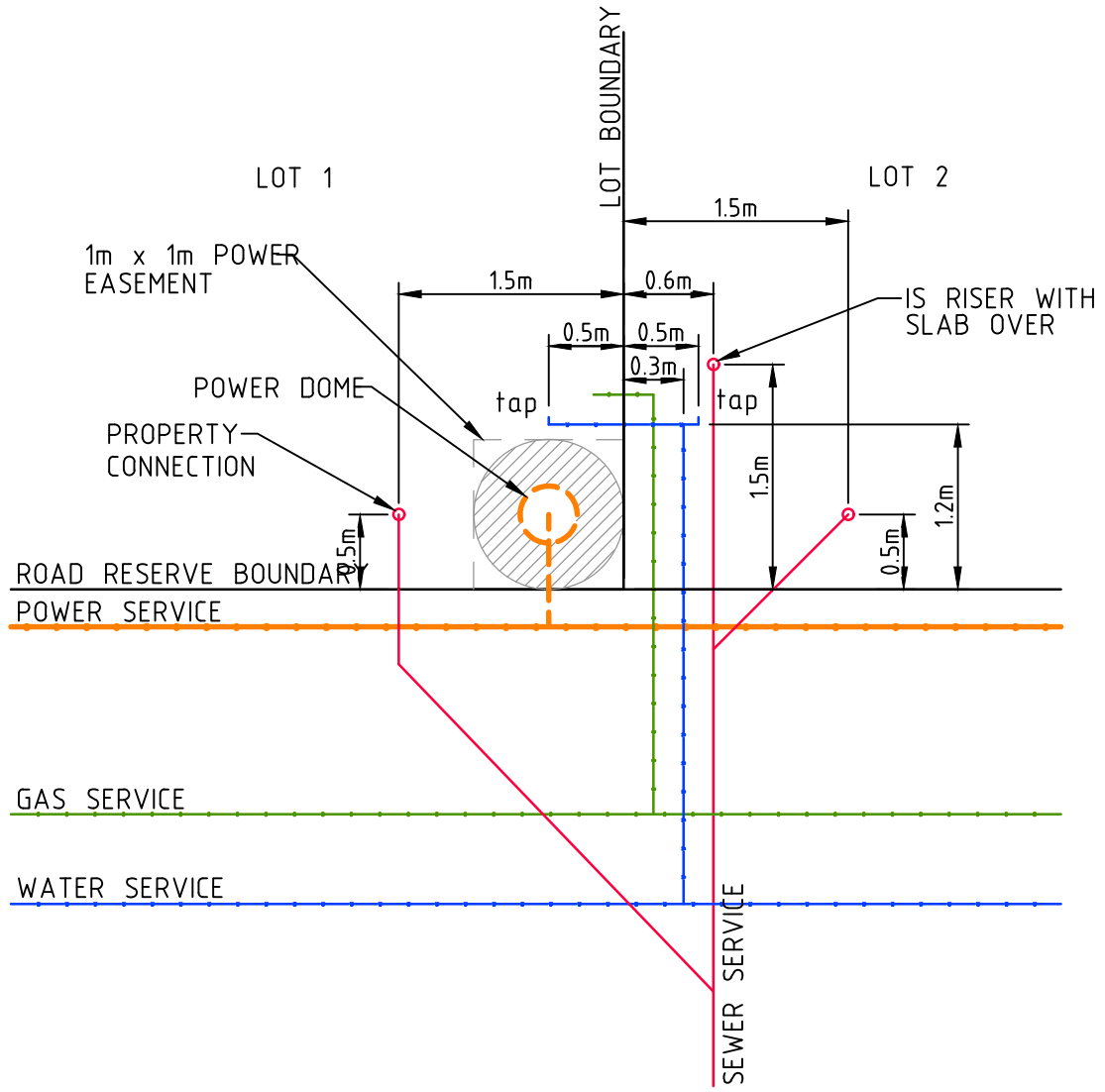


NOTES

- GENERAL
 - CONTOUR INTERVAL IS 0.2m
 - LEVELS ARE REDUCED FROM A.H.D.
 - LEVEL INFORMATION HAS BEEN TAKEN FROM WATER CORPORATION BASE SHEETS AND SITE SURVEY
 - CONTRACTORS SETOUT OF SEWER RETICULATION SHALL NOT TO BE DONE FROM SCALING OR DIGITAL DRAWING.
 - ALL ACCESS CHAMBER DEPTHS ARE SHOWN FOR WATER CORPORATION INFORMATION ONLY. THE CONTRACTOR SHALL CONFIRM THE DEPTH OF THE ACCESS CHAMBER PRIOR TO MANUFACTURING.
- GROUND WATER LEVELS
 - FOR CONSTRUCTION PURPOSES THE TENDERER SHALL MAKE HIS OWN ASSESSMENT OF GROUND WATER AND ITS LIKELY AFFECT ON THE WORKS AND MAKE ALL DUE ALLOWANCE IN THE LUMP SUM TENDER.
- PIPEWORK PIPES SHALL BE UPVC, CLASS SN 8, UNLESS OTHERWISE SHOWN.
- ALL MAINS, ACCESS CHAMBERS AND INSPECTION OPENINGS SHALL BE LAID ON A 1.0m ALIGNMENT FROM BOUNDARIES WITHIN LOTS AND ON A 3.1m ALIGNMENT WITHIN ROAD RESERVES UNLESS OTHERWISE SHOWN.
- ALL EARTHWORKS SHOWN ON THE DRAWINGS SHALL BE COMPLETED PRIOR TO ANY SEWER EXCAVATION.
- EXISTING MAINS
 - THE INVERT LEVEL OF ALL EXISTING MAINS SHALL BE CHECKED BY THE CONTRACTOR BEFORE CONSTRUCTION
 - THE CONNECTION TO EXISTING MAINS SHALL BE MADE BY THE WATER CORPORATION AT THE CONTRACTORS
- CONTRACTOR SHALL NOTIFY THE SUPERINTENDENT PRIOR TO CONSTRUCTION WHEN THE FOLLOWING COVER CAN NOT BE OBTAINED:
 - 0.75m TO TOP OF SEWER WHERE NOT SUBJECT TO VEHICULAR TRAFFIC.
 - 1.0m IN ROAD RESERVE AND R.O.W 's AND OR NOT LESS THAN 0.75m BELOW CROWN OF ROAD.
 - 1.5m WHERE DEVIATING FROM STANDARD ALIGNMENT IN A ROAD RESERVE CONSISTING OF A SERIES OF CHORDS AND WHEN CROSSING ROAD RESERVE AT AN ANGLE BETWEEN 45 AND 90 DEGREES.
- THE CONTRACTOR SHALL LIMIT THE MOVEMENT OF EQUIPMENT AND MANPOWER TO THE MINIMUM AREA NECESSARY AND PROTECT ALL VEGETATION ON SITE.
- ALL JUNCTIONS SHALL BE 100mm DIA, BROUGHT IN A MINIMUM OF 0.5m INSIDE THE LOT, AND BROUGHT UP TO NO GREATER THAN 1.0m BELOW THE PROPOSED FINISHED SURFACE LEVEL AT THE POINT OF CONNECTION.
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE COMMON TRENCH, EARTHWORKS AND ROADWORKS DRAWINGS, THE SPECIFICATION AND APPLICABLE WATER CORPORATION STANDARD DRAWINGS FOR THESE WORKS.
- PROPOSED ACCESS CHAMBERS AND MAINTENANCE SHAFTS
 - ACCESS CHAMBERS - TYPE 1 - x
 - ACCESS CHAMBERS - TYPE 6 - x
 - ACCESS CHAMBERS - TYPE 8 - x
 - 150mm DIAMETER = X
 - 150mm DIAMETER DUAL SEWER = x
- FILL LEVELS TO BE CERTIFIED BY LICENSED SURVEYOR.
- THE CONTRACTOR SHALL REVIEW THIS DRAWING IN CONJUNCTION WITH THE C050 COMBINED SERVICES PLAN. THE CONTRACTOR SHALL REVIEW ALL CLASH POINTS BETWEEN SEWER AND ALL OTHER SERVICES AND NOTIFY THE SUPERINTENDENT IF CONCRETE ENCASEMENT TO WATER CORPORATION DRAWING A401-011-001-01D, IS REQUIRED FOR CLEARANCES OF LESS THAN 300mm. THE REQUIREMENT FOR ENCASEMENT SHALL BE CONFIRMED WITH THE WATER CORPORATION INSPECTOR AND NOTED IN THE INSPECTORS INSPECTION NOTES.
- WORKS TO BE IN ACCORDANCE WITH THE WATER CORPORATIONS DESIGN STANDARDS 50 (DS50).

LEGEND

- PROPOSED SEWERS WITH ASSOCIATED ACCESS CHAMBER
- EXISTING SEWER MAIN WITH ASSOCIATED ACCESS CHAMBER
- EXISTING SEWER PRESSURE MAIN
- FUTURE SEWER MAIN WITH ASSOCIATED ACCESS CHAMBER
- SEWER BY OTHERS
- LIMIT OF WORKS BOUNDARY
- DESIGN FINISHED SURFACE CONTOUR (0.1m INTERVAL)
- EXISTING CONTOUR LEVEL (0.5m INTERVAL)
- EXISTING AAMGL CONTOURS
- MGL CONTOURS



TYPICAL I.S. CONNECTION DETAIL
AS PER WATER CORPORATION STANDARD
SCALE 1:50

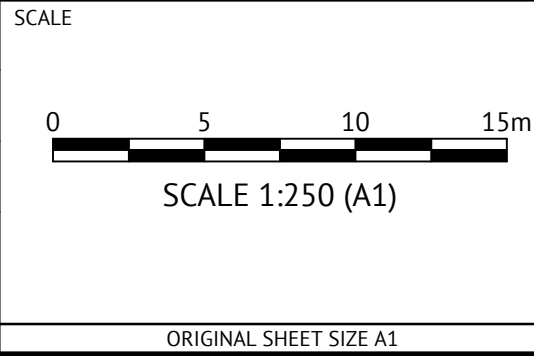
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DATE	REV	DESCRIPTION	M.J. REC	C.K. APP
08/10/25	A	ISSUED FOR INFORMATION		



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DESIGNED
M.J.
CHECKED
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PROJECT MANAGER
C.KLEYWEG



CLIENT

PROGRESS DEVELOPMENTS

PROJECT DAVIESIA CORNER DAYTON - CARAVAN STORAGE
LOCATION DAVIESIA CORNER, DAYTON
SHEET TITLE SEWER RETICULATION PLAN SHEET 1 OF 2

JOB CODE

P003975

SHEET NUMBER

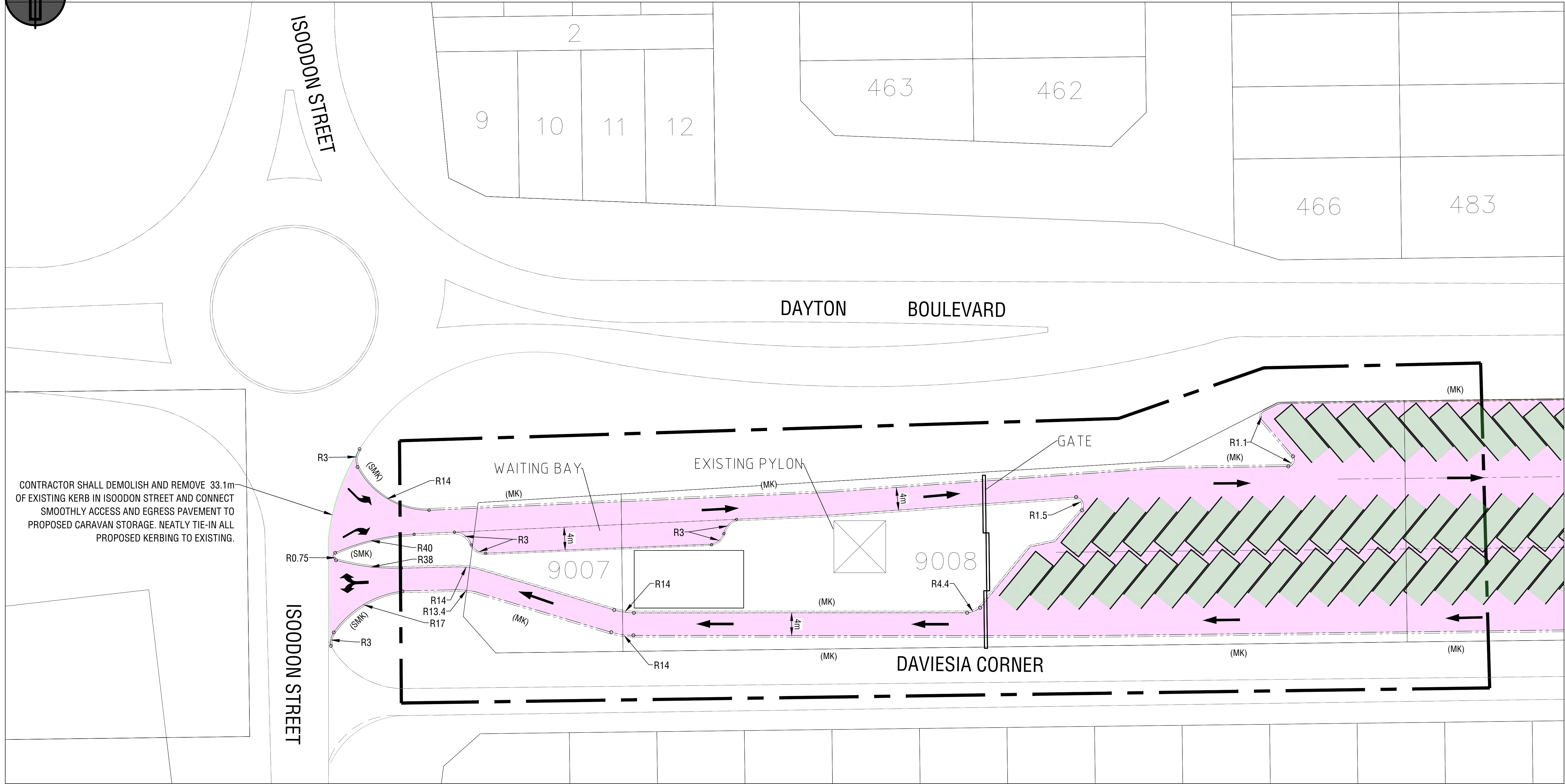
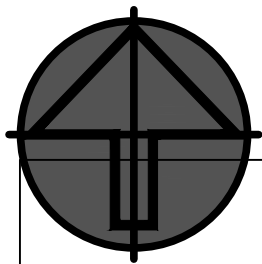
C200

REV

A



JOB CODE	
P003975	
SHEET NUMBER	REV
C201	A



NOTES:

- THE CONTRACTOR SHALL PROTECT ALL EXISTING KERBS, ROAD PAVEMENTS AND EXISTING INFRASTRUCTURE SERVICES AT THE PROPOSED CONNECTIONS TO EXISTING ROADS.
 - IT IS RECOMMENDED THE CONTRACTOR UNDERTAKES A ROAD DILAPIDATION SURVEY AND REPORT PRIOR TO THE COMMENCEMENT OF WORKS AND PROVIDES A COPY OF THIS TO THE SUPERINTENDENT AND THE CITY OF SWAN.
 - THE MINIMUM SCOPE FOR THE PARK STREET UPGRADE WILL REQUIRE NEW PAVEMENT AND KERBING FOR THE WIDENING IN THE NORTHERN VERGE, NEW ASPHALT FOR THE ENTIRE ROAD SURFACE AND NEW MEDIAN ISLANDS. THIS WILL DEPEND ON TESTING BEING DONE ON EXISTING ROAD PAVEMENT.
- DUE TO WEST SWAN DEEP SEWER WORKS, THE CONDITION OF PARK STREET TO BE ASSESSED AS SOME PORTIONS MAY REQUIRE RECONSTRUCTION. CONTRACTOR TO HOLD ON PARK STREET ROADWORKS UNTIL SCOPE HAS BEEN FINALISED.

LEGEND

	STAGE BOUNDARY		EXISTING ROAD EDGE
	PROPOSED LOTS		FUTURE DEMOLISHED TIE-IN KERB
	200mm LIMESTONE, with 30mm AC10 ASPHALT		PROPOSED ROAD KERB
	PARKING PAVEMENT		PROPOSED TURN RIGHT ARROW
	VEHICLE TRAVEL		PROPOSED TURN LEFT ARROW
	CENTRELINE		

PAVEMENT LAYOUT PLAN SHEET 1 OF 2
SCALE 1:250

KERBING	
KERB TYPE	LENGTH
MK	827.4m
SMK	103.3m

PAVEMENT AREAS	
ROAD	AREA
PROPOSED PVM.	4995m ²
PROPOSED PARKING	4000m ²

ISSUED FOR INFORMATION				
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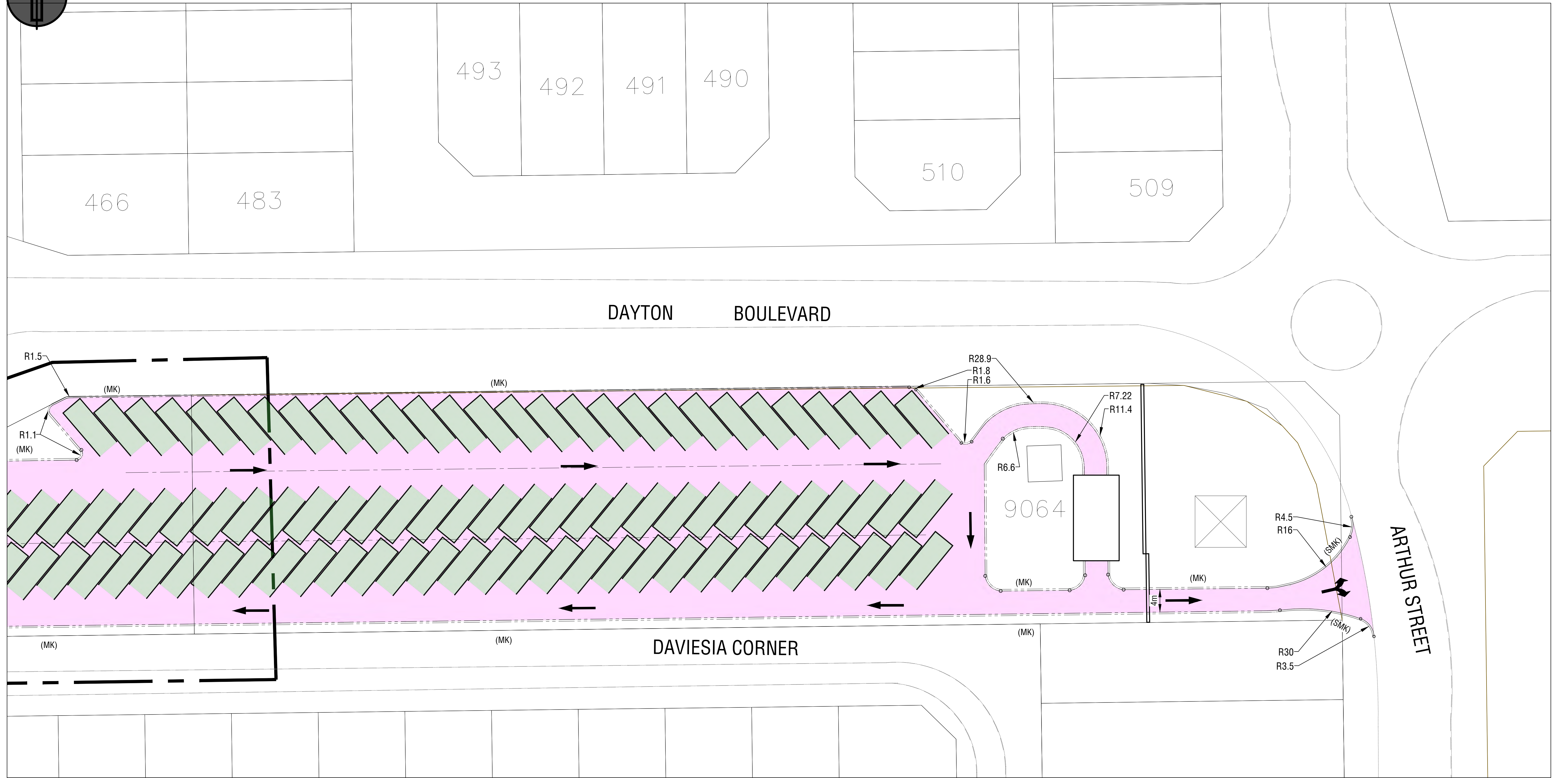
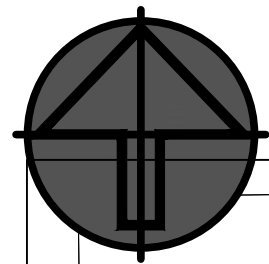
SCALE

SCALE 1:250 (A1)

ORIGINAL SHEET SIZE A1

PROGRESS DEVELOPMENTS	
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE
LOCATION	DAVIESIA CORNER, DAYTON
SHEET TITLE	PAVEMENT LAYOUT PLAN SHEET 1 OF 2

JOB CODE	
P003975	
SHEET NUMBER	REV
C300	A



PAVEMENT LAYOUT PLAN SHEET 2 OF 2
SCALE 1:250

FOR NOTES AND LEGEND REFER TO DRAWING C300

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SCALE

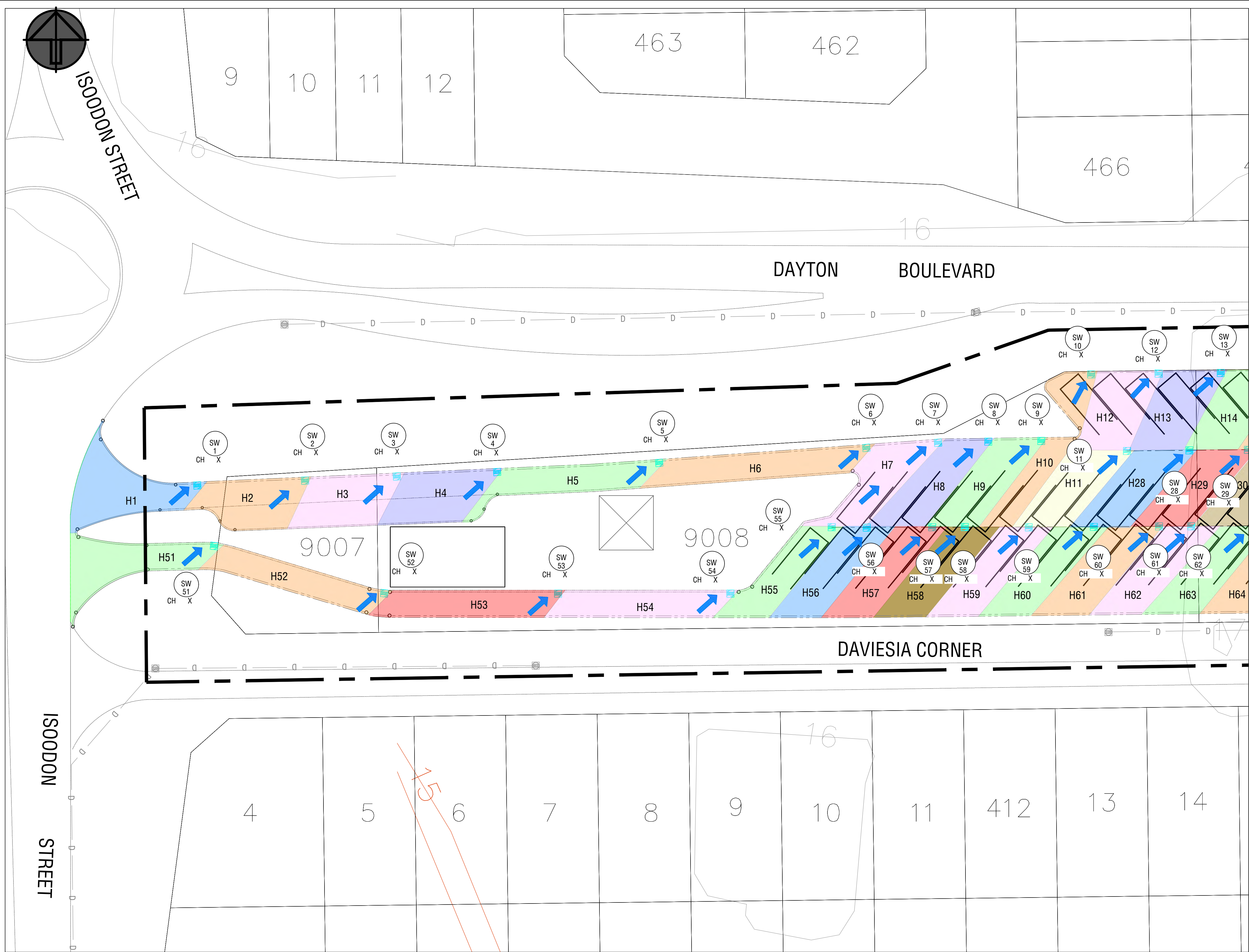


SCALE 1:250 (A1)

ORIGINAL SHEET SIZE A1

CLIENT		PROGRESS DEVELOPMENTS	
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE		
LOCATION	DAVIESIA CORNER, DAYTON		
SHEET TITLE	PAVEMENT LAYOUT PLAN SHEET 2 OF 2		

JOB CODE		P003975
SHEET NUMBER	REV	
C301	A	



NOTES

- GENERAL
 - 1.1. LEVELS ARE REDUCED FROM A.H.D.
 - 1.2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL P003975 DRAWINGS AND THE SPECIFICATION.
 - 1.3. THE CONTRACTOR SHALL LIMIT THE MOVEMENT OF EQUIPMENT AND MANPOWER TO THE MINIMUM AREA NECESSARY AND PROTECT ALL VEGETATION ON SITE.
 - 1.4. ALL PIPES CROSSING WITH LESS THAN 300mm CLEARANCE REQUIRE CONCRETE ENCASING LOCALLY.
 - 1.5. ALL DRAINAGE PIPES AND STRUCTURES SHALL COMPLY WITH THE SPECIFICATION OF THE CITY OF SWAN.
 - 1.6. ALL PIPES SIZE SHOWN ARE IN MILLIMETRES. DISTANCES AND LEVELS ARE SHOWN IN METRES.
 - 1.7. EXISTING SERVICES SHOWN ARE INDICATIVE ONLY. THE CONTRACTOR SHALL LIAISE WITH ALL RELEVANT AUTHORITIES TO LOCATE ALL EXISTING SERVICES WITHIN THE SITE, PRIOR TO COMMENCING WORKS. WHERE PROPOSED WORKS CLASH WITH EXISTING THE CONTRACTOR SHALL SUPPLY LEVELS TO THE SUPERINTENDENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SUPPORT OF ALL EXISTING SERVICES. WHERE SERVICES CROSS, THE UPPER SERVICE SHALL BE PROVIDED WITH A SUITABLE SUPPORT AS REQUIRED, BY THE RELEVANT SERVICE AUTHORITY MANUAL.
 - 1.8. THE CONTRACTOR SHALL NOT SCALE OFF OF THESE DRAWINGS. WHERE A DISCREPANCY EXISTS BETWEEN THE MODEL, THE DRAWINGS, THE BOQ, THE SPECIFICATION OR ANY OTHER DOCUMENT OR INSTRUCTION, THE CONTRACTOR SHALL BRING THIS / THESE DISCREPANCIES TO THE IMMEDIATE ATTENTION OF THE SUPERINTENDENT. SCALING QUANTITIES FROM THESE DRAWINGS IS NOT AN ACCEPTABLE METHOD OF CALCULATING QUANTITIES.

2. DRAINAGE

- 2.1. DRAINAGE PIPE SHALL BE CLASS 2 UNLESS OTHERWISE NOTED.
- 2.2. ALL TRENCHING, PIPE BEDDING AND BACKFILLING SHALL BE IN ACCORDANCE WITH AS3725.
- 2.3. ALL MANHOLES AND ENTRY PITS SHALL BE LOCATED AS SHOWN IRRESPECTIVE OF PIPE LENGTHS SHOWN ON THE DRAWINGS.
- 2.4. THE MANHOLE AND ENTRY PIT LIDS SHALL BE SET TO SUIT THE VERGE SLOPE, NOMINALLY 2% UPWARDS FROM THE TOP OF BACK OF KERB.
- 2.5. THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DISCREPANCY OR CLASH WITH OTHER SERVICES TO THE SUPERINTENDENT.
- 2.6. ALL DRAINAGE PIPE CONNECTIONS TO BE CLOSED JOINTED WITH RUBBER RINGS.
- 2.7. FOR TEMPORARY CAPS ON RCP, BRICK UP AT END OF PIPE WITHIN PIT.
- 2.8. ALL DRAINAGE PIT LIDS AND GRATES LOCATED WITHIN A ROAD RESERVE AREA SHALL BE CLASS D (TRAFFICABLE).
- 2.9. PIPE DISTANCES ARE MEASURED BETWEEN PIT CENTRES (U.N.D.).
- 2.10. THE LOCATION OF ALL MANHOLES / PITS SHALL BE POSITIONED AS SHOWN IN THE DRAWING AND THE STATED POSITION ON THE SCALE DRAWING IS TO TAKE PRECEDENCE OVER ANY STATED PIPE LENGTHS.
- 2.11. AS CONSTRUCTED DRAWINGS SHALL BE PROVIDED TO THE SUPERINTENDENT UPON COMPLETION OF THE WORKS, CLEARLY INDICATING DIMENSIONS, DEPTHS AND TYPES OF THE RECENTLY INSTALLED PIPE WORK AND STRUCTURES.

LEGEND

- EXISTING KERBING
- LIMIT OF WORKS BOUNDARY
- 9.0 EXISTING CONTOUR LEVEL (0.5m INTERVAL)
- D EXISTING DRAINAGE PIPE
- STORMWATER PATH
- DRAIN PIT

STORMWATER DRAINAGE LAYOUT PLAN
SHEET 1 OF 3

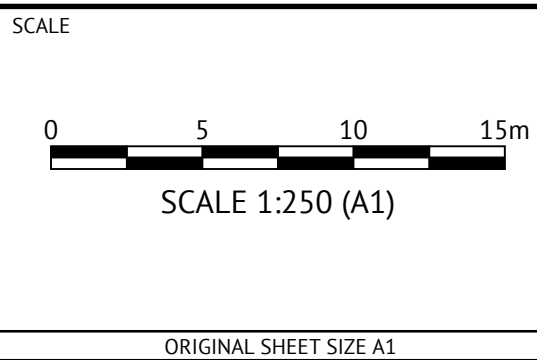
SCALE 1:250

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08/010/25	A	ISSUED FOR INFORMATION	M.J.	C.K.
DATE	REV	DESCRIPTION	REC	APP
REVISIONS				

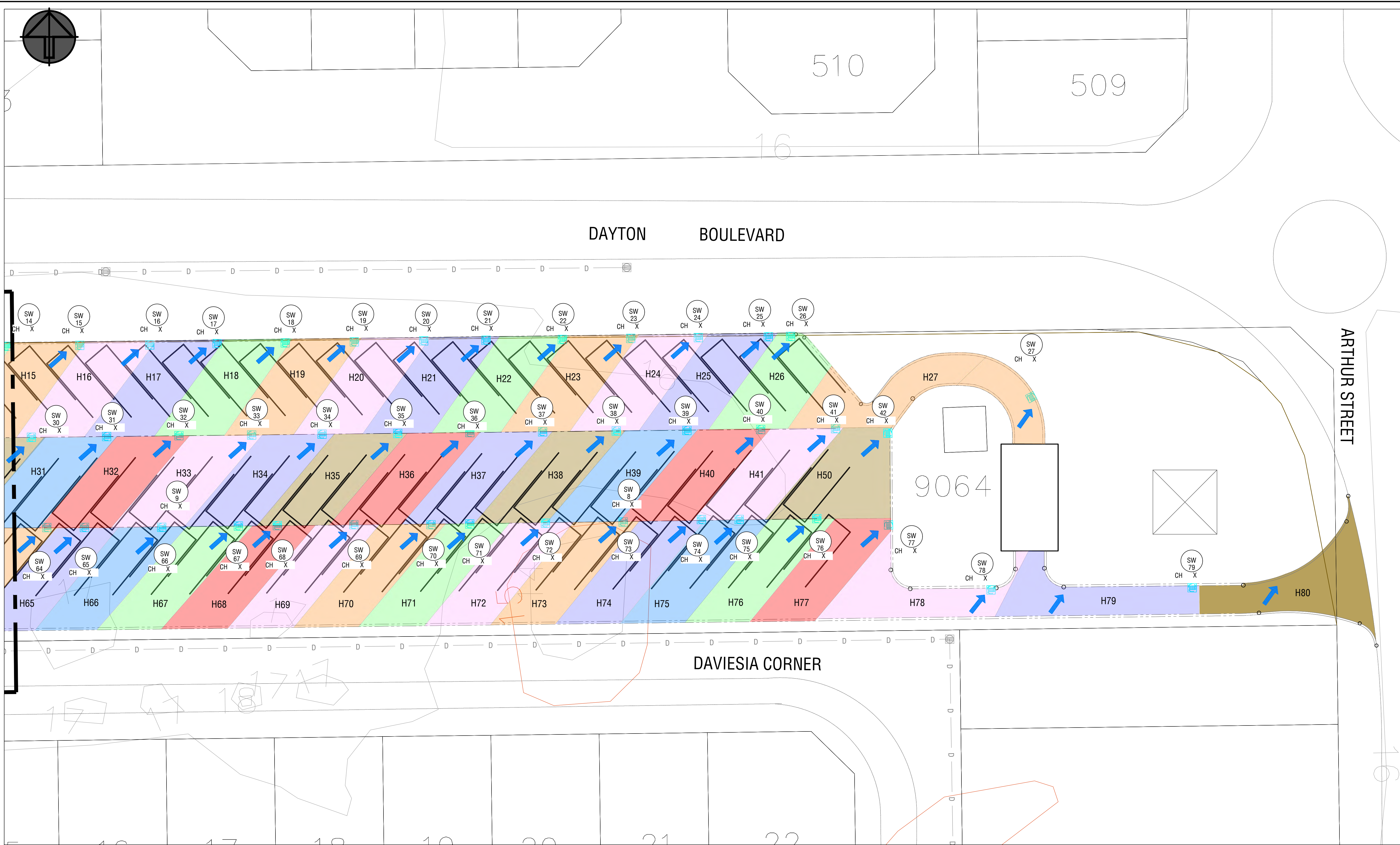


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M.J.
CHECKED
C.KLEYWEG
PROJECT MANAGER
C.KLEYWEG



CLIENT		PROGRESS DEVELOPMENTS		JOB CODE	
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE			P003975	
LOCATION	DAVIESIA CORNER, DAYTON			SHEET NUMBER	REV
SHEET TITLE	STORMWATER DRAINAGE LAYOUT PLAN SHEET 1 OF 3			C350	A



STORMWATER DRAINAGE LAYOUT PLAN
SHEET 2 OF 3

PLEASE REFER TO DRAWING C350 FOR NOTES AND LEGEND.

SCALE 1:250

ISSUED FOR INFORMATION				
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CHECKED C.KLEYWEG
PROJECT MANAGER C.KLEYWEG

SCALE



0 5 10 15m

SCALE 1:250 (A1)

ORIGINAL SHEET SIZE A1

PROGRESS DEVELOPMENTS	
CLIENT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE
PROJECT	DAVIESIA CORNER, DAYTON
LOCATION	STORMWATER DRAINAGE LAYOUT PLAN SHEET 2 OF 3
SHEET TITLE	

JOB CODE	
P003975	
SHEET NUMBER	REV
C351	A

STORMWATER HATCHING		
HATCH NUMBER	AREA	PIT NUMBER
H1	165m2	SW1
H2	130.2m2	SW2
H3	130m2	SW3
H4	130.1m2	SW4
H5	130.3m2	SW5
H6	130m2	SW6
H7	130m2	SW7
H8	130m2	SW8
H9	130.4m2	SW9
H10	130.1m2	SW10
H11	130.1m2	SW11
H12	130m2	SW12
H13	130m2	SW13
H14	130m2	SW14
H15	130.3m2	SW15
H16	130m2	SW16
H17	130m2	SW17
H18	130m2	SW18
H19	130.1m2	SW19
H20	130m2	SW20
H21	130.2m2	SW21
H22	130.4m2	SW22
H23	130.4m2	SW23
H24	130m2	SW24
H25	130m2	SW25
H26	130m2	SW26
H27	193.4m2	SW27
H28	130m2	SW28
H29	130m2	SW29
H30	130m2	SW30
H31	130m2	SW31
H32	130m2	SW32
H33	130m2	SW33
H34	130.2m2	SW34
H35	130m2	SW35
H36	130m2	SW36
H37	130m2	SW37
H38	130m2	SW38

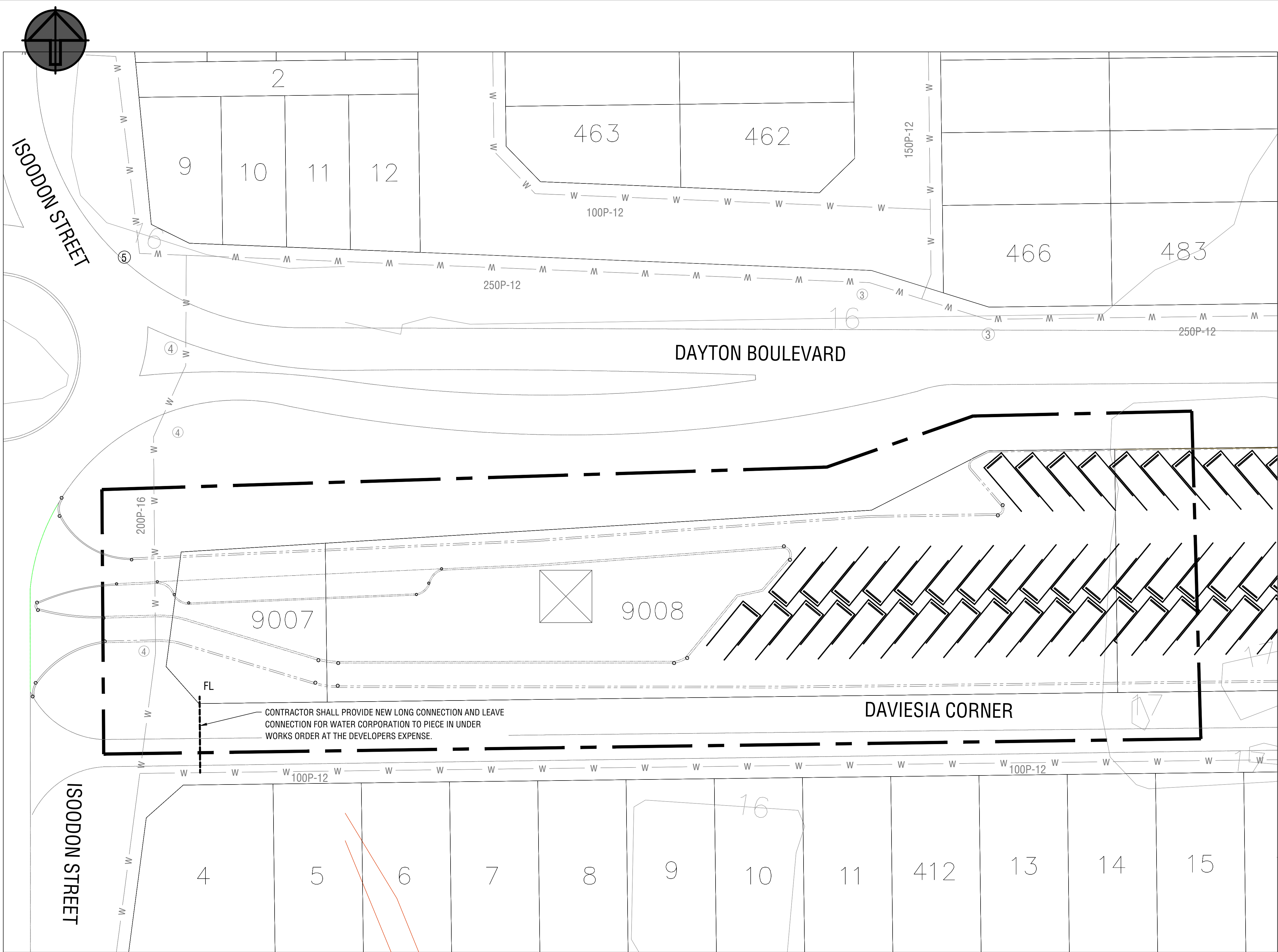
STORMWATER HATCHING		
HATCH NUMBER	AREA	PIT NUMBER
H39	130m2	SW39
H40	130m2	SW40
H41	130m2	SW41
H42	130.1m2	SW42
H43	130.2m2	SW43
H44	130m2	SW44
H45	130m2	SW45
H46	130m2	SW46
H47	130.m2	SW47
H48	130.1m2	SW48
H49	130.1m2	SW49
H50	155.2m2	SW50
H51	150.4m2	SW51
H52	130m2	SW52
H53	130m2	SW53
H54	130m2	SW54
H55	130m2	SW55
H56	130m2	SW56
H57	130m2	SW57
H58	130m2	SW58
H59	130.2m2	SW59
H60	130m2	SW60
H61	130m2	SW61
H62	130m2	SW62
H63	130m2	SW63
H64	130m2	SW64
H65	193.4m2	SW65
H66	130m2	SW66
H67	130m2	SW67
H68	130m2	SW68
H69	130m2	SW69
H70	130m2	SW70
H71	130m2	SW71
H72	130.2m2	SW72
H73	130m2	SW73
H74	130m2	SW74
H75	130m2	SW75
H76	130m2	SW76
H77	130m2	SW77
H78	130m2	SW78
H79	130m2	SW79
H80	165m2	ST

STORMWATER DRAINAGE LAYOUT PLAN
SHEET 3 OF 3

SCALE 1:250

PLEASE REFER TO DRAWING C350 FOR NOTES AND LEGEND.

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												PROJECT DAVIESIA CORNER DAYTON - CARAVAN STORAGE		P003975			
												LOCATION DAVIESIA CORNER, DAYTON		SHEET NUMBER C352		REV A	
08/10/25	A	ISSUED FOR INFORMATION				M.J.	C.K.					SHEET TITLE STORMWATER DRAINAGE LAYOUT PLAN SHEET 3 OF 3					
DATE	REV	DESCRIPTION				REC	APP										
REVISIONS																	



LEGEND

(100P-12)

(100P-12)

SIZE & TYPE
CLASS
EXISTING MAINS
EXISTING VALVES
EXISTING HYDRANT
PROPOSED LONG CONNECTION

BENDS

①

②

③

④

⑤

6' BEND
11.25' BEND
22.5' BEND
45' BEND
90' BEND

- NOTES
1. PIPES

1.1. ALL RETICULATION PIPES SHALL BE PVC CLASS 12 OR MDPE TO WATER CORPORATION MATERIAL SPECIFICATION, UNLESS OTHERWISE NOTED.

1.2. ALL CONNECTIONS TO EXISTING RETICULATION TO BE DONE BY THE WATER CORPORATION. THE CONTRACTOR SHALL CONTACT THE WATER CORPORATION AT LEAST SEVEN DAYS PRIOR TO THE DATE WHEN CONNECTION IS REQUIRED.
2. ALIGNMENT

2.1. ALL PIPES SHALL BE LAID ON A 2.1m ALIGNMENT FROM THE ROAD RESERVE BOUNDARY, UNLESS OTHERWISE SHOWN. ALL THRUST BLOCKS SHALL BE CONTAINED WITHIN THE WATER ALIGNMENT.
3. EXISTING MAINS

3.1. THE CONTRACTOR SHALL ACCURATELY LOCATE EXISTING MAINS AT POINTS OF CONNECTION.

3.2. NEW MAINS SHALL BE CONSTRUCTED ON ALIGNMENT AND ON A LEVEL WITH EXISTING MAINS TO ENSURE EASE OF CONNECTION AND SHALL BE TERMINATED BETWEEN 2.0m AND 4.0m OF EXISTING MAINS AND CAPPED WITH A THRUSTED BLANK GIBAULT.
4. DETAILS

4.1. DETAILS SHALL BE AS SHOWN ON THIS DRAWING, THE APPLICABLE WATER CORPORATION STANDARD DRAWINGS AND X FOR ALL INTERNAL WATER MAINS.
5. SERVICES

5.1. FULLY PRELAI D SERVICES TO BE LAID IN ACCORDANCE WITH WATER CORPORATION WATER RETICULATION MANUAL.

5.2. SERVICE PIPES SHOULD BE LOCATED AT RIGHT ANGLES TO THE FRONT BOUNDARY OF THE LOT, NOT THE MAIN.

5.3. FL(FULLY LEFT) OR FR(FULLY RIGHT) INDICATES THE SIDE OF A LOT AS VIEWED FROM THE ROAD, WHICH IS SELECTED FOR THE SERVICE LOCATION.

5.4. DEFERRED SERVICES WILL BE INSTALLED AT A LATER DATE, WHEN BUILDING APPLICATIONS ARE APPROVED.
6. WORKS TO BE IN ACCORDANCE WITH THE WATER CORPORATIONS DESIGN STANDARDS 63 (DS63).
7. NUMBER OF FULLY PRELAI D SERVICES ON STAGE

SHORT DUAL - x

SHORT SINGLE - x

LONG DUAL - x

LONG SINGLE - x

DEFERRED -

TOTAL LOTS SERVED - 0



CAUTION: WORKS ARE NEAR EXISTING ASSETS
THE PROPOSED WORK IS WITHIN PROXIMITY TO AN EXISTING WC ASSET & IS HIGHER RISK IN NATURE.

ASSET PROTECTION CONTROLS MAY APPLY.

REFER TO RISK ASSESSMENT ANNEX IN THE INITIAL SUBMISSION RESPONSE FOR MORE INFORMATION.

THIS PLAN IS ACCEPTED AS COMPLYING WITH OVERALL SCHEME PLANNING.

COMPLIANCE WITH RELEVANT MANUALS REMAINS THE RESPONSIBILITY OF THE CONSULTING ENGINEER.

NO WORKS ARE TO COMMENCE ON SITE UNTIL STARTUP ARRANGEMENTS HAVE BEEN MADE WITH THE RELEVANT WORK INSPECTOR. SEE DEVELOPER'S MANUAL FOR CONTACT DETAILS.

..... FOR: MANAGER LAND SERVICING

XX

FILE No. XX

WATER RETICULATION PLAN SHEET 1 OF 2

SCALE 1:250

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CHECKED
C.KLEYWEG

PROJECT MANAGER
C.KLEYWEG

SCALE

051015m

SCALE 1:250 (A1)

ORIGINAL SHEET SIZE A1

CLIENT

PROGRESS DEVELOPMENTS

PROJECT
DAVIESIA CORNER DAYTON - CARAVAN STORAGE

LOCATION
DAVIESIA CORNER, DAYTON

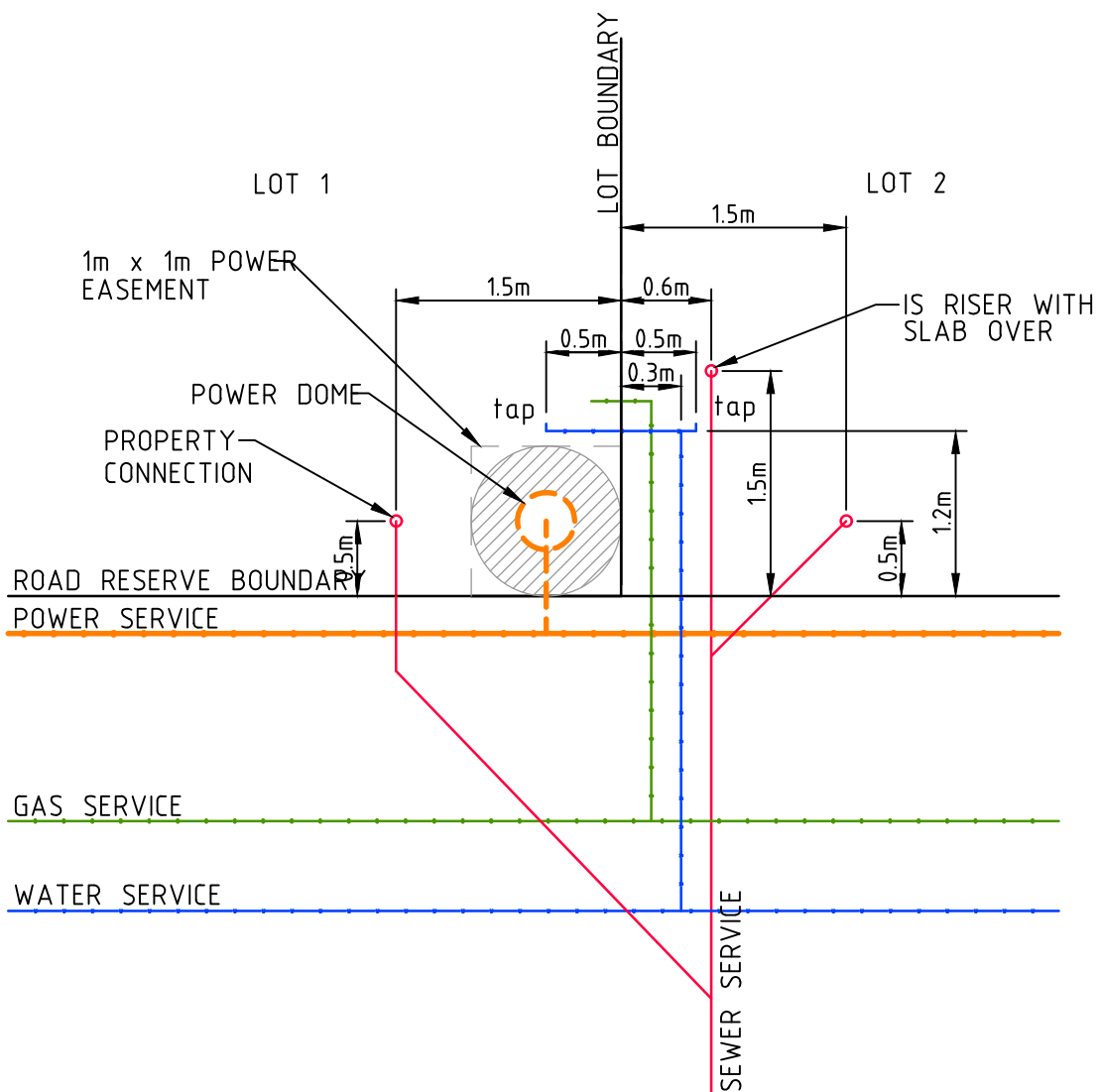
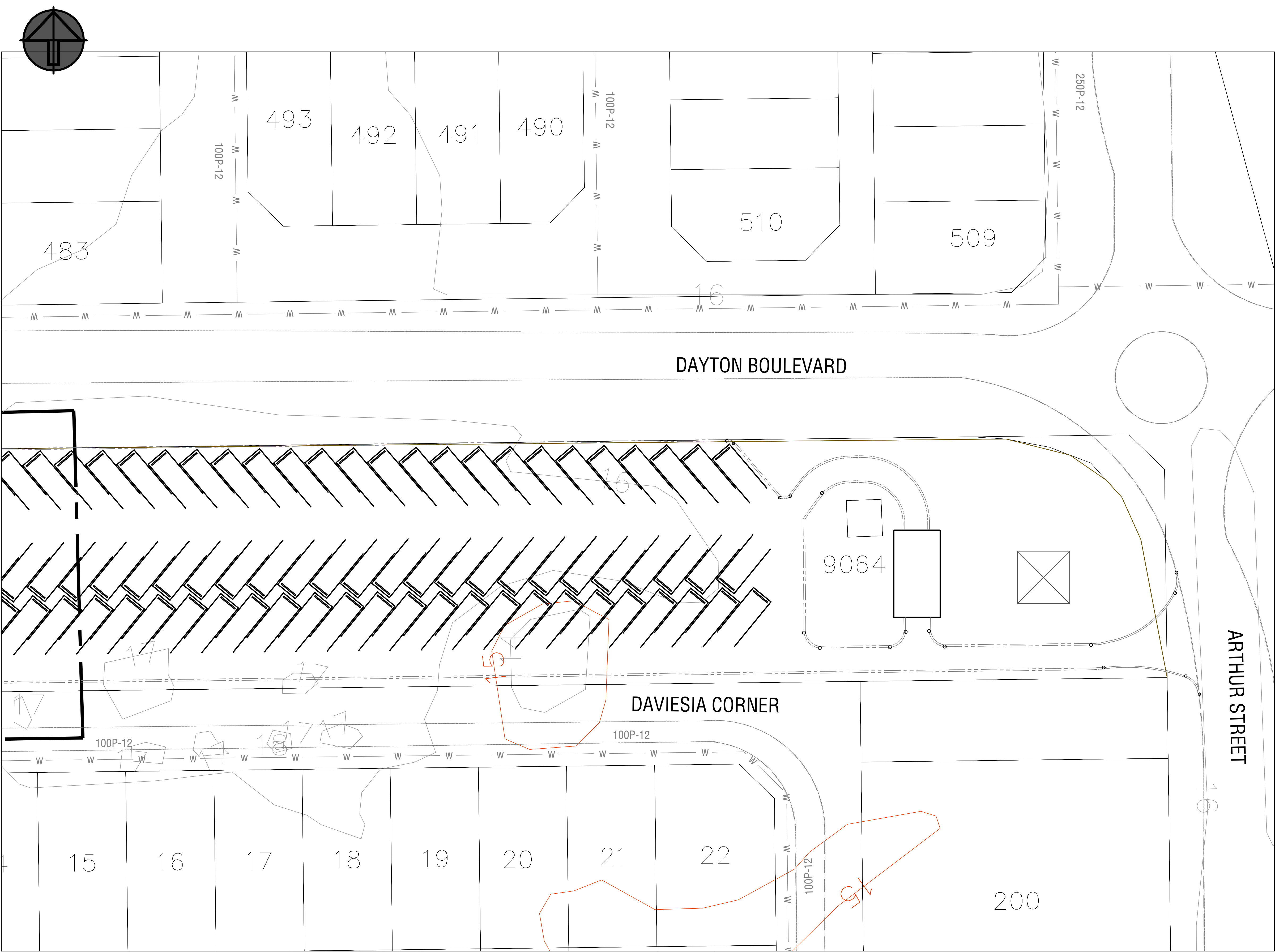
SHEET TITLE
WATER RETICULATION PLAN SHEET 1 OF 2

JOB CODE

P003975

SHEET NUMBER
C400

REV
A



TYPICAL I.S. CONNECTION DETAIL
AS PER WATER CORPORATION STANDARD

SCALE 1:50



WATER RETICULATION PLAN SHEET 2 OF 2

SCALE 1:250

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08/10/25	A	ISSUED FOR INFORMATION	M.J.	C.K.
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CHECKED	C.KLEYWEG
PROJECT MANAGER	C.KLEYWEG

SCALE



SCALE 1:250 (A1)

ORIGINAL SHEET SIZE A1

CLIENT		PROGRESS DEVELOPMENTS	
PROJECT	DAVIESIA CORNER DAYTON - CARAVAN STORAGE		
LOCATION	DAVIESIA CORNER, DAYTON		
SHEET TITLE	WATER RETICULATION PLAN SHEET 2 OF 2		

JOB CODE		P003975	
SHEET NUMBER	REV	C401	A