

Appendix E – Traffic Impact Statement

PTG/03325

Transport Impact Statement Lot 293, 800, 1213, 1214, 1215 Baldivis Road, Baldivis

18 November 2025 | Revision C

Prepared for Mostert Family Trust

CONTENTS

REPORT DETAILS.....	3
1 Introduction	4
1.1 Background.....	4
2 Proposed Development	5
2.1 Site Location.....	5
2.2 Existing Land Uses.....	6
2.3 Proposed Land Use.....	6
2.4 Context with Surrounds.....	7
3 Traffic Volumes	9
3.1 Development - Peak Traffic Volumes.....	9
3.2 Type of Vehicles	9
4 Traffic Management on Frontage Streets.....	10
4.1 Existing Road Network and Traffic Management.....	10
4.2 Kulija Road / Baldivis Road Intersection Upgrade.....	11
4.3 Existing RAV Network	12
5 Vehicular Access Arrangements.....	13
6 Swept Path Analysis	15
7 Hours of operation	17
8 Public Transport Access	18
8.1 Existing Public Transport Services.....	18
8.2 Nearest Bus Stops/ Train Stations.....	18
8.3 Pedestrian/Cycle Links to Bus Stops/ Train Station	19
8.4 Future Public Transport Facilities.....	19
9 Pedestrian and Cycling Facilities	20
9.1 Existing Pedestrian/Cycle Networks.....	20
9.2 Proposed Pedestrian/ Cycle Facilities within Development	20
9.3 Existing Pedestrian/ Cycle Facilities on the Surrounding Roads	20
9.4 Proposals to Improve Pedestrian/Cycle Access	20
10 Site Specific Issues.....	22
10.1 Crash Assessment.....	22
10.2 Sight Lines.....	24
10.3 Turn Warrant Assessment	25
11 Summary and Conclusions	28
Appendix A – WAPC Checklist.....	30
Appendix B – Site Plans	32
Appendix C – Swept Paths	34

REPORT DETAILS

Document Title	Transport Impact Statement – Lot 293, 800, 1213, 1214, 1215 Baldivis Road, Baldivis
Project Number	PTG/03325
Document ID	Rev C
Client	Mostert Family Trust

PTG Consulting Office Details

Location	Perth, WA
Address	Level 4, 167 St Georges Terrace, Perth WA 6000
Telephone	+61 8 6188 4500
Email	ray.cook@ptgconsulting.com.au
Web	www.ptgconsulting.com.au

Revision Details

Revision No.	Date	Comments	Prepared By	Approved By
A	10/11/2025	For issue	SB/CG	SJL
B	17/11/2025	For issue	SB/CG	SJL
C	18/11/2025	Final	SB/CG	SJL

1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by **Mostert Family Trust** (“the Client”) to prepare a Transport Impact Statement (TIS) for the proposed Extractive Industry development at Lot 293, 800, 1213, 1214, 1215 Baldivis Road, Baldivis (“the Site”).

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes and accessibility.

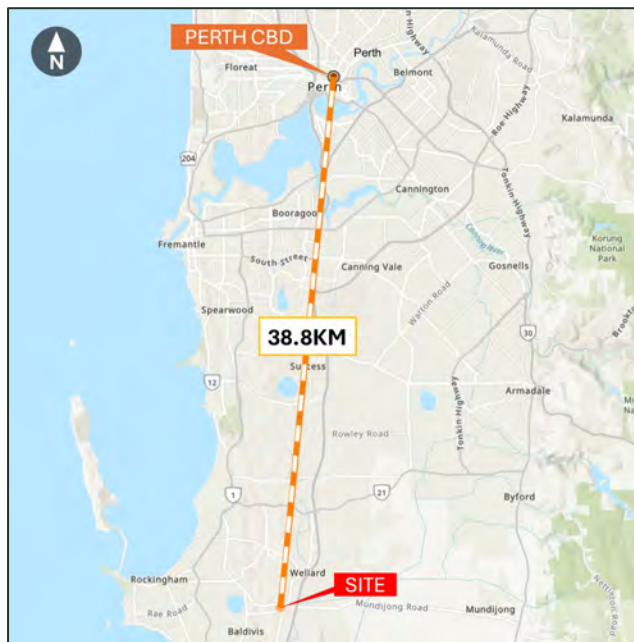
This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

2.1 Site Location

The Site is located at Lot 293, 800, 1213, 1214, 1215 Baldvis Road, Baldvis, within the City of Rockingham and is located around 38.8 kilometres south of Perth CBD, as shown in **Figure 1**. The Site is bounded by Baldvis Road to the east and Kerosene Lane to the south, as illustrated in **Figure 2**.

Figure 1 – Regional Context Site Location



Source: Main Roads WA Road Information Mapping System

Figure 2 – Site Location



Source: Metro Map

2.2 Existing Land Uses

The Site is currently used for residential, and other rural purposes.

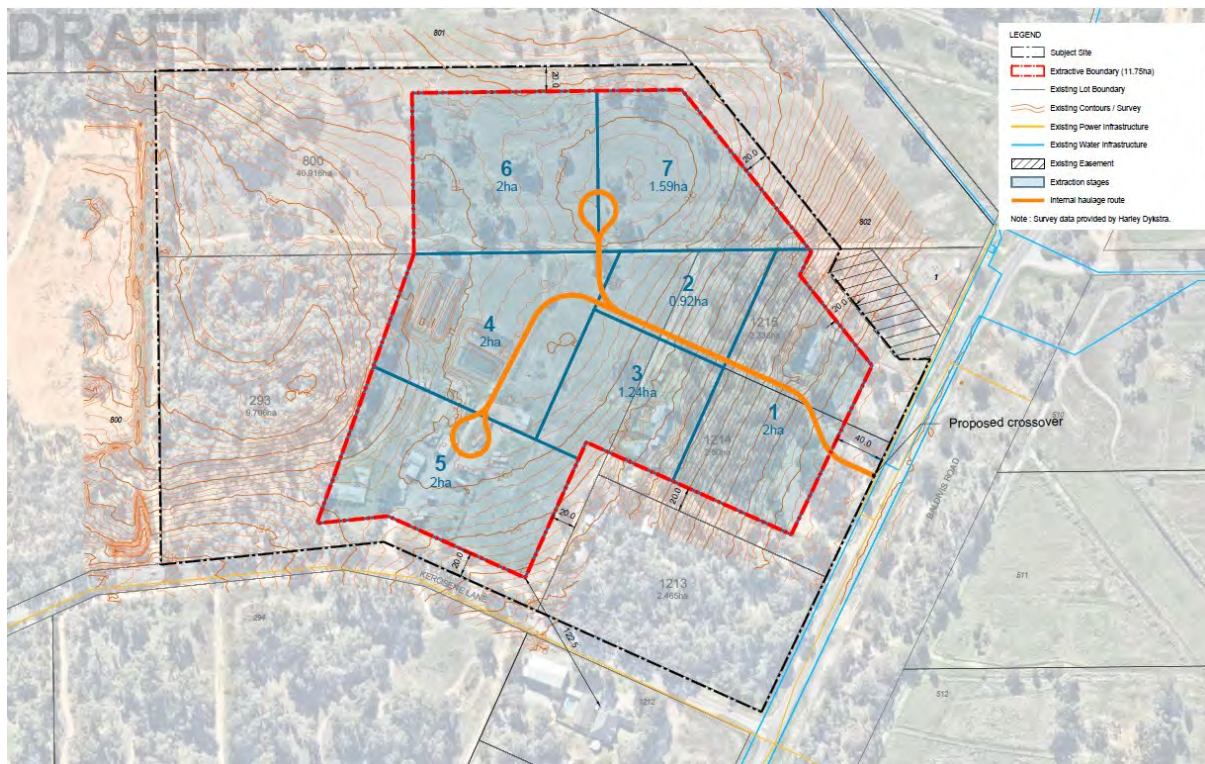
2.3 Proposed Land Use

The Site will consist of the following proposed developments:

- » Extractive site (11.75 hectares)
- » Internal haulage route

The site plan of the proposed development is shown in **Figure 3**. The complete set of Site plans is provided in **Appendix B**.

Figure 3 – Site Plan

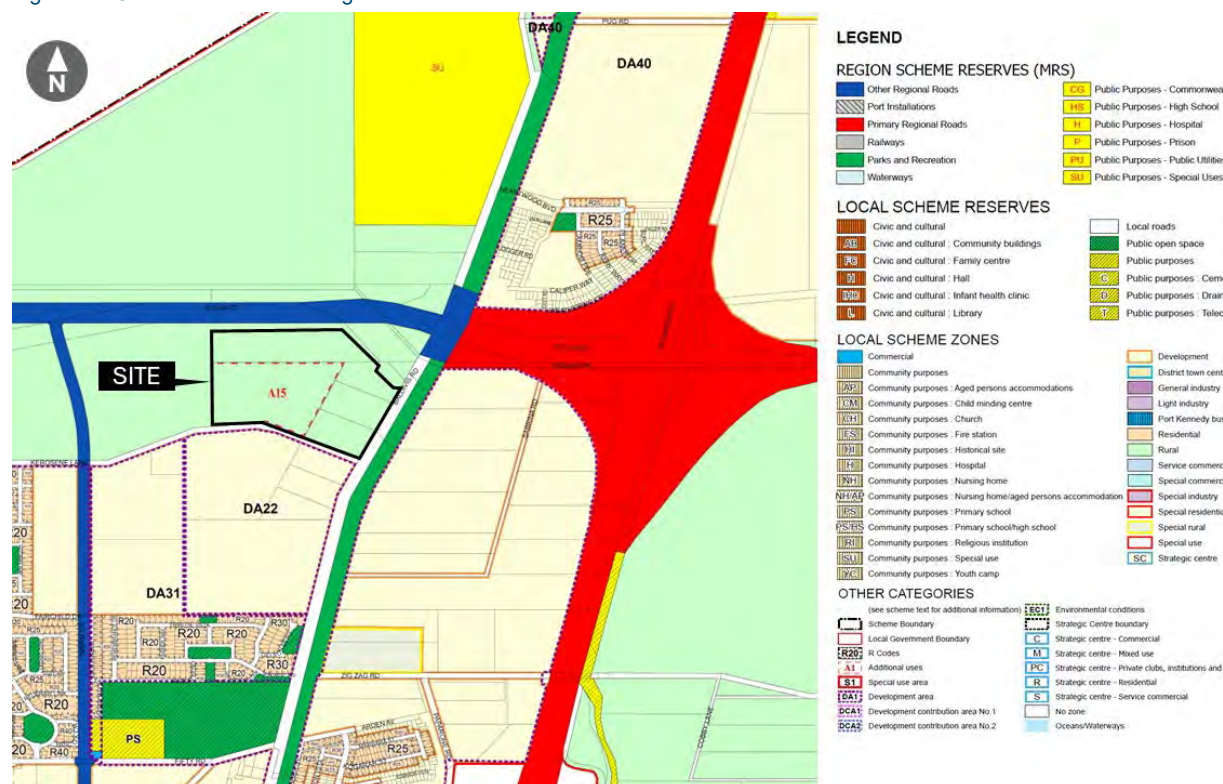


Source: Element Advisory

2.4 Context with Surrounds

The City of Rockingham Town Planning Scheme No. 2 characterises the Site as a “Rural” area, while Lot 293 was also classified as an “Additional Use”, as shown in **Figure 4**. Under this scheme, the surrounding land uses consist of other rural areas to the north and west, and development areas to the east and south.

Figure 4 – Context with Surroundings



Source: City of Rockingham Town Planning Scheme No.2

Major attractors and generators within the surrounding area of the Site are listed below:

- » Rockingham Landfill Facility (North)
- » Bonney's Water Ski Park (Northeast)
- » Perth Aqua Park (East)
- » Gas Station & Restaurants (Southeast)
- » Baldvis Primary School & Recreation Centre (South)
- » Woolworths Baldvis North (Southwest)
- » Aspire Early Education & Kindergarten (Southwest)
- » Baldvis Gardens Primary School (Southwest)
- » Spudshed Baldvis (Southwest)

Figure 5 illustrates the major attractors/generators in the surrounding area of the Site.

Figure 5 – Key Attractors and Generators



Source: Metro Map

3 TRAFFIC VOLUMES

3.1 Development - Peak Traffic Volumes

For the purposes of robust assessment, a first principles approach has been adopted to estimate the anticipated traffic impact of the proposed development along the surrounding road network. The information used to derive the traffic generated by the Site has been summarised below:

- » The proposed operations will be hauling with 19m trucks at a maximum of 20 (in/out) trips per hour.

Given the following information, a total of 20 trips will be generated by the proposed development during the AM and PM peak hours.

Table 1 provides a summary of the proposed development traffic.

Table 1 – Trip Generation Rates

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Hauling Site	10	10	10	10
Total	20		20	

According to the WAPC Transport Impact Assessment Guidelines, developments generating 1-100 vehicle trips fall under the 'moderate impact' category.

3.2 Type of Vehicles

Based on the proposed land use, the main types of vehicles expected to access the development include up to 19m semi-trailers.

4 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

4.1 Existing Road Network and Traffic Management

The road network within Western Australia is defined by Main Roads WA Road Hierarchy which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 2** below.

Table 2 – Road Hierarchy Description

Road Type	Description
Primary Distributors	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.
District Distributor A	Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
District Distributor B	Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.
Regional Distributor	Roads that are not Primary Distributors but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.
Local Distributor (Urban)	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government.
Local Distributor (Rural)	Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government.
Access Roads	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

Figure 6 shows the road hierarchy network and **Table 3** provides a summary of the road characteristics of the surrounding road network.

Figure 6 - Road Hierarchy



Source: Main Roads WA Road Information Mapping System

Table 3 – Surrounding Network Road Hierarchy

Road Name	Road Hierarchy	Jurisdiction	No. of ped. paths	No. of Lanes	Road Pavement Width (m)	Speed Limit
Kwinana Freeway	Primary Distributor	MRWA	1*	4	43.5 (median 23.5m)	100 km/hr
Kulija Road	Regional Distributor	Local Government	0	2	11	70-80 km/hr
Baldvis Road	Regional Distributor	Local Government	0	2	8	80 km/hr
Kerosene Lane	Access Road	Local Government	0	2	7	60-80 km/hr

Source: Main Roads WA Road Information Mapping System & Metro Map

*Shared Path Along the Road

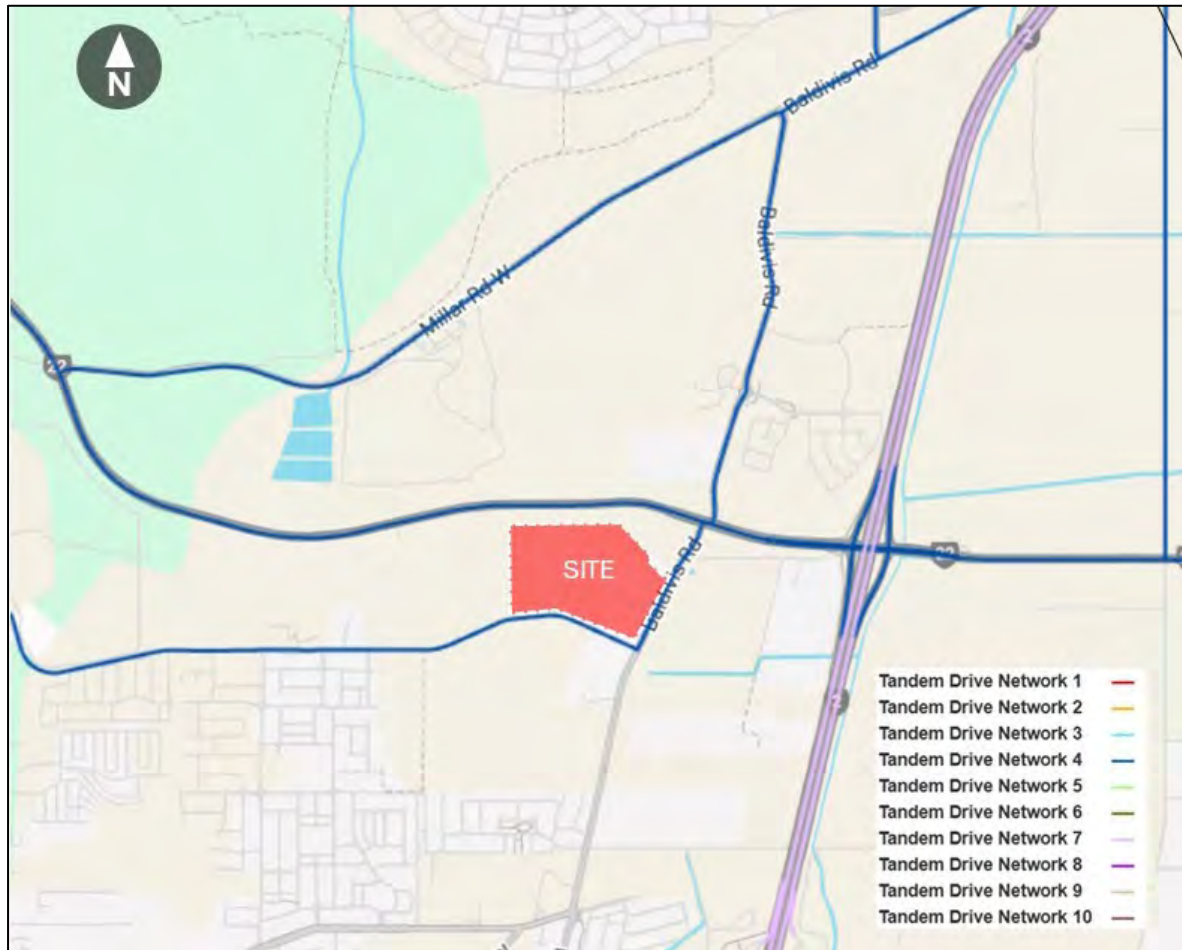
4.2 Kulija Road / Baldvis Road Intersection Upgrade

\$7 million has been allocated by the State Government to deliver upgrades to the Kulija Road and Baldvis Road intersection. The improvements will include new traffic signals and an additional westbound through lane on Kulija Road to allow traffic to pass slower moving vehicles up the hill and avoid the risk of traffic queuing back to the freeway interchange in the morning peak periods.

4.3 Existing RAV Network

The existing Restricted Access Vehicle (RAV) network is shown in **Figure 7**. The Kwinana Freeway is approved for vehicles up to RAV 7, while Kerosene Lane, Baldivis Road, and Kulija Road are approved for vehicles up to RAV 4 classification.

Figure 7 – RAV Network Map



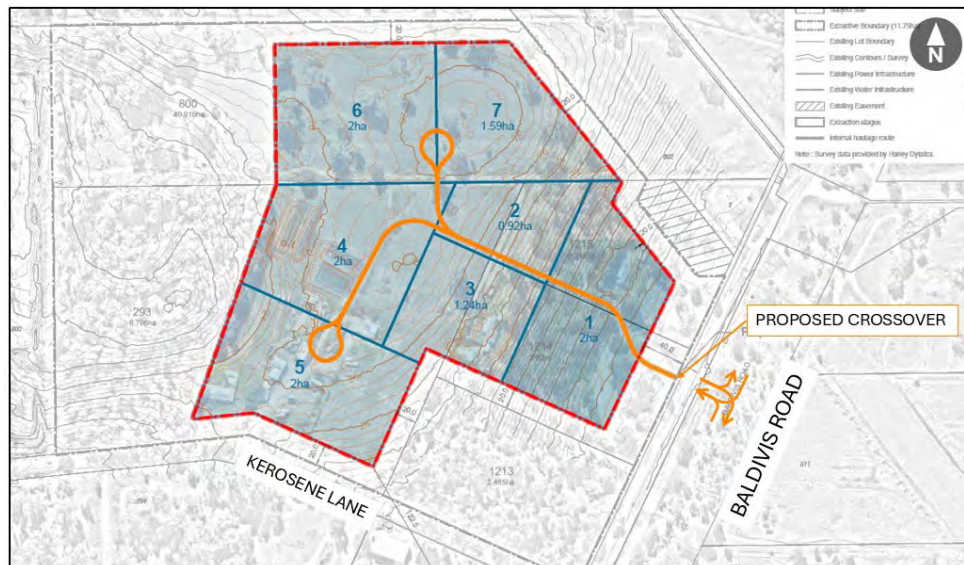
Source: Main Roads WA HVS Network Map

5 VEHICULAR ACCESS ARRANGEMENTS

One (1) access crossing along Baldvis Road will provide access to vehicles to/from the proposed development, as shown in **Figure 8**. The access will be designed to accommodate the Sites design vehicle and will be sealed for at least the first 20m into the Site.

The Austroads guidance recommends upstream spacing of 210m and downstream spacing of 126m for access on an 80km/h rural road. The proposed driveway location complies with the spacing recommended in Austroads guidelines.

Figure 8 – Access Arrangements



Source: Element Advisory

Two assessment scenarios have been requested by the client to determine the most appropriate access arrangement. The scenarios and the assumed traffic distribution are shown in **Figure 9** and **Figure 10** defined as follows:

- » Scenario 1 - Existing Road Network
 - 19.0m trucks head south along Baldvis then onto Kerosene Lane
 - 19.0m trucks head north along Baldvis and left only onto Kulija Road
- » Scenario 2 - After Baldvis/Kulija intersection upgrade
 - 19.0m trucks head south along Baldvis then onto Kerosene Lane
 - 19.0m trucks head north along Baldvis and left/right onto Kulija Road

6 SWEPT PATH ANALYSIS

A swept path analysis was undertaken for a 19m semi-trailer at the Baldvis Road / Kulija Road and Baldvis Road / Kerosene Lane intersection.

The swept path analysis is satisfactory and allows for safe and efficient vehicle manoeuvring for all the movements of a 19m semi-trailer, as shown in **Figure 11** to **Figure 14**.

Figure 11 – 19.0m Semi-Trailer Swept Path – Baldvis Road/ Kulija Road Intersection LIFO

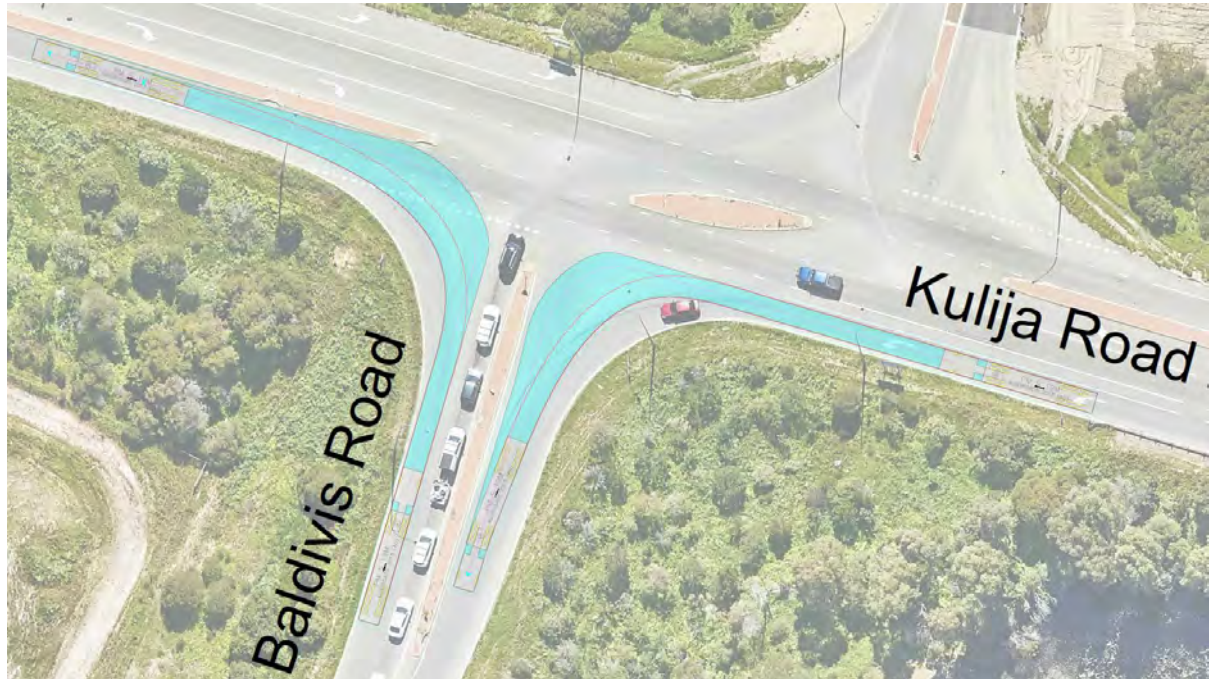


Figure 12 – 19.0m Semi Trailer Swept Path – Baldvis Road/ Kulija Road Intersection RIRO

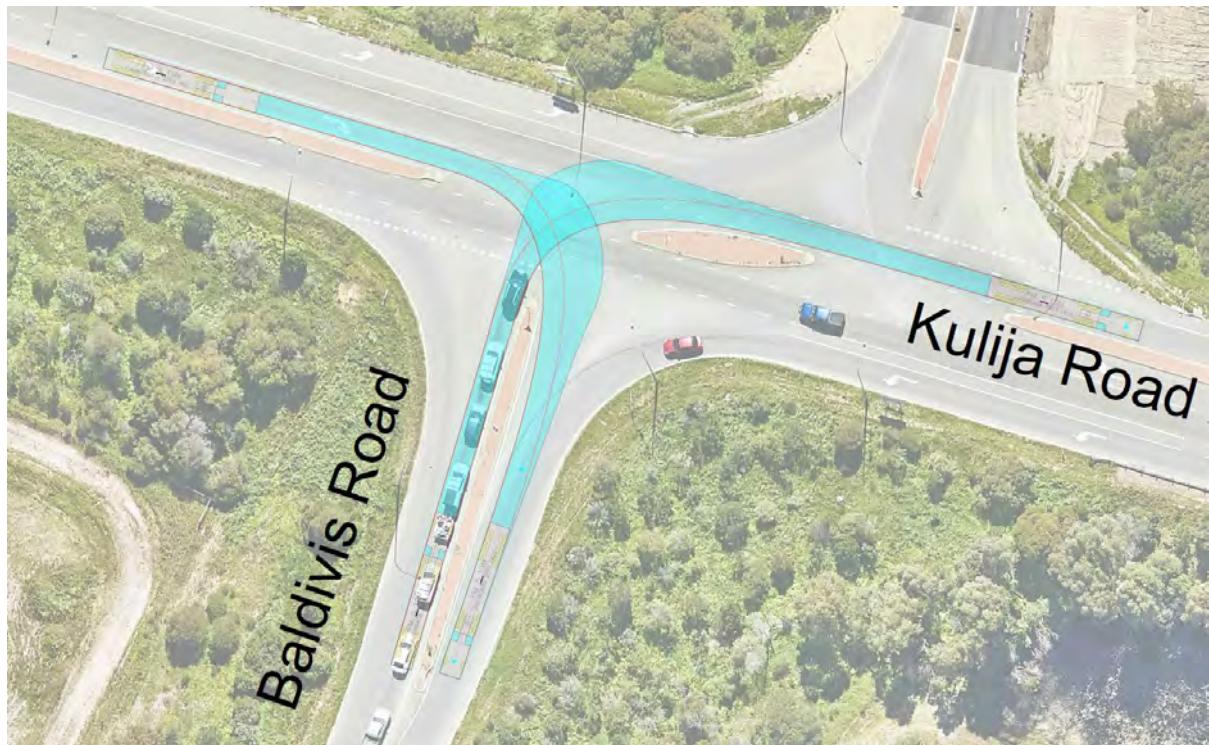


Figure 13 – 19m Semi-trailer Swept Path – Baldvis Road/ Kerosene Lane Intersection – Left turn



Figure 14 – 19m Semi-trailer Swept Path – Baldvis Road/ Kerosene Lane Intersection – Right turn



7 HOURS OF OPERATION

The standard operating hours of the Site are expected to be 7:00am-5:00pm Monday to Friday and 7:00am-12:00pm Saturdays, excluding public holidays.

8 PUBLIC TRANSPORT ACCESS

8.1 Existing Public Transport Services

One Transperth bus service operates within the surrounding area. **Figure 15** shows the surrounding bus route, while the bus service frequency is summarised in **Table 4**.

Figure 15 – Existing Bus Routes



Source: Transperth

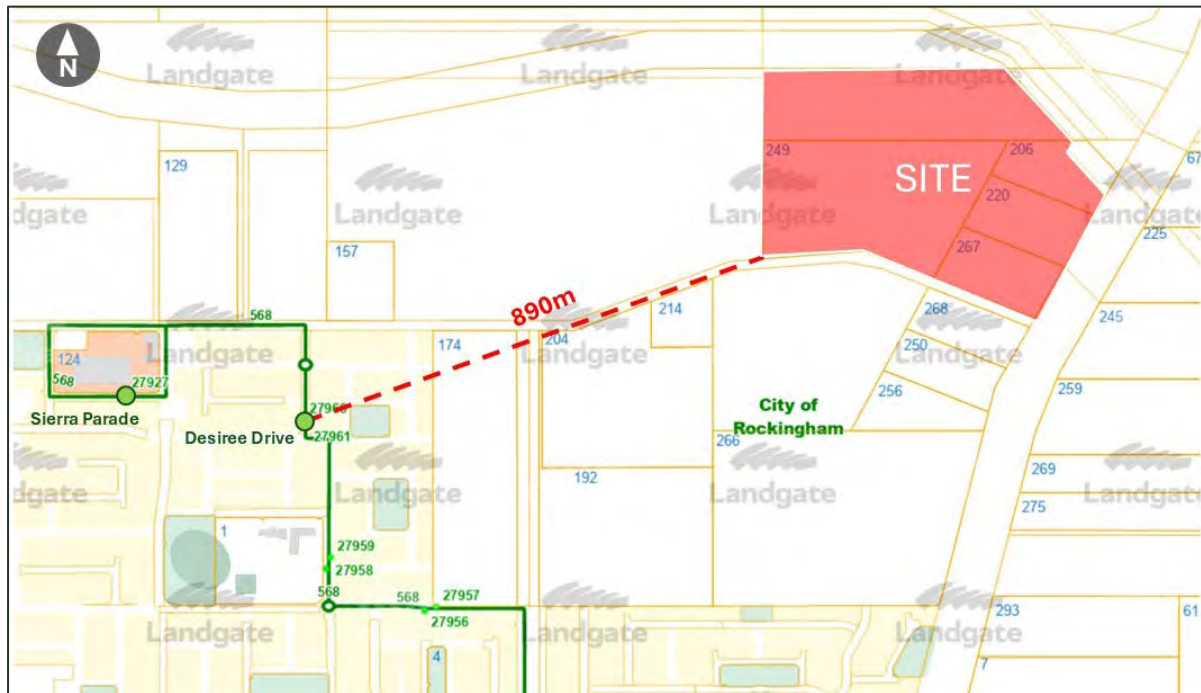
Table 4 – Bus Service Routes and Frequencies

Bus Route	Route Description	Arrival Time		
		Fridays	Sundays	Other Weekdays and Saturday
568	Warnbro Station - Baldvis <i>Via Norseman App</i>	9 services per peak hour	1 service per hour	1 service per hour

8.2 Nearest Bus Stops/ Train Stations

The nearest bus stop to the Site is located in Desiree Drive (Between Dunning Street and Rubylou Crescent), as shown in Figure 16. The nearest bus stop is 890 metres from the Site.

Figure 16 – Location of Nearby Bus Stops



Source: Landgate and Google Maps

8.3 Pedestrian/Cycle Links to Bus Stops/ Train Station

As shown in **Figure 16**, no bus stop is within 800 metres walkable distance to/from the Site.

8.4 Future Public Transport Facilities

There are no intermediate to medium-term changes proposed to the surrounding area within the vicinity of the Site.

9 PEDESTRIAN AND CYCLING FACILITIES

9.1 Existing Pedestrian/Cycle Networks

No pedestrian or cycle networks are present within the proximity of the Site.

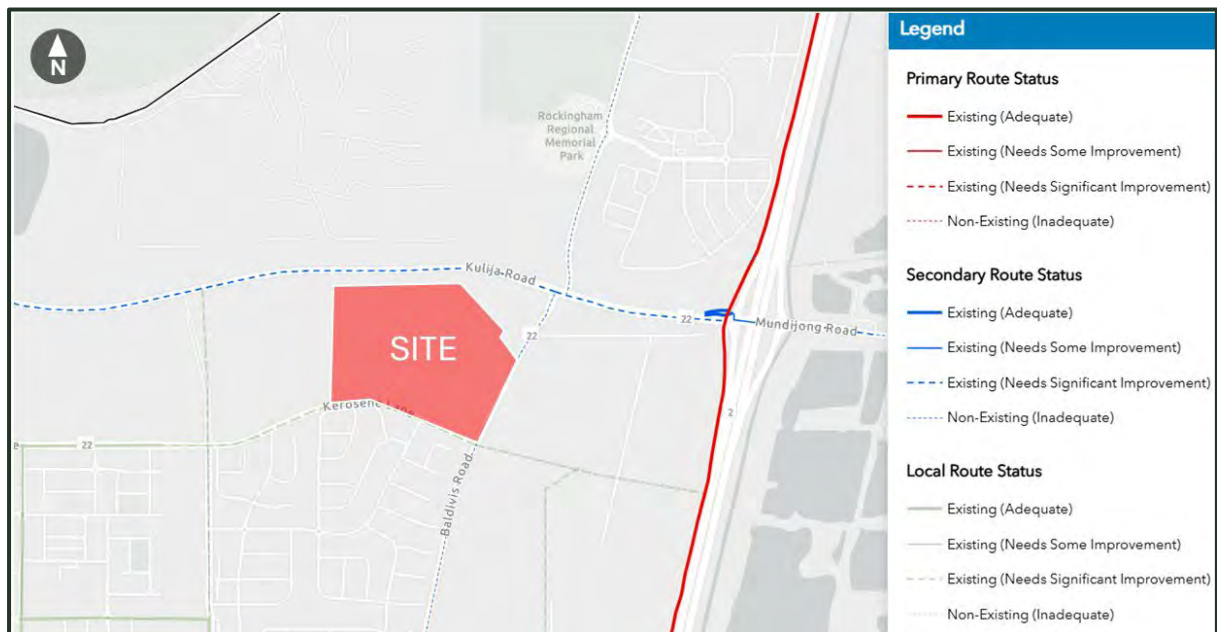
9.2 Proposed Pedestrian/ Cycle Facilities within Development

There are no other proposed pedestrian and cycle facilities within the development aside from the requirements to provide access to the facilities.

9.3 Existing Pedestrian/ Cycle Facilities on the Surrounding Roads

Figure 17 shows the existing pedestrian and cycle network within the proximity of the Site. Kulija Road is a secondary route, while Kerosene Lane is a local route, both of which need significant improvements. On the other hand, Baldivis Road is classified as a secondary route with an inadequate active transport facility.

Figure 17 – Existing Pedestrian/Cycle Network

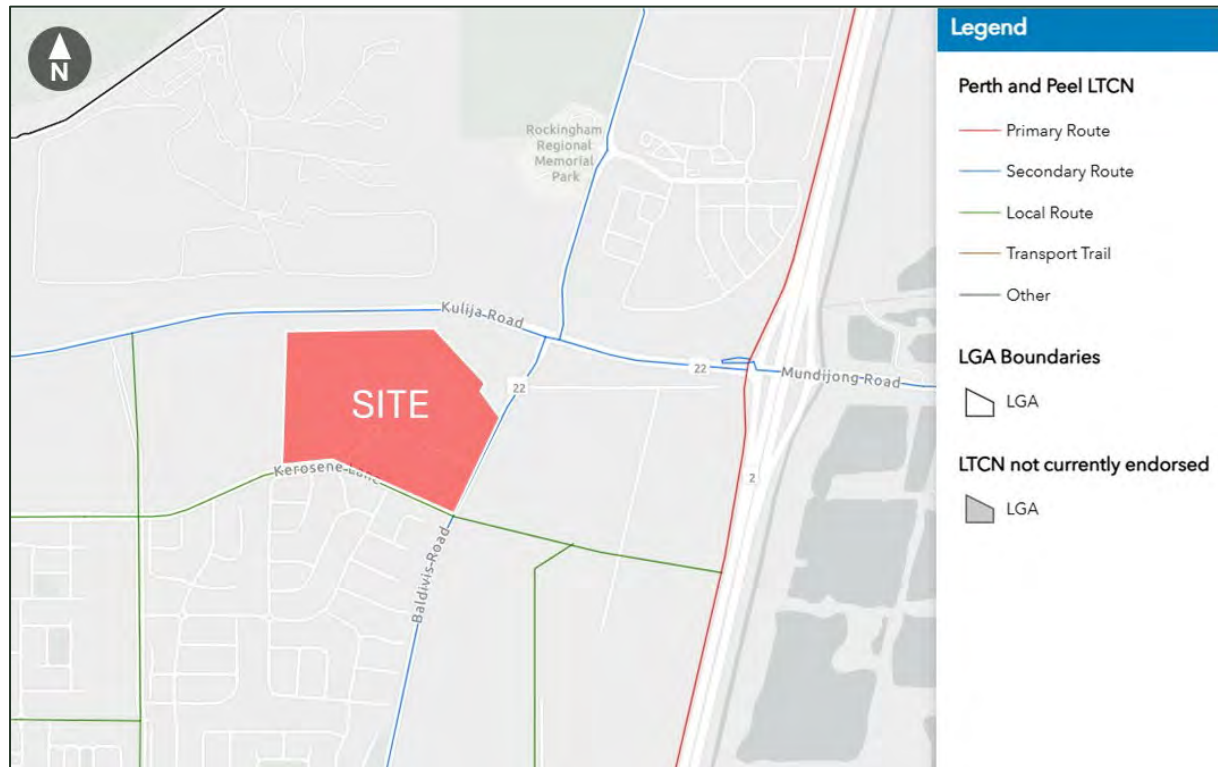


Source: Perth and Peel Long-Term Cycle Network

9.4 Proposals to Improve Pedestrian/Cycle Access

The ultimate design of the pedestrian/cycle network around the Site is shown in Figure 18. Kulija Road and Baldivis Road are classified as secondary routes, while Kerosene Lane is classified as a local route.

Figure 18 – Future Pedestrian/Cycle Network



Source: Perth and Peel Long-Term Cycle Network

10 SITE SPECIFIC ISSUES

10.1 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2020 to 31 December 2024.

The crash locations and severity of these crashes for midblock crashes are illustrated in **Figure 19**. While **Table 5** provides a summary of all crashes that occurred within the vicinity of the Site.

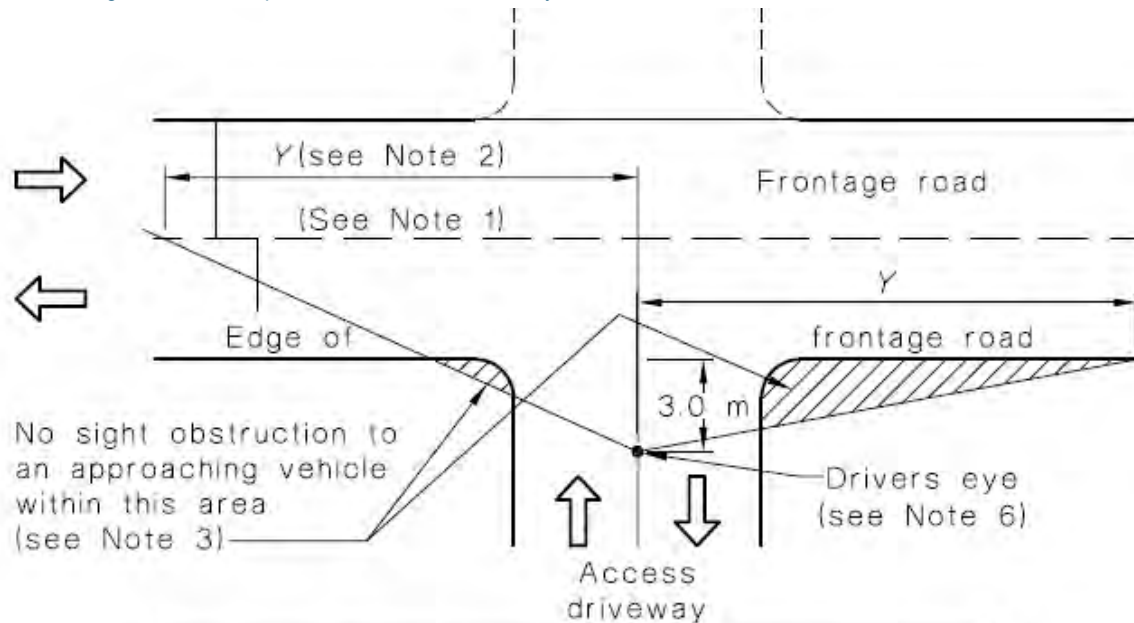
Table 5 – Total Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Kulija Road / Balddivis Road						
Right Angle	-	2	4	10	1	17
Rear End	-	-	11	13	8	32
Right Turn Thru	-	-	-	2	-	2
Sideswipe Same Dirn				2	1	3
Sub-total	-	2	15	27	10	54
Balddivis Road / Kerosene Lane						
Hit Object	-	1	-	-	-	1
Rear End	-	-	6	5	-	11
Right Angle	-	-	1	3	-	4
Sub-total	-	1	7	8	-	16
Balddivis Road/Bodman Place						
Rear End	-	-	-	1		1
Sub-total	-	-	-	1	-	1
Balddivis Road Midblock						
Rear End	-	-	-	1	-	1
Hit Object	-	-	-	1	-	1
No Record	-	-	-	-	1	1
Sub-total	-	-	-	2	1	3

10.2 Sight Lines

An assessment for sight lines along the frontage of the proposed hauling Site access road was undertaken in accordance with AS2890.2 – 2002 *Parking Facilities: Off-street Commercial Vehicle Facilities*, as illustrated in **Figure 20**. **Figure 21** show the sightline assessments near the proposed crossovers.

Figure 20 – Sight Distance Requirements at Access Driveways



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road (Note 5) m	
	5 s gap	8 s gap
40	55	89
50	69	111
60	83	133
70	97	156
80	111	178
90	125	200
100	139	222
110	153	244

Source: AS2890.2 – 2002 *Parking Facilities: Off-street Commercial Vehicle Facilities*

Baldivis Road Drive has a speed limit of 80 km/h. A sight distance of 111 metres from both sides of the access crossings was drawn and checked. No objects were found hindering the line of sight of drivers approaching both sides of the access crossover.

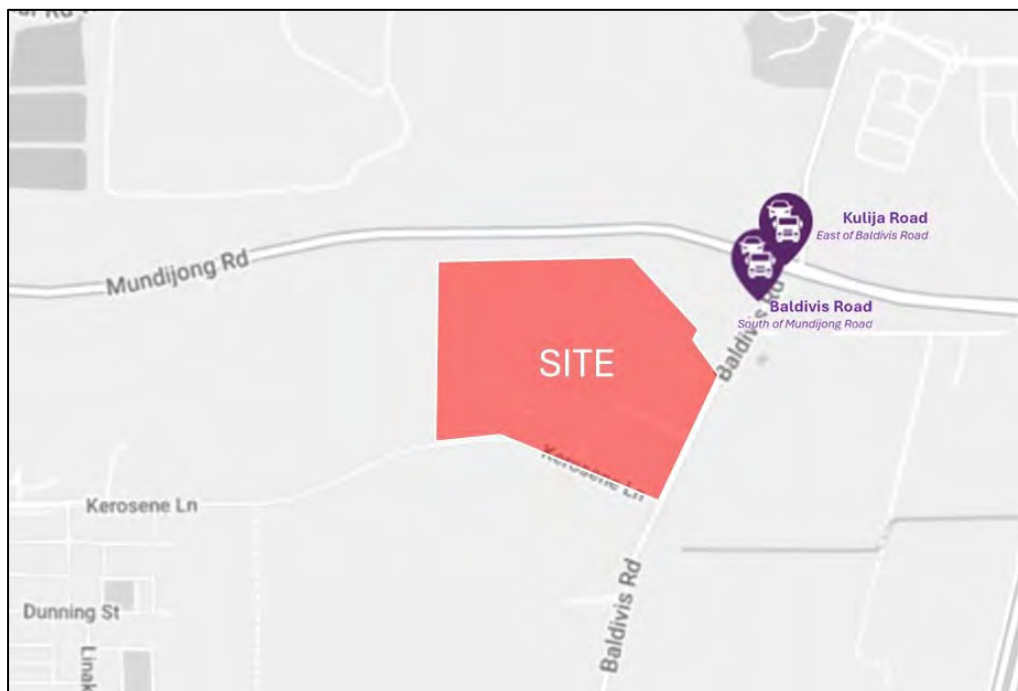
Figure 21 – Sight Lines



10.3 Turn Warrant Assessment

Traffic volumes on Baldvis Road and Kerosene Lane were obtained from the Main Roads WA's Traffic Map database in the area and the City, respectively. These traffic volumes were used as an input for the turn warrant assessment, shown in **Figure 22**. These are summarised and presented in **Table 6** and **Table 7**.

Figure 22 – Traffic Data Location



Source: Traffic Map, Main Roads Western Australia

Table 6 – Existing Traffic Volumes (Baldvis Road)

Site	Year	NB Traffic (vph)	SB Traffic (vph)	HV%	Speed Limit
Baldvis Road South of Mundijong (Kulija) Road	2020/21	236 (16:00 PM)	790 (16:00 PM)	6.1%	80 km/h

Source: Traffic Map, Main Roads Western Australia

Table 7 – Existing Traffic Volumes (Kerosene Lane)

Site	Year	EB Traffic (vph)	WB Traffic (vph)	HV%	Speed Limit
Kerosene Lane West of Baldvis Road	2025	110 (16:00 PM)	192 (15:00 PM)	6.2%	80 km/h

Source: City of Rockingham

An intersection turn warrant assessment for Baldvis Road/ Kerosene Lane was undertaken based on Main Roads WA's *Supplement to Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossing Management*. It was conducted to determine the type of turn treatment required for the intersection. It was assumed that 70% of the traffic on Kerosene Lane comes to/from north of Baldvis Road. Also, to undertake a conservative analysis in the post-development scenario, all the development traffic (5 in and 5 out) is assigned towards Kerosene Lane.

The turn warrant assessment for the existing traffic volumes is shown in **Figure 23** and for the post-development traffic volumes is shown in **Figure 24**.

The assessment shows that the appropriate turn treatment at the Baldvis Road/ Kerosene Lane intersection is a channelised right (CHR) and a channelised left (BAL) treatment, both in the existing and post-development scenarios.

It is acknowledged that the intersection needs an upgrade; however, the intersection is currently not as per standard, and the upgrade is not triggered by the proposed development.

Figure 23 – Turn Warrant Assessment – Existing Traffic

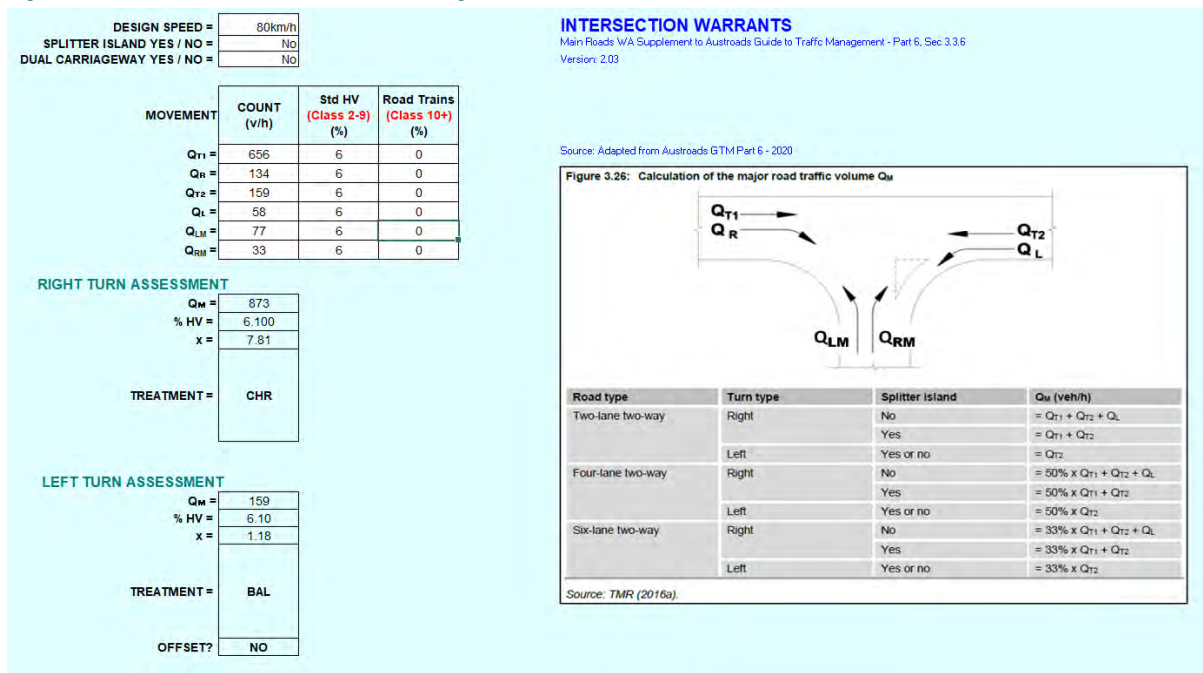
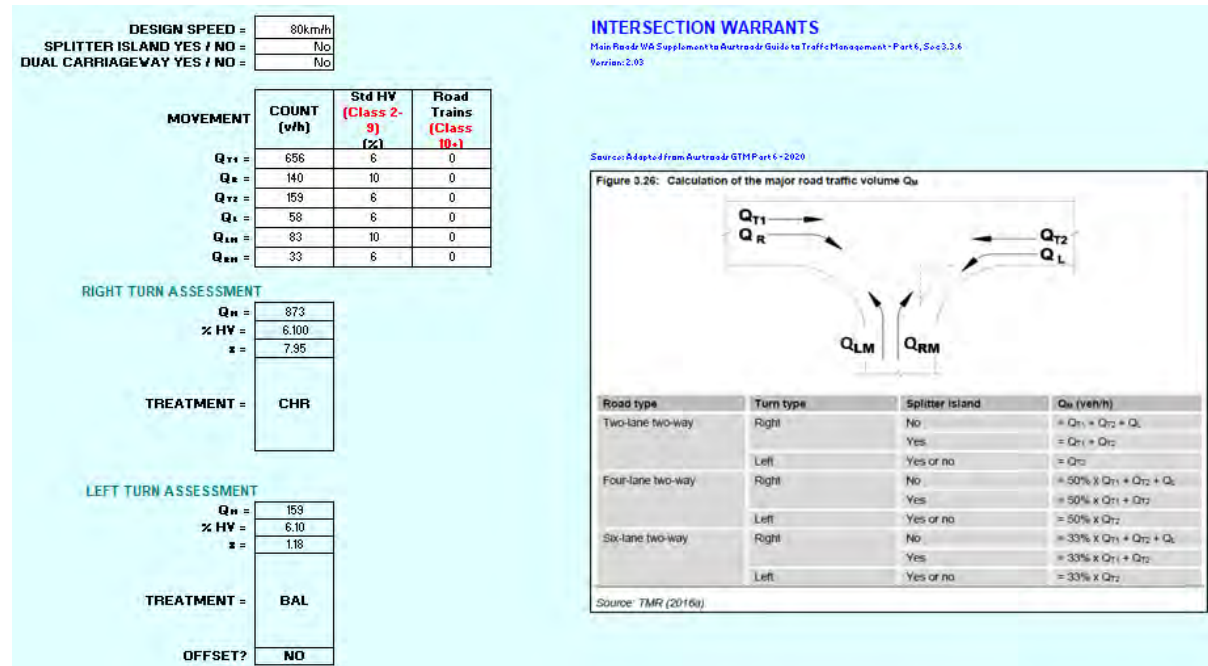


Figure 24 – Turn Warrant Assessment – Post Development



11 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016); the checklist is included in Appendix A.

The following conclusions can be drawn from this TIS:

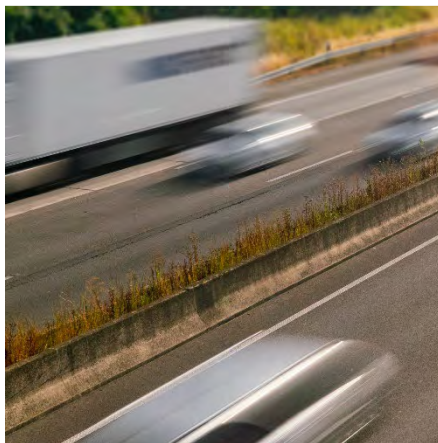
- » The Site is located at Lot 293, 800, 1213, 1214, 1215 Baldivis Road, Baldivis, within the City of Rockingham, approximately 38.8 kilometres south of the Perth CBD.
- » The Site currently has an extraction site, residential, and other rural developments and is zoned “Rural” under the Town Planning Scheme No. 2.
- » The proposed development involves 11.75 hectares of an extractive site.
- » The facility is proposed to operate 10 hours on weekdays and 5 hours on Saturdays.
- » The proposed development is expected to generate up to 20 vehicle trips during the AM and PM peak periods.
- » The sight line at the intersection complies with the requirements specified in the Australian Standards.

Overall, it is not expected that the proposed development will have an adverse impact on road safety or traffic operations in the surrounding area. Funding is already in place to deliver upgrades to the Baldivis Road and Kulija Road intersection, including new traffic signals and an additional westbound through lane on Kulija Road.



Appendix A

WAPC CHECKLIST FOR INDIVIDUAL
DEVELOPMENT - TRANSPORT
IMPACT STATEMENT

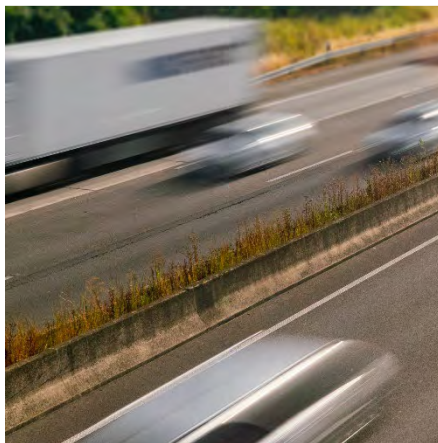


APPENDIX A – WAPC CHECKLIST

Item	Status	Comments/Proposal
Proposed Development	Section 2	
proposed land uses	Section 2.3	
existing land uses	Section 2.2	
context with surrounds	Section 2.4	
Vehicular access and parking	Section 4	
access arrangements	Section 4.1	
public, private, disabled parking set down/pick up	Section 4.2	
Service vehicles (non-residential)	Section 5	
waste collection	Section 5.1	
on/off-site loading facilities	Section 5.2	
Swept path analysis	Section 5.3	
Hours of Operation	Section 6	
Traffic management on frontage streets	Section 7	
Public transport access	Section 8	
Existing public transport services	Section 8.1	
nearest bus stops/train stations	Section 8.2	
pedestrian/cycle links to bus stops/ train station	Section 8.3	
Future public transport facilities	Section 8.4	
Pedestrian and Cycle access/facilities	Section 9	
existing pedestrian and cycle networks	Section 9.1	
proposed pedestrian and cycle facilities within the development	Section 9.2	
existing pedestrian/cycle facilities on surrounding roads	Section 9.3	
proposals to improve pedestrian/ cycle access	Section 9.4	
Site specific issues	Section 10	
Summary	Section 11	

Appendix B

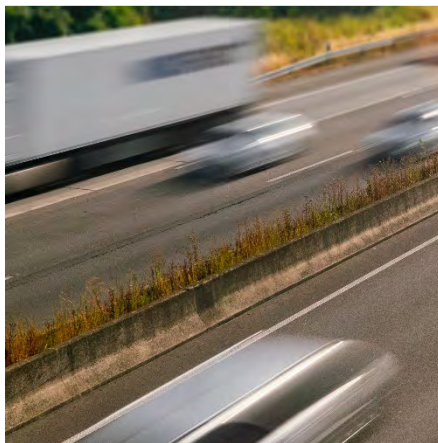
SITE PLANS



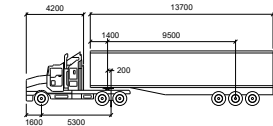
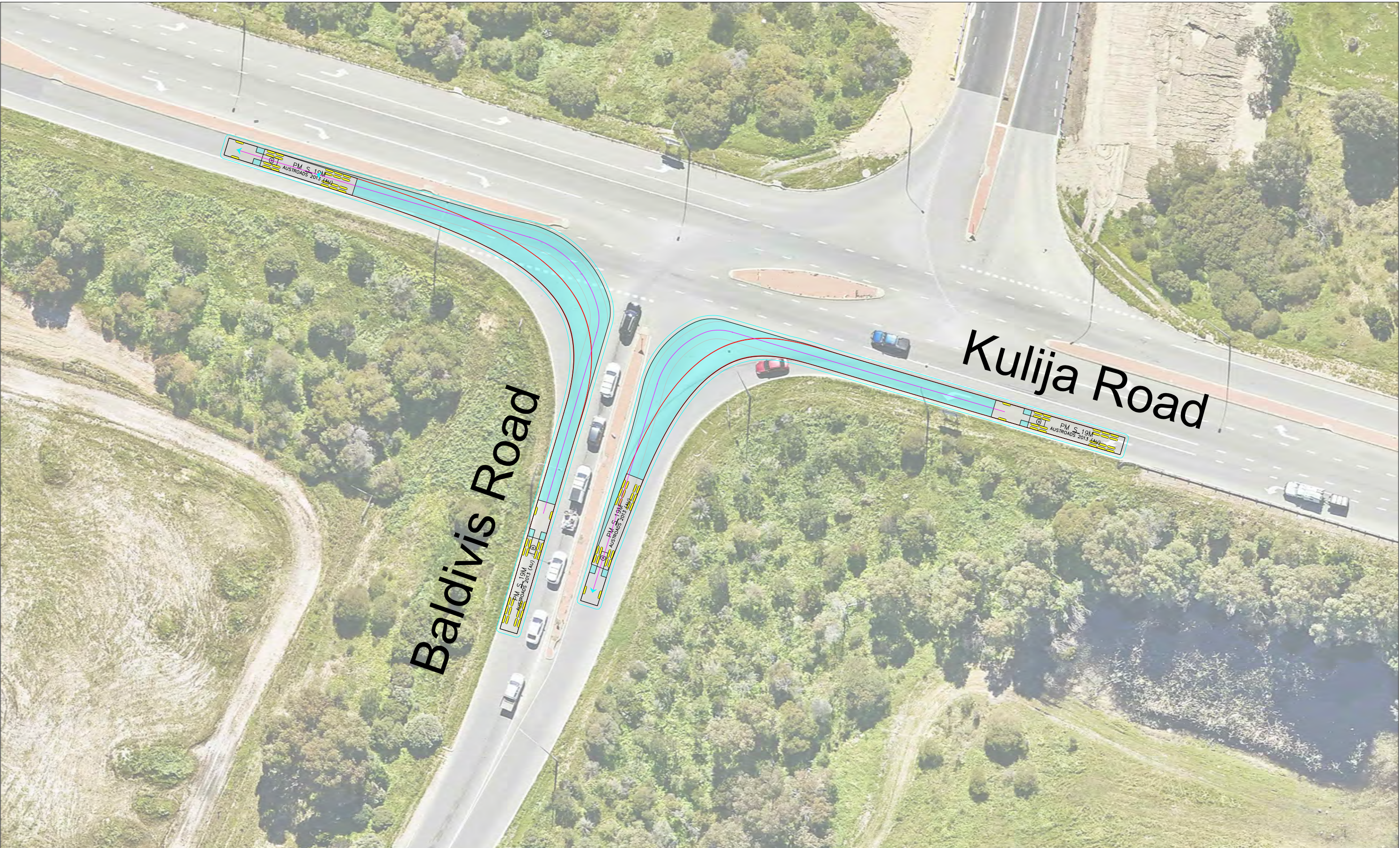


Appendix C

SWEPT PATHS

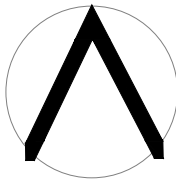


APPENDIX C – SWEPT PATHS



PM S 19M			
Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 27.8
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

North



Prepared for
Element SLR

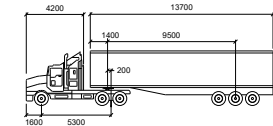
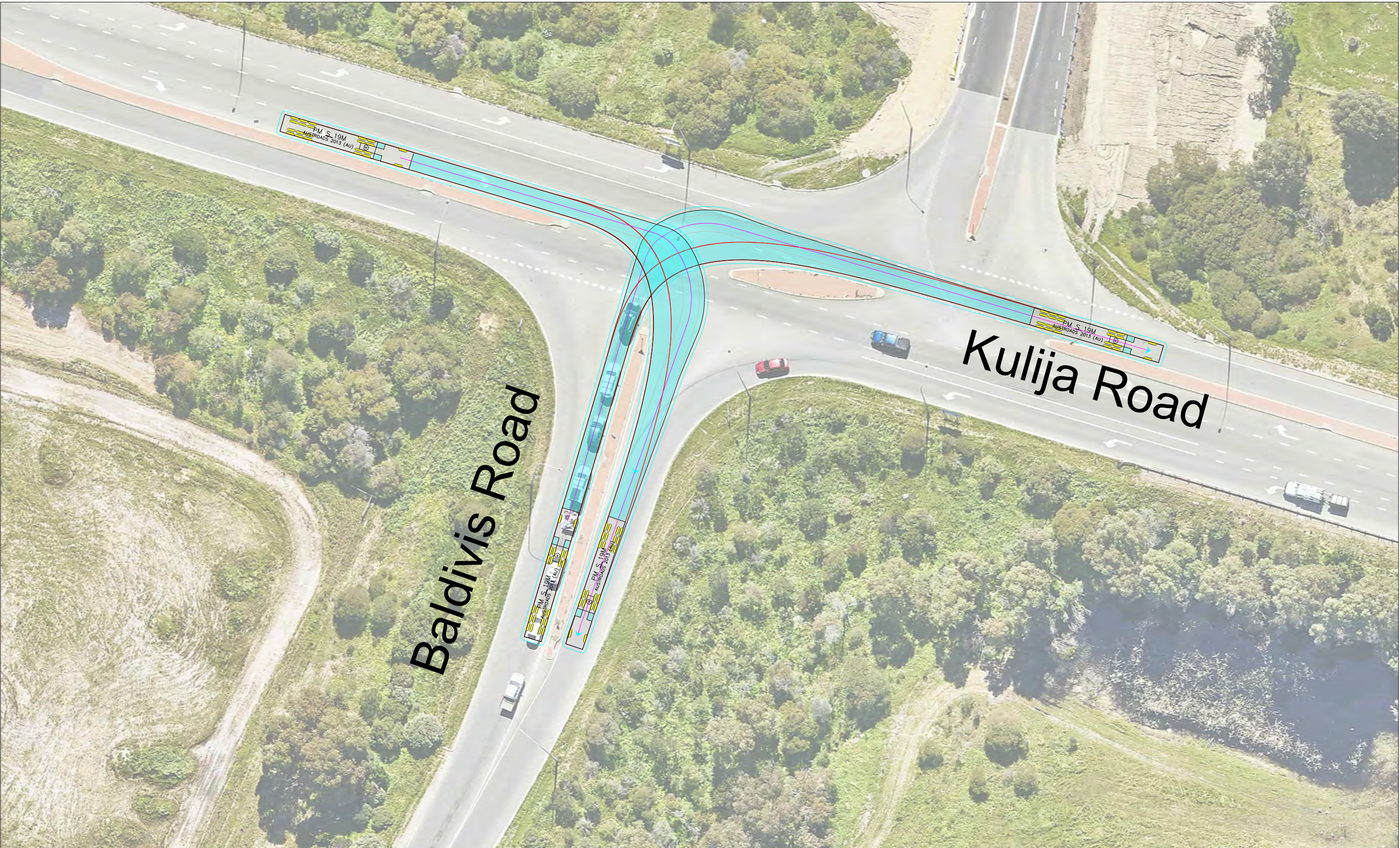


PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

Drawing Title:
SWEPT PATHS DRAWING

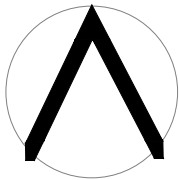
206 Baldivis Road, Baldivis

Drawn LH	Designed SB	Approved SJL	Scale @ A3	Drawing Status DRAFT
Date 13/11/25	Project No. PTG.03325	DWG No. D01	Revision A	



PM S 19M			
Tractor Width	: 2500	Lock to Lock Time	: 6.0
Tractor Length	: 2500	Steering Angle	: 27.8
Tractor Track	: 2500	Articulating Angle	: 70.0
Tractor Track	: 2500		

North



Prepared for
Element SLR

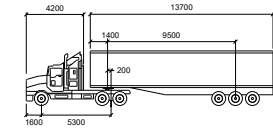


PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

Drawing Title:
SWEPT PATHS DRAWING

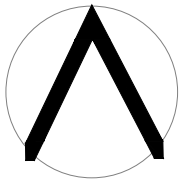
206 Baldivis Road, Baldivis

Drawn LH	Designed SB	Approved SJL	Scale @ A3	Drawing Status DRAFT
Date 13/11/25	Project No. PTG.03325	DWG No. D02	Revision A	



Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 27.8
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

North



Prepared for
Element SLR

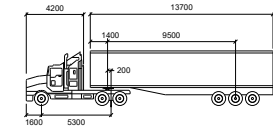


PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

Drawing Title:
SWEPT PATHS DRAWING

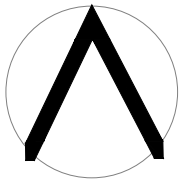
206 Baldivis Road, Baldivis

Drawn LH	Designed SB	Approved SJL	Scale @ A3	Drawing Status DRAFT
Date 13/11/25	Project No. PTG.03325	DWG No. D03	Revision A	



Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 27.8
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

North



Prepared for
Element SLR

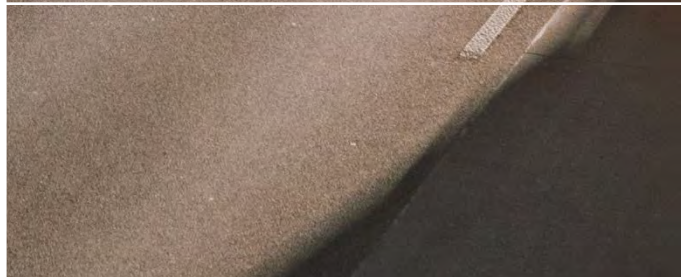


PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

Drawing Title:
SWEPT PATHS DRAWING

206 Baldivis Road, Baldivis

Drawn LH	Designed SB	Approved SJL	Scale @ A3	Drawing Status DRAFT
Date 13/11/25	Project No. PTG.03325	DWG No. D04	Revision A	



ptg
consulting

www.ptgconsulting.com.au