Katanning Gold Project

Traffic Impact Assessment

Prepared for Ausgold

24 July 2025

Project Number: TC24028

DOCUMENT CONTROL

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Approval for Release

Name	Position	File Reference
Joseph Mowat	Civil Engineer	TC24028_Ausgold Katanning TIA_2.0
Signature	Joseph Mowat Digitally signed by Joseph Mowat DN: C=AU, E=joseph.mowat@talisconsultants.com.au, O=Talis Consultants, CN=Joseph Mowat Reason: I am approving this document Date: 2025.07.25 00:08:39+08'00'	

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1 Introduction

1.1 Background

Talis Consultants was commissioned by the Ausgold Limited ("the Client"), to prepare a Traffic Impact Assessment (TIA) to support the proposed Katanning Gold Project on Wolyaming Road ("the Site").

Ausgold Limited is a Perth-based gold exploration and development company with the primary focus being the 100% owned Katanning Gold Project, which covers approximately 3,500km² of the Katanning greenstone belt in south-western Western Australia (WA).

Ausgold intends to develop the proposed Katanning Gold Project, located 37 kilometres north-east of the town of Katanning in Western Australia (WA). The Project involves mining via open pit methods and will include a processing plant, waste rock dumps, tailings storage facility and associated supporting infrastructure.

This report provides an assessment of anticipated traffic impacts during construction and operational phases of the proposed development. Any required traffic management plans, permits and controls for construction activities will be the responsibility of the engaged Construction contractors and heavy haulage contractors prior to carrying out construction or restricted access vehicle activities, and are beyond the scope of this report.

A staff camp site is intended to be established to accommodate workers of the mine site operation, with plans and exact site location of this camp site currently being investigated by the Client. Traffic impacts specific to the camp site are not covered in this report and will be addressed in the eventual development application process for the camp site.

Proposed operations involve recovered resources being processed/ refined onsite and exported as bullion bars. Consumables and reagents for processing operations will be transported to site from Great Southern Hwy via the existing heavy haulage route and Warren Road, with access to the site plant facility from Stanley Road.

1.2 Site Location

The Site is located within the Shire of Katanning. Extent of proposed development and access routes to the proposed Site from Katanning are shown in Figure 1-1.

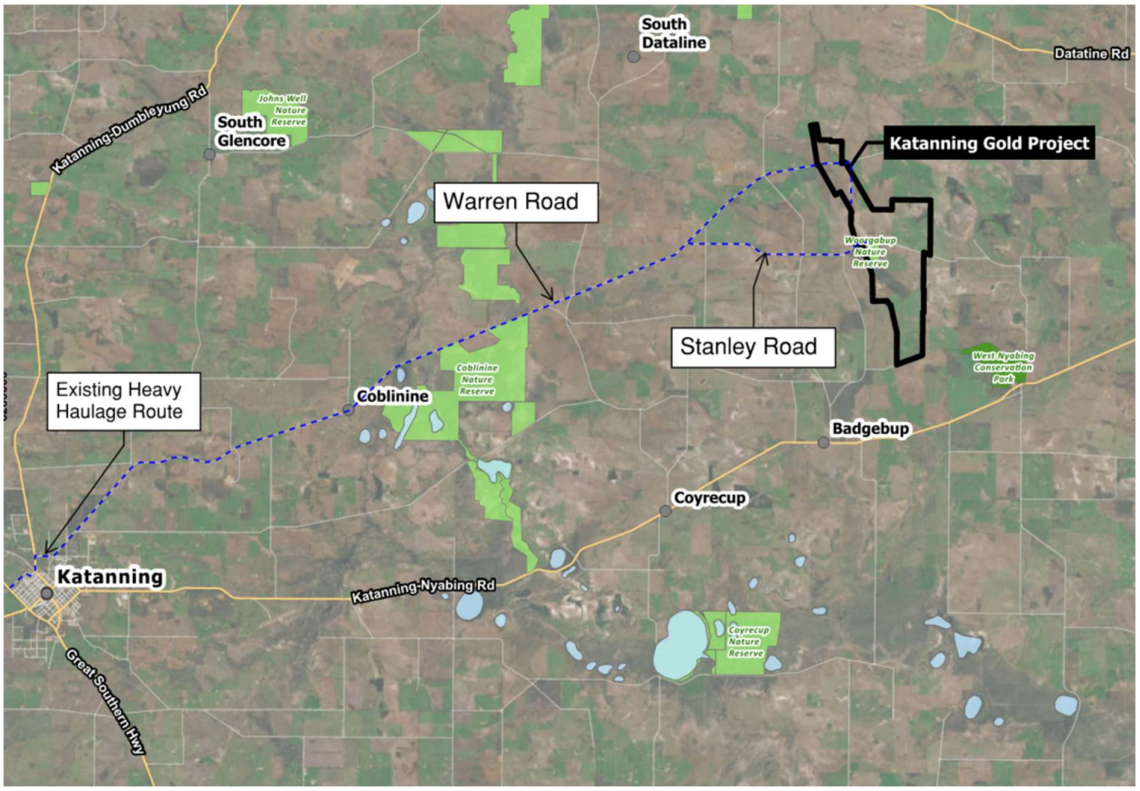

Figure 1-1: Proposed Development Site Location and Site Access Routes

1.3 Proposed Development Summary

Ausgold is planning to develop an open cut mining operation (The Project) and a 3.6 million tonnes per annum (Mtpa) processing facility at the Site which is located within the Shire of Katanning, approximately 275 km southeast of Perth and 37 km northeast of Katanning.

Mining will be by conventional open cut operation using rigid dump trucks and backhoe excavators mining up to 35 Mtpa total material (TMM). Typical TMM rates will be lower in effect with optimal rates of ore at grade (3.6 Mtpa) to be delivered to the gold processing circuit at site.

Ore will be processed using single stage crushing, grinding and conventional gold processing Carbon in Leach (CIL) technology to produce gold bullion which will be transported to a nearby gold refinery for further processing.

It is expected the proposed operation will process the reserve of 1.19 million contained ounces of gold and facilitate an annual average production rate of 3.6 million tonnes per annum (Mtpa) operation over a 10-year LoM. Gold doré will be transported to the Perth Mint and refined into high-purity gold.

A copy of the proposed site layout is provided for reference in Appendix A.

1.4 Site Context and Surrounding Land

The existing surrounding land use is predominantly Rural, with existing 'Public Open Space' and 'Public Purposes' lots designated within the proposed development envelope, which are current utilised by the Rifle Range. Public access to the rifle range will be maintained throughout construction and

operation phases of the proposed development. It is noted that public access routes from the West via Stanley Road to the rifle range will remain unchanged. Visitors to the rifle range from the East will be required to access via Katanning-Nyabing Hwy and Wolyaming Road. It is recommended that wayfinding signage is installed to assist any public visitors, or site delivery drivers in efficiently identify respective access points.

In relation to the transport, operational traffic anticipated to be generated from the proposed development is generally compatible with existing land and public road use.

A detailed land use map is provided for reference in Appendix B.

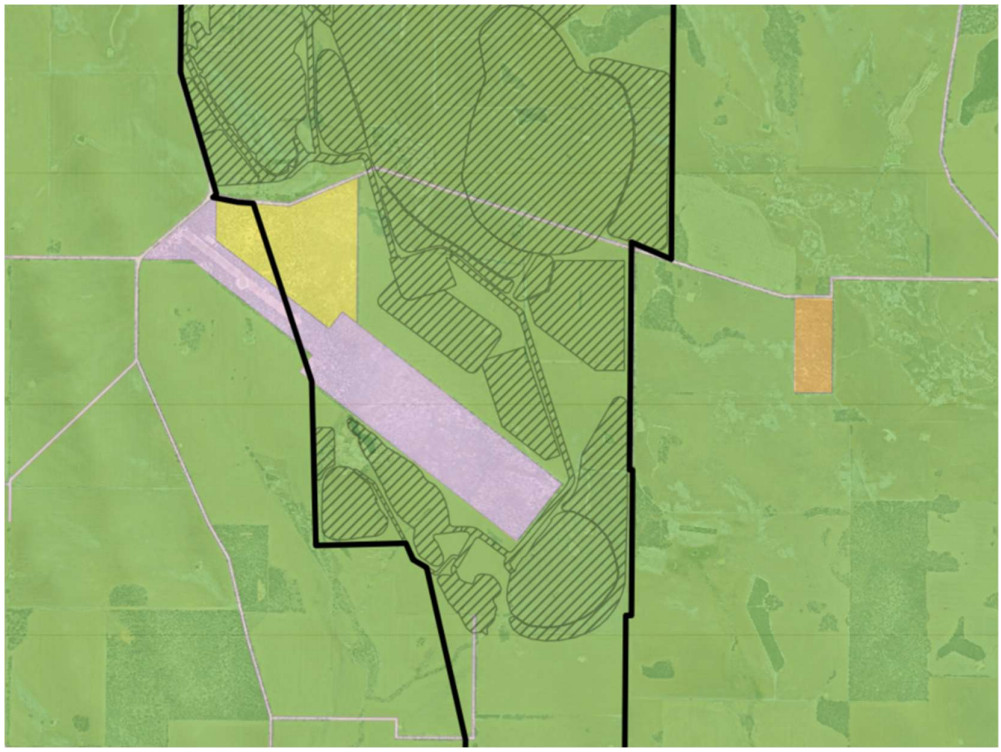

Figure 1-2: Public Land Use within Proposed Development Envelope

1.5 Existing Network

The existing network assessed in preparing this report includes proposed access route from Great Southern Road/ Katanning-Dumbleyung Rd intersection to Site, shown as the blue dashed line in Figure 1-1.

There are several schools in Katanning near the proposed access routes, it is noted that the roads proposed to be accessed by the Site on roads within school bus routes are existing heavy haulage routes currently being regularly utilised by B-double trucks.

Table 1-1: Existing Local Road Network Summary

Road/Street Name	Hierarchy Class (MRWA)	Reserve Jurisdiction	Road Traffic (Mid-block)			Walking and Cycling		
			Posted Speed (km/hr)	Traffic Lane No.	Avg. Lane Width	Footpath Locations	Avg. Path Width	PSP or Dedicated Cycle Path
Warren Rd (SLK 0 - SLK 0.3)	Local Distributor	Shire of Katanning	60	2-Lane	3.5 meters	East	1.5m Wide	None
Warren Rd (SLK 0.3 - SLK 1.0)	Local Distributor	Shire of Katanning	60	2-Lane	3.5 meters	None	N/A	None
Warren Rd (SLK 1.0 - SLK 2.23)	Local Distributor	Shire of Katanning	90	Two-way no line marking	6.5 meters	None	N/A	None
Warren Rd (SLK 2.23 - SLK 41.85)	Local Distributor	Shire of Katanning	90	Two-way no line marking	6.5 meters	None	N/A	None
Stanley Road	Access Road	Shire of Katanning	unzoned	Two-way unsealed	6.5	None	N/A	None
Wolyaming Road	Access Road	Shire of Katanning	Unzoned	Two-way unsealed	6	None	N/A	None

1.6 Traffic Volumes

Existing traffic counts have been provided for several locations in the immediate vicinity of the proposed site, and near the Katanning Townsite along the existing heavy haulage route. A summary of existing traffic count data is provided in Table 1-2, and Traffic count data provided in Appendix C.

Existing traffic data for the surrounding road network were provided by Ausgold and the Shire, which are summarised in Table 1-2.

Table 1-2: Existing Traffic Volumes Summary

Road	Source	Existing Traffic Volumes	
		Annual Average Daily Traffic (AADT)	(%HV)
Warren Road – 1 km west of Wolyaming Road	Client	27	59.93
Katanning-Dumbleyung Road SLK 1.686	Shire	761	23.63

A site inspection was undertaken by Talis Consultants on 26 March and 27 March 2025 to determine representative AM and PM peak traffic volumes of the following intersections, which are most likely to be affected by the proposed development:

- Warren Road and Marmion Street West, and
- Marmion Street West and Dumbleyung Road.

Existing traffic volumes were assessed by counting traffic movements of the above intersections over a 15-minute period during the middle of the peak hours. These representative counts were then multiplied by 4 to provide existing volumes during the peak hour.

2 Public Transport Facilities

2.1 Bus and Rail Services

There are no public passenger trains that operate from Perth to Katanning. A public passenger bus route from Perth to Esperance does service the Katanning town site. Talis are not aware of any public transport operating within Katanning town site.

2.2 Future Public Transport Facilities

Following review of PTA planned projects information, no information is available relating to any planned changes to the public transport within the area.

3 Active Transport Networks and Facilities

3.1 Existing Active Transport Network and Facilities

The existing road local road network does not currently have designated active transport facilities. Existing active transport facilities for each section of the proposed development access and haulage route are summarised below.

3.1.1 Warren Road

Existing Warren Road from Marmion Street West to Wolyaming Road is a sealed single carriageway with no existing footpath or cycle path.

3.1.2 Stanley Road

The section of Stanley Road proposed to be utilised for site transport operations runs from Warren Road to Wolyaming Road, which is an unsealed carriageway with no existing footpath or cycle path. The road has an unzoned speed limit.

3.1.3 Existing Heavy Haulage Route

The proposed transit route to site from Katanning along the local road network includes the heavy haulage route from Great Southern Hwy onto Dumbleyung Road, continuing to Oxley Road/ Henry Street to Warren Road.

3.1.3.1 *Marmion Street West*

Existing Marmion Street West is a sealed single carriageway with no existing footpath or cycle path.

3.1.3.2 *Oxley Road/ Henry Street*

Existing road segment is a sealed single carriageway with no existing footpath or cycle path.

3.1.4 Warren Road/ Mine Road Access

Existing Warren Road is bitumen sealed road up to the Wolyaming Road Intersection, with no existing footpath or cycle path.

3.2 Future Active Transport Networks and Facilities

The *Great Southern 2050 Cycling Strategy* aims to provide a strategic framework in developing long term regional active travel in line with State Government strategies including Primary, Secondary and local routes.

It is understood that the Draft Great Southern 2050 Cycling Strategy identifies Warren Road as an on-Road Cycling Route. Given that this is currently a heavy haulage route, it is expected that road improvements will be investigated to be undertaken to provide safe cycle facilities irrespective of proposed development.

Based on the primarily agricultural land uses surrounding the site from the intersection of Warren Road and Stanley Road, the unsealed road network is not considered to provide significant active transport amenity.

4 Proposed Development

Proposed operations include extracting ore and processing on site to export gold bullion as outlined in Section 1.3.

During operation, Stanley Road will provide access for operational vehicles and staff access. Stanley Road terminates at a T-intersection with Warren Road, at which point operational vehicles will continue towards the existing Heavy Haulage route running along the northern boundary of the Katanning town site, toward Great Southern Hwy.

Smith Road is proposed to being permanently truncated on the Eastern side of the proposed mine development. It is understood that Shire of Kent is an interested stakeholder for this truncation as Smith Road currently provides local access. The primary access route from Shire of Kent to Katanning via Katanning-Nyabing Road, is unimpacted by the proposed development.

Site operations are anticipated to commence in 2026 and continue for at least 10 years. Plant infrastructure and equipment are anticipated to be mobilised to site at commencement of the project. Proposed staging arrangements are detailed in Section 7 of this report.

Site operations will include a day shift and a night shift, with workers being housed in a proposed camp site near Katanning Townsite.

The proposed development plan for Ausgold Katanning Gold Project is shown in Appendix A.

4.1 Access Arrangements

Operational traffic will access the site from the western extent of existing Smith Road via Stanley Road. The existing Smith Road is required to be truncated to enable this development, with no public through-access east of Wolyaming Road.

The access arrangement for the proposed development is shown in Figure 4-1.

It is expected that during initial site establishment and construction activities, vehicles will continue to access site from Warren Road and heading south along Wolyaming Road.

Figure 4-1: Proposed Site Access

4.2 Development Traffic Generation

Anticipated trip generation has been determined based on the following information:

- All vehicles during Construction and operation will be approaching site from a common access route as outlined in Section 4.1.
- Workers will be accommodated at a proposed camp near Katanning town site and commute daily via company shuttle buses. It is understood that the daily morning changeover will occur between 0500-0600 prior to AM Peak, and the afternoon changeover will occur 1700-1800 within the PM peak.
- Maximum number of workers to be accommodated at the proposed camp is 250 during operational phase.
- A maximum peak of 350 people on site is projected, occurring towards the end of construction phase, in which site activities have commenced while other areas of the mine site and processing plant are being finalised.
- As the exported product from the mine is a refined product, the size and frequency of export haulage trucks is minimal in comparison to other mining or industrial activities.

Traffic generation relating to operational consumables supply accounting for deliveries to site are based on the following assumptions:

- All deliveries being heavy vehicles.
- Largest vehicle size anticipated to be 27.5m B-double.
- Deliveries to be scheduled outside public network peak hour periods.
- Construction of bulk earthworks including internal site access roads and detour routes will utilise site-won material and not require bulk haulage import via the external road network.

Inbound consumable supply has been estimated based on deliveries occurring only during weekdays. Due to the 7-day operation of the mine site, it is believed that this is a conservative assumption, with actual deliveries also likely to occur during the weekend. This assumption provides some contingency for service vehicles and ad hoc site deliveries in addition to specific items listed in the table.

During operational phase, the proposed development is anticipated to generate approximately 7 trips in the AM peak and 13 trips during the PM peak hour.

A summary of total anticipated trip generation for operational and peak construction phases are shown in Table 4-1 and Table 4-2, respectively.

Table 4-1: Existing and Forecast Average Daily Traffic Counts – Operational Phase

	Existing AADT	Existing %HV	Anticipated Trips Generated	Anticipated %HV	Total Forecast AADT	Forecast %HV
Warren Road 1km West of Project Site	27	59.93%	26	43.30%	53	48.49%
Heavy Vehicle Haulage Route (Dumbleyung Rd SLK 1.86)	760	23.63%	26	43.30%	786.75	24.25%

Table 4-2: Peak Hour Trip Generation – Operational Phase

Function	AM peak		PM peak		Average Daily Trips	
	In	Out	In	Out	In	Out
Staff Shuttle bus (HV)	0	0	3	3	6	6
Staff Light Vehicles	5	0	0	5	15	15
Site Deliveries (HV)	0	0	0	0	1	1
Operational Consumables (HV)	1	1	1	1	6	6
Total	**6**	**1**	**4**	**9**	**28**	**28**

Table 4-3: Peak Hour Trip Generation - Construction Phase

Function	AM peak		PM peak		Average Daily Trips	
	In	Out	In	Out	In	Out
Staff Shuttle bus (HV)	0	0	3	3	6	6
Staff Light Vehicles	5	0	5	0	15	15
Site Deliveries (HV)	2	2	1	1	20	20
Operational Consumables (HV)	1	1	1	1	6	6
Total	**8**	**3**	**5**	**10**	**47**	**47**

Table 4-4: Operational Consumables Supply Requirements Summary

	Unit	Annual Consumption	Per Truck	HV Trips Per Year	HV Trips Week	Average Trucks per day (HV trips)
Diesel (Mining, Process, G&A)	L	24,530,056	60,000L	409	7.86	1.6
LNG	t	13,322	32 t	416	8.01	1.6
Reagents	t	23,439	40 t	586	11.27	2.3
General (AUC and Mining)	Veh	-	-	104	2	0.4
Total				**1,515**	**29.14**	**5.8**

4.2.1 Development Trip Distribution

For purposes of this assessment it is assumed that all vehicles will access site via the routes outline in Figure 1-1 of this report.

4.3 Key Intersections

Relevant public road Intersections west of the Stanley Road/ Warren Road intersection requiring turning movements to service proposed development access are within the existing Heavy Haulage Route. Access requirements for the proposed development are consistent with existing RAV designation and onsite observations of utilisation (up to 27.5m B-double).

Due to the additional heavy vehicle demand on the unsealed network from Warren Road to site via Stanley Road, recommendations are provided below for each of the relevant intersections along local road network.

4.3.1 Stanley Road/ Warren Road

This intersection will be a link in the primary site access route during operation of the proposed Project. It is suggested that intersection upgrades are undertaken to include intersection widening accommodate turning movements of proposed operational vehicles, and advance warning signage installed as shown in Figure 4-2. Recommended upgrades can be accommodated within the cleared area of the existing road reserve.

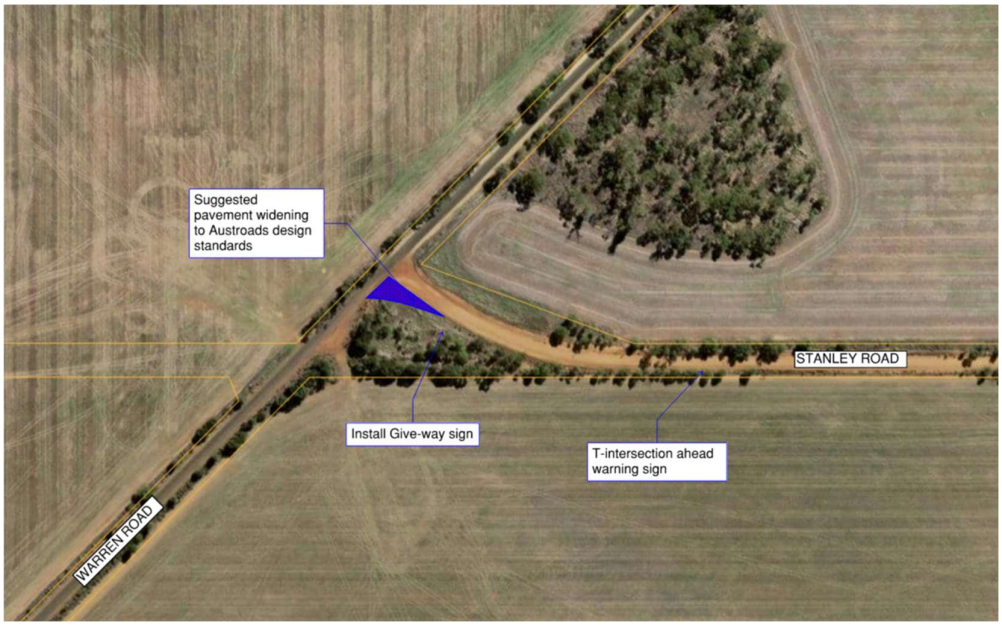

Figure 4-2: Stanley Road/ Warren Road Intersection

4.3.1.1 *Stanley Road / Badgebup Rd North Intersection*

All legs of this intersection are unsealed with unzoned speed limit. Stanley Road through-traffic is required to give way at the Intersection.

It is suggested that advanced warning signs be included on all approach legs to the intersection as shown in Figure 4-3.

Figure 4-3: Stanley Road/ Badgebup Road North Intersection

4.3.1.2 *Stanley Road/ Wolyaming Road Intersection*

It is recommended that a Give-way sign to be installed on Stanley Road approach to the intersection to reflect priority given to through traffic on the continuing Wolyaming Road as shown in Figure 4-4

Figure 4-4: Stanley Road/ Wolyaming Road Intersection

4.3.1.3 *Wolyaming Road/ Smith Road Intersection*

It is proposed that public access on Wolyaming Road be restricted North of the existing Rifle Range access location as shown in Figure 4-5.

Figure 4-5: Wolyaming Road/ Smith Road Intersection

5 Parking Provisions

Parking will be provided adjacent to site facilities which are anticipated to be unsealed with adequate bays for onsite vehicles, to be finalised during detailed site design. It is expected that provision for up to 30 Light vehicles will be on site throughout operational period of the mine site.

Parking demand during the construction phase will be significantly more than during operational phase, with laydown areas to be designated throughout these phases. Specific controls to provide site safety through these stages will be required to be covered in a Site management plan, which is beyond the scope of this report.

6 Road Geometry and Vehicle Access

Road geometry for the existing network between Great Southern Hwy to Warren Road currently caters for vehicles up to B-double up to the Warren Road leg of the proposed haulage route.

The existing Stanley Road consists of a single 6m traffic lane with approximately 0.5 - 1m shoulders. Due to the relatively low existing and total forecast traffic movements during operational phase, the existing formation width is considered adequate for opposite vehicles to pass on the basis that road users are driving to road conditions. Should there be a significant increase in the demand utilising this leg, or frequency of vehicles wider than 2.5m using Stanley Road, then it is recommended the requirements and benefits of widening the existing formation be reviewed.

It is noted that several mature trees exist along the length of Stanley Road which may present a hazard to errant vehicles, photos showing examples of these are provided in Appendix D. It is suggested that a risk assessment of this be undertaken by the Road Authority. Where hazard elimination is not achievable, it is recommended that Ausgold implement administrative controls and driver awareness of the potential hazards and importance as part of site induction processes.

7 Site Specific Issues

7.1 Warren Road Deviation

It is proposed that deviation of the existing Warren Road be implemented to maintain public thoroughfare during construction and operational phases of the Project. The deviation of Warren Road is proposed to be undertaken in four consecutive phases, which are summarised below.

Construction of the deviation roads and tie-ins will be undertaken in a staged approach to ensure continued public thoroughfare along Warren Road between Katanning and East of the Project site.

During Phase 1 while the pits north of Warren Road are being mined, heavy haulage vehicles will be required to travel along internal mine roads, crossing Warren Road to access the processing areas to the south as shown on the proposed mine plan in Appendix A.

7.1.1 Warren Road Phase 1 Deviation:

Phase 1 will include constructing a deviation road south of the current alignment to allow materials in development areas north of current Warren Road to be mined. Ore mined on nightshift will be placed on temporary stockpile north of Warren Road during Nightshift. A controlled intersection at Warren Road will be operated for ore haulage during dayshift only.

Figure 7-1: Warren Road Phase 1 Traffic Arrangement

7.1.2 Warren Road Phase 2 Deviation

Phase 2 involves Jackson 1 pit being mined north of Warren Road, with waste placed on WRD_N1 or WRD_N2 as shown in Figure 7-2. Ore mined during nightshift will be placed on temporary stockpile north of Warren Road. A controlled intersection at Warren Road will be operated for ore haulage southwards during dayshift only.

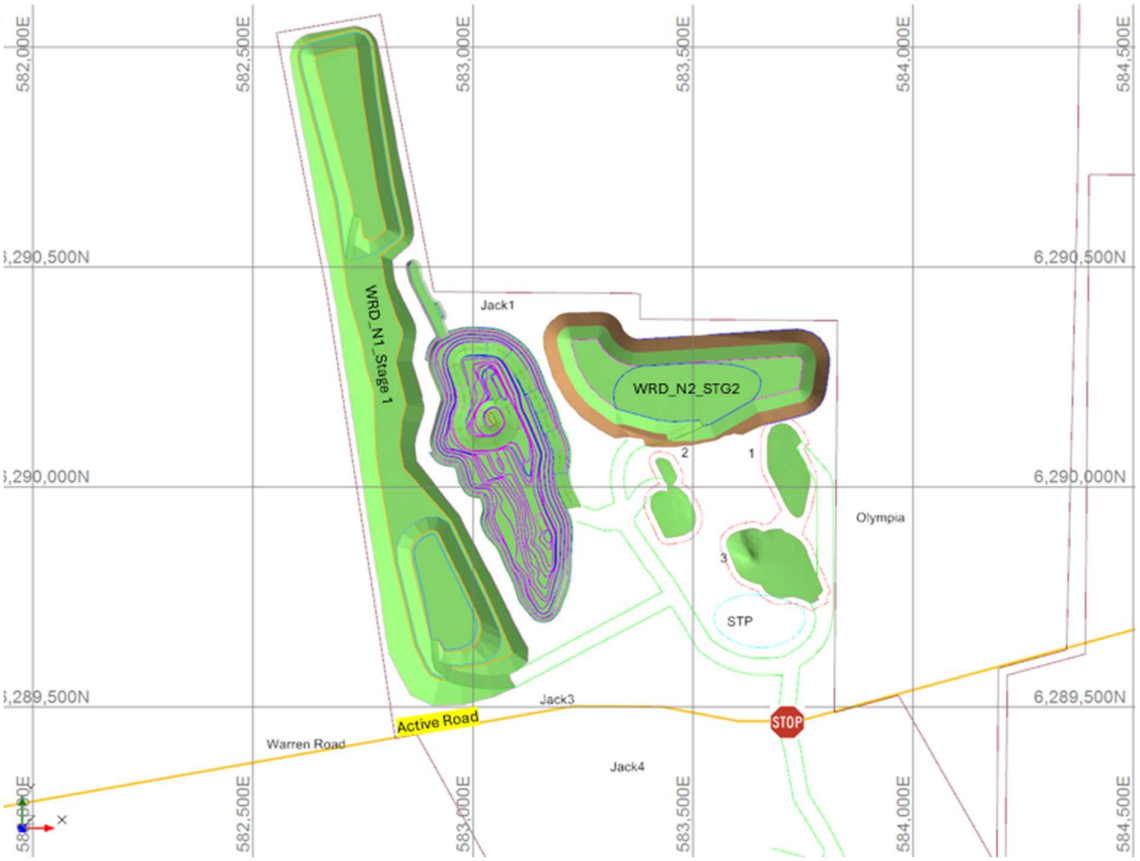

Figure 7-2: Warren Road Phase 2 Deviation

7.1.3 Warren Road Phase 3 Deviation

During Phase 3 a second diversion road section will be constructed along the alignment shown in Figure 7-3. Ore mined during nightshift will continue to be placed on temporary stockpile north of Warren Road, with a controlled intersection at Warren Road to be operated for ore haulage during dayshift only.

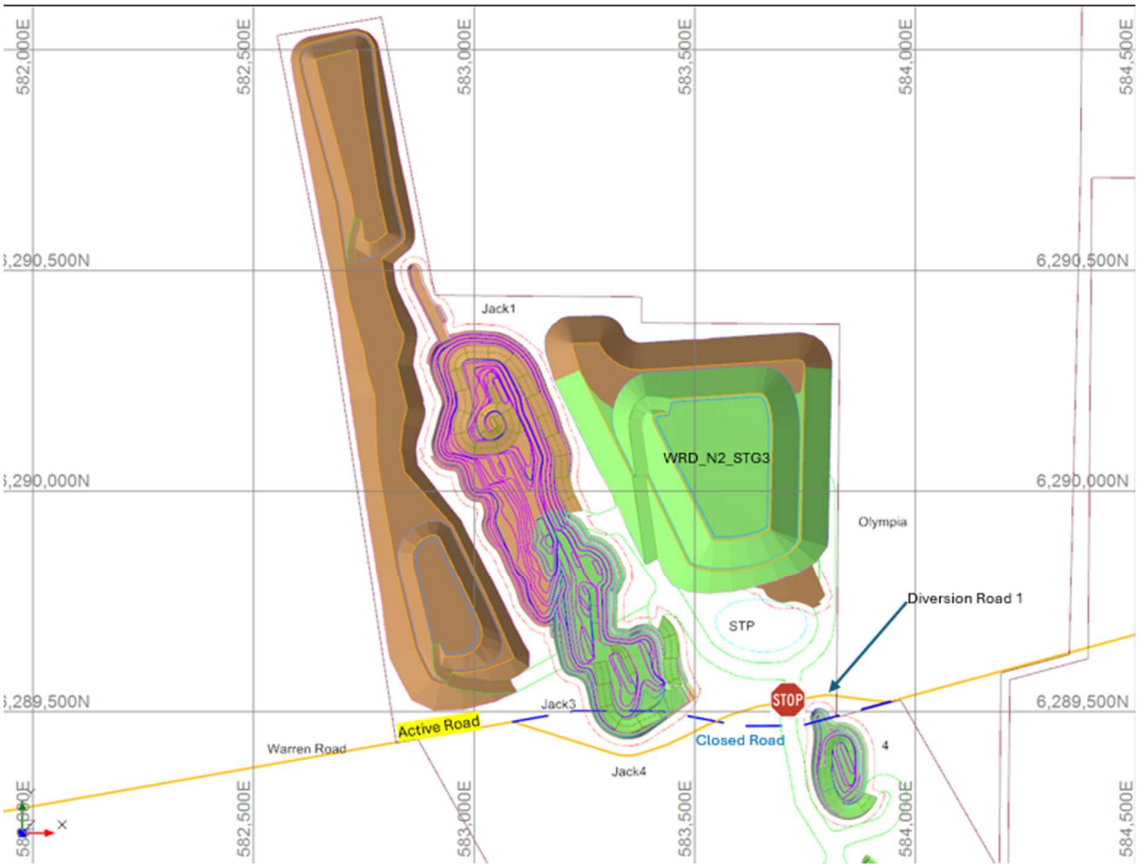

Figure 7-3: Warren Road Deviation Phase 3

7.1.4 Warren Road Phase 4 Deviation

During Phase 4 of Warren Road deviation, Diversion Road 1 will be temporarily closed while Jackson 3 pit is backfilled and Warren Road alignment reinstated as shown in Figure 7-4 – (estimated to be 4 to 6 weeks for backfill plus road construction time). The haul road to operations North of Warren Road is to be closed at the end of this phase. The remainder of Project operation will involve mining continuing south of Warren Road and Diversion Road 2 remaining operational for public thoroughfare.

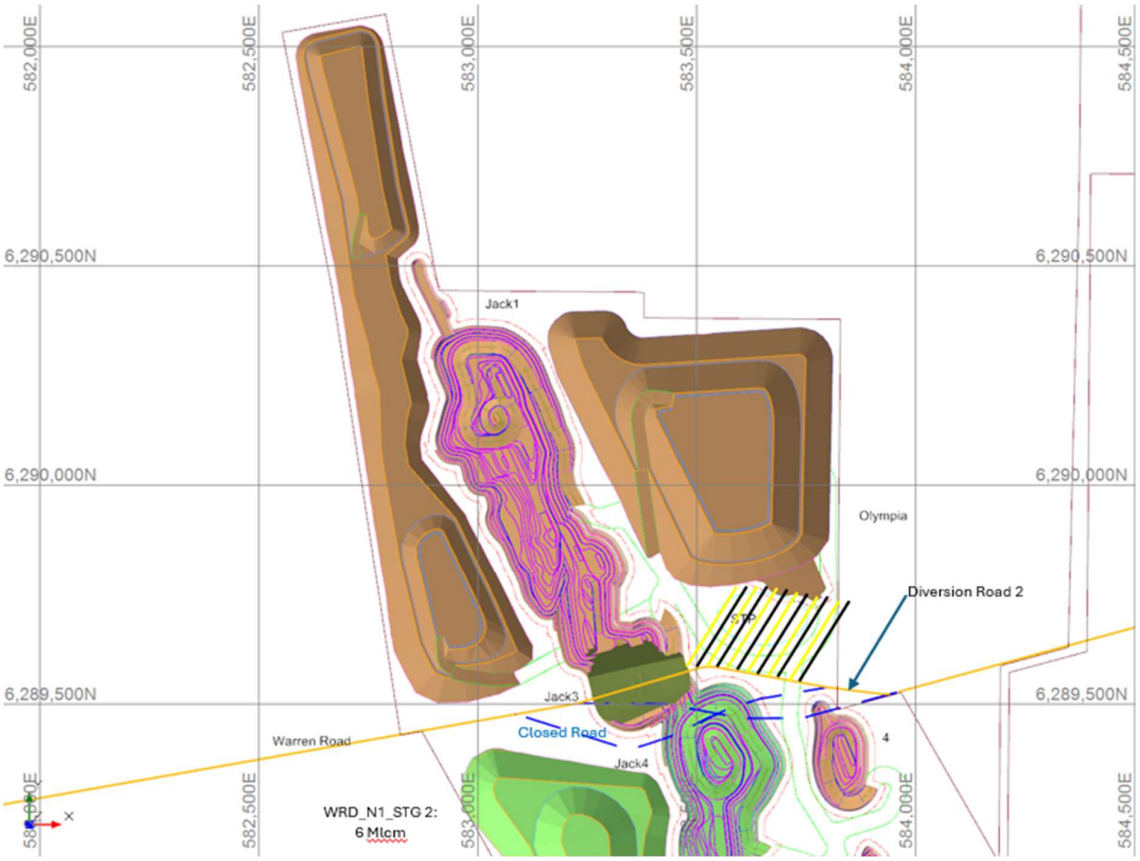

Figure 7-4: Warren Road Deviation Phase 4

7.2 Crash Data Summary

A search of the Main Roads WA Reporting Centre for crash data was undertaken. This search covered all recorded traffic accidents between 1 January 2020 to 31 December 2024 for the following:

- Henry Street from Great Southern Hwy to Oxley Street,
- Oxley Street from Henry Street to Marmion Street West,
- Marmion Street West from Henry Street to Warren Road,
- Warren Road from Marmion Street to Stanley Road,
- Warren Road from Stanley Road to Wolyaming Road, and
- Stanley Road from Warren Road Intersection to Wolyaming Road.

This search returned no results for any midblock or intersections along any of these.

8 Conclusion

This Transport Impact Statement outlines the transport aspects of the proposed development considering existing and proposed traffic operations, vehicle operations, and access arrangements. Discussions regarding public transport and active transport considerations are also provided.

This Traffic Impact Statement has been prepared in accordance with the WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

The following conclusions are made regarding the proposed development at Ausgold Katanning Mine Operation:

- The Site when operating will generate approximately 7 vehicles during the peak AM period and 13 vehicle trips during the peak PM period.

- Trip generation during operational phase of the development is anticipated to be approximately 56 vehicle movements per day, with anticipated vehicle types being compatible with existing network. Based on existing traffic counts and anticipated traffic generation, the proposed development is not expected to have a material impact on the surrounding road network, with current Levels of Service being maintained.

- Staff daily commute will be via company buses from the staff camp to site. It is anticipated that there will be a total of 3 return bus trips in the morning, and 3 return bus trips in the PM. Additionally, 6 Heavy vehicle return trips for the supply of processing consumables throughout operations are anticipated during off-peak periods. This represents an increase of approximately 10% of the existing heavy vehicle traffic along the existing haulage route from Great Southern Hwy to Marmion Street West.

- Due to low values for existing traffic counts, the percentage increase in relation to existing traffic counts is higher than typical for a development. The capacity of existing road network is adequate to cater total anticipated traffic including trip generation from proposed development.

- To improve safety of the existing unsealed network between Warren Road and the Site location, it is recommended that additional advisory signage is installed at the approach to all intersections, in accordance with Austroads and Australian Standards.

- A review of MRWA crash map data was undertaken for the proposed route outlined in this report (including the intersection of Henry Street with Great Southern Hwy), with no data reported along this route in the last 5 years (period between 01 Jan 2020 to 31 December 2024).

- The existing local road network along the subject route does not cater for the pedestrians or cyclists. The proposed facility is not anticipated to generate any cyclist or pedestrian traffic.

- With the exception of School bus service, there are no public transport services operating within the subject local road network. It is suggested the school bus service provider be contacted for service schedule information and scheduling of the site deliveries to avoid these times.

- Considering the proximity of existing residential properties to proposed access route segments within Katanning Town, it is recommended that as far as practicable, heavy vehicle movements be scheduled during daylight hours and outside of AM and PM peak period to

minimise potential issues relating to increase traffic and noise generation where there are adjacent residential properties. The most significantly applies to Marmion Street West during the Construction phase of the project.

APPENDIX A
Proposed Site Layout

GRID NORTH
MGA94 ZN50

DENOTES
TOPSOIL
STOCKPILE

WASTE ROCK
DUMP Nth 2

OLYMPIA PIT

WARREN ROAD
DIVERSIONS

WASTE ROCK
DUMP Nth 1A

JACKSON PIT

WASTE ROCK
DUMP Nth 1B

JINKAS MAIN PIT

6289000 N

WASTE ROCK
DUMP MAIN

STP

TSF

JINKAS Sth

MINE SERVICES AREA

SITE ACCESS POINT

SMITH ROAD

6287000 N

PROCESS PLANT
ACCESS ROAD

ROM PAD

PROCESS
PLANT

POTENTIAL
EVAPORATION
POND

WERCD15

EXCLUSION ZONE

GRES DATUM MGA94
C.L. CRUSHER
585846.008 E
6285541.025 N

SOLAR ARRAY

WASTE ROCK
DUMP Sth 1

DINGO PIT

Sth ZONE
DINGO PIT

WASTE ROCK
DUMP Sth 2

6285000 N

581000 E
583000 E
585000 E
587000 E
589000 E

PRELIMINARY / NOT
FOR CONSTRUCTION

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REFERENCE DRAWINGS	DWG No	REV	DATE	REVISIONS	DRN	CHK	TECH APP	PROJ APP
		A		PRELIMINARY	ZG			

GR ENGINEERING SERVICES LTD
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DRAWN	ZG NOV 24
CHECKED	
DESIGNED	
TECH APP	
PROJ APP	
CLIENT APP	

AUSGOLD LIMITED
KATANNING GOLD PROJECT - 3.6Mtpa
GENERAL
SITE PLAN

A1	SCALE 1:15000	JOB No 12877	DRG No 12877-L-001	REV A

APPENDIX B
Existing Land Use Map

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au

582000 584000 586000 588000

6292000 6290000 6288000 6286000 6284000 6282000

Data source: Roads - Landgate, 2025. Imagery: ESRI, 2023.

LEGEND

- Mine Development Envelope
- Indicative Disturbance

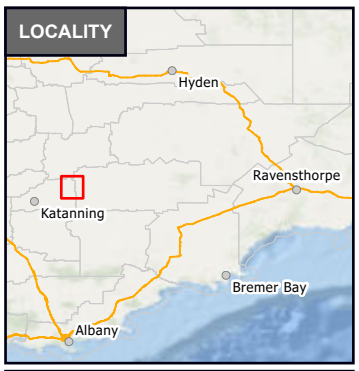
Surrounding Properties

- Building / Farm Shed
- Homestead
- Uninhabited Property

Local Planning Scheme

- Public open space
- Public purposes
- Woorgabup Nature Reserve
- Rural
- Roads

LOCALITY



0 100 200 300 km

LAND USE (ZONING)

Katanning Gold Project

Section 38C Referral Supporting Document

Ausgold Limited

N

0 250 500 750 1,000 m

Scale @ A3: 1:35,000 Coordinate System: GDA2020 MGA Zone 50

Prepared:	E Jackson
Reviewed:	A Martin
Project:	TE23003
Revision:	A
Date:	14/07/2025

Figure 3-2

talis consultants

Document Path: \\server\talis\SECTIONS\Environment\Projects\TE2023\TE23003 - Ausgold Approvals\GIS\Maps\TE23003 - Ausgold Katanning 2025\TE23003 - Ausgold S38c Referral Supporting Document.aprx

APPENDIX C
Traffic Count Data

MetroCount Traffic Executive
Daily Classes

DailyClass-24 -- English (ENA)

Datasets:

Site:	**[AUC KGP No 4] ^**
Attribute:	Ausgold Limited
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	1:57 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025,
Zone:	
File:	AUC KGP No 4 0 2025-03-10 0920.EC0 (Plus)
Identifier:	WF38YXM2 MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025 (91.0201)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 3070 / 3212 (95.58%)

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 18 November 2024

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekdays													
	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekend													
	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 25 November 2024

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekdays													
	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekend													
	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 2 December 2024

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	5	0	1	1	0	0	0	0	0	0	0	0	7
(%)	71.4	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	29	0	9	2	2	0	1	0	0	0	2	0	45
(%)	64.4	0.0	20.0	4.4	4.4	0.0	2.2	0.0	0.0	0.0	4.4	0.0	
Sat	14	0	6	2	0	0	0	0	1	0	0	0	23
(%)	60.9	0.0	26.1	8.7	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	
Sun	24	1	3	0	0	1	0	0	1	1	0	0	31
(%)	77.4	3.2	9.7	0.0	0.0	3.2	0.0	0.0	3.2	3.2	0.0	0.0	

Average daily volume

Entire week													
	10	0	3	1	0	0	0	0	0	0	0	0	15
(%)	67.9	0.9	17.9	4.7	1.9	0.9	0.9	0.0	1.9	0.9	1.9	0.0	
Weekdays													
	7	0	2	1	0	0	0	0	0	0	0	0	10
(%)	65.4	0.0	19.2	5.8	3.8	0.0	1.9	0.0	0.0	0.0	3.8	0.0	
Weekend													
	19	1	5	1	0	1	0	0	1	1	0	0	27
(%)	70.4	1.9	16.7	3.7	0.0	1.9	0.0	0.0	3.7	1.9	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 9 December 2024

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	59	1	10	3	2	0	0	0	0	0	1	0	76
(%)	77.6	1.3	13.2	3.9	2.6	0.0	0.0	0.0	0.0	0.0	1.3	0.0	
Tue	59	3	13	2	2	0	0	0	0	0	2	0	81
(%)	72.8	3.7	16.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	2.5	0.0	
Wed	52	2	7	4	0	0	0	0	0	0	1	0	66
(%)	78.8	3.0	10.6	6.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	
Thu	62	2	8	6	3	2	2	0	1	1	0	0	87
(%)	71.3	2.3	9.2	6.9	3.4	2.3	2.3	0.0	1.1	1.1	0.0	0.0	
Fri	58	1	5	3	1	0	1	0	0	0	1	0	70
(%)	82.9	1.4	7.1	4.3	1.4	0.0	1.4	0.0	0.0	0.0	1.4	0.0	
Sat	42	2	3	0	0	0	0	0	0	1	6	0	54
(%)	77.8	3.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9	11.1	0.0	
Sun	36	2	4	0	1	0	0	0	0	1	4	0	48
(%)	75.0	4.2	8.3	0.0	2.1	0.0	0.0	0.0	0.0	2.1	8.3	0.0	

Average daily volume

Entire week													
	53	2	7	3	1	0	0	0	0	0	2	0	69
(%)	76.3	2.7	10.4	3.7	1.9	0.4	0.6	0.0	0.2	0.6	3.1	0.0	
Weekdays													
	58	2	9	4	2	0	1	0	0	0	1	0	76
(%)	76.3	2.4	11.3	4.7	2.1	0.5	0.8	0.0	0.3	0.3	1.3	0.0	
Weekend													
	39	2	4	0	1	0	0	0	0	1	5	0	51
(%)	76.5	3.9	6.9	0.0	1.0	0.0	0.0	0.0	0.0	2.0	9.8	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 16 December 2024

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	60	2	6	1	1	0	1	1	0	0	4	0	76
(%)	78.9	2.6	7.9	1.3	1.3	0.0	1.3	1.3	0.0	0.0	5.3	0.0	
Tue	49	3	6	3	0	0	0	0	0	0	3	0	64
(%)	76.6	4.7	9.4	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	
Wed	33	2	3	1	0	0	1	0	0	0	0	0	40
(%)	82.5	5.0	7.5	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	
Thu	44	0	3	1	0	2	0	0	0	0	0	0	50
(%)	88.0	0.0	6.0	2.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	21	1	3	1	2	1	0	0	2	0	0	0	31
(%)	67.7	3.2	9.7	3.2	6.5	3.2	0.0	0.0	6.5	0.0	0.0	0.0	
Sat	32	2	5	0	0	0	0	1	0	0	0	0	40
(%)	80.0	5.0	12.5	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	
Sun	24	1	3	0	0	0	0	0	0	0	0	0	28
(%)	85.7	3.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	38	2	4	1	0	0	0	0	0	0	1	0	47
(%)	79.9	3.3	8.8	2.1	0.9	0.9	0.6	0.6	0.6	0.0	2.1	0.0	
Weekdays													
	41	2	4	1	1	1	0	0	0	0	1	0	52
(%)	79.3	3.1	8.0	2.7	1.1	1.1	0.8	0.4	0.8	0.0	2.7	0.0	
Weekend													
	28	2	4	0	0	0	0	1	0	0	0	0	34
(%)	82.4	4.4	11.8	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 23 December 2024

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	20	1	6	1	0	1	0	0	0	0	0	0	29
(%)	69.0	3.4	20.7	3.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	12	0	1	0	0	0	0	1	0	0	0	0	14
(%)	85.7	0.0	7.1	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	
Wed	1	2	0	0	0	0	0	0	0	0	0	0	3
(%)	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	5	0	1	2	0	0	0	0	0	0	0	0	8
(%)	62.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	13	2	0	0	0	0	0	0	0	0	0	0	15
(%)	86.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat	20	4	4	0	1	0	0	0	0	0	0	0	29
(%)	69.0	13.8	13.8	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	17	1	2	0	0	0	0	0	0	0	1	0	21
(%)	81.0	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	

Average daily volume

Entire week	13	1	2	0	0	0	0	0	0	0	0	0	17
(%)	73.9	8.4	11.8	2.5	0.8	0.8	0.0	0.8	0.0	0.0	0.8	0.0	
Weekdays	10	1	2	1	0	0	0	0	0	0	0	0	14
(%)	73.9	7.2	11.6	4.3	0.0	1.4	0.0	1.4	0.0	0.0	0.0	0.0	
Weekend	19	3	3	0	1	0	0	0	0	0	1	0	25
(%)	74.0	10.0	12.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 30 December 2024

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	24	1	3	0	0	0	0	0	0	0	3	0	31
(%)	77.4	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	
Tue	12	1	2	0	0	0	0	0	0	0	0	0	15
(%)	80.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	10	0	0	0	0	0	0	0	0	0	0	0	10
(%)	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	13	0	1	1	0	0	0	0	0	0	0	0	15
(%)	86.7	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	36	7	2	0	0	0	0	1	0	0	0	0	46
(%)	78.3	15.2	4.3	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	
Sat	14	0	3	1	0	0	0	0	0	0	0	0	18
(%)	77.8	0.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	25	0	5	0	0	0	0	0	0	0	0	0	30
(%)	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	19	1	2	0	0	0	0	0	0	0	0	0	24
(%)	81.2	5.5	9.7	1.2	0.0	0.0	0.0	0.6	0.0	0.0	1.8	0.0	
Weekdays													
	19	2	2	0	0	0	0	0	0	0	1	0	23
(%)	81.2	7.7	6.8	0.9	0.0	0.0	0.0	0.9	0.0	0.0	2.6	0.0	
Weekend													
	20	0	4	1	0	0	0	0	0	0	0	0	24
(%)	81.3	0.0	16.7	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 6 January 2025

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	48	6	7	1	0	0	0	0	0	0	0	0	62
(%)	77.4	9.7	11.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	38	1	0	2	1	0	0	0	0	0	0	0	42
(%)	90.5	2.4	0.0	4.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	34	2	3	2	2	0	1	0	0	0	0	0	44
(%)	77.3	4.5	6.8	4.5	4.5	0.0	2.3	0.0	0.0	0.0	0.0	0.0	
Thu	28	0	0	4	1	0	0	0	0	0	0	0	33
(%)	84.8	0.0	0.0	12.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	32	0	1	3	1	0	0	0	1	0	0	0	38
(%)	84.2	0.0	2.6	7.9	2.6	0.0	0.0	0.0	2.6	0.0	0.0	0.0	
Sat	13	1	2	1	1	0	1	0	0	0	0	0	19
(%)	68.4	5.3	10.5	5.3	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	
Sun	18	0	1	0	0	0	0	0	0	0	1	0	20
(%)	90.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	

Average daily volume

Entire week													
	30	1	2	2	1	0	0	0	0	0	0	0	37
(%)	81.8	3.9	5.4	5.0	2.3	0.0	0.8	0.0	0.4	0.0	0.4	0.0	
Weekdays													
	36	2	2	2	1	0	0	0	0	0	0	0	44
(%)	82.2	4.1	5.0	5.5	2.3	0.0	0.5	0.0	0.5	0.0	0.0	0.0	
Weekend													
	16	1	2	1	1	0	1	0	0	0	1	0	20
(%)	79.5	2.6	7.7	2.6	2.6	0.0	2.6	0.0	0.0	0.0	2.6	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 13 January 2025

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	31	4	5	1	0	0	0	0	1	0	1	0	43
(%)	72.1	9.3	11.6	2.3	0.0	0.0	0.0	0.0	2.3	0.0	2.3	0.0	
Tue	31	2	0	4	0	0	1	0	1	0	0	0	39
(%)	79.5	5.1	0.0	10.3	0.0	0.0	2.6	0.0	2.6	0.0	0.0	0.0	
Wed	11	0	6	2	0	0	0	0	0	0	0	0	19
(%)	57.9	0.0	31.6	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	22	6	6	2	0	0	0	0	0	0	1	0	37
(%)	59.5	16.2	16.2	5.4	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	
Fri	14	3	12	4	0	0	1	0	0	0	0	0	34
(%)	41.2	8.8	35.3	11.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	
Sat	14	0	2	0	0	0	0	0	0	0	0	0	16
(%)	87.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	14	3	2	3	0	0	0	0	0	0	0	0	22
(%)	63.6	13.6	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	20	3	5	2	0	0	0	0	0	0	0	0	30
(%)	65.2	8.6	15.7	7.6	0.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	
Weekdays													
	22	3	6	3	0	0	0	0	0	0	0	0	34
(%)	63.4	8.7	16.9	7.6	0.0	0.0	1.2	0.0	1.2	0.0	1.2	0.0	
Weekend													
	14	2	2	2	0	0	0	0	0	0	0	0	19
(%)	73.7	7.9	10.5	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 20 January 2025

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	41	1	7	4	0	0	0	0	0	0	2	0	55
(%)	74.5	1.8	12.7	7.3	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	
Tue	23	1	7	4	0	0	0	0	0	0	0	0	35
(%)	65.7	2.9	20.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	38	2	7	4	0	0	0	0	0	0	0	0	51
(%)	74.5	3.9	13.7	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	27	5	11	3	0	0	0	1	0	0	0	0	47
(%)	57.4	10.6	23.4	6.4	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	
Fri	16	3	4	0	0	0	0	0	0	0	0	0	23
(%)	69.6	13.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat	12	0	5	2	0	0	0	0	0	0	0	0	19
(%)	63.2	0.0	26.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	15	3	3	1	0	0	0	0	0	0	0	0	22
(%)	68.2	13.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	25	2	6	3	0	0	0	0	0	0	0	0	36
(%)	68.3	6.0	17.5	7.1	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	
Weekdays													
	29	2	7	3	0	0	0	0	0	0	0	0	42
(%)	68.7	5.7	17.1	7.1	0.0	0.0	0.0	0.5	0.0	0.0	0.9	0.0	
Weekend													
	14	2	4	2	0	0	0	0	0	0	0	0	21
(%)	65.9	7.3	19.5	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 27 January 2025

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	30	1	7	3	0	0	0	0	0	0	0	0	41
(%)	73.2	2.4	17.1	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	38	2	5	2	0	0	1	0	1	0	0	0	49
(%)	77.6	4.1	10.2	4.1	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	
Wed	47	0	9	4	0	0	0	0	1	0	2	0	63
(%)	74.6	0.0	14.3	6.3	0.0	0.0	0.0	0.0	1.6	0.0	3.2	0.0	
Thu	28	1	7	3	0	0	2	1	0	1	1	0	44
(%)	63.6	2.3	15.9	6.8	0.0	0.0	4.5	2.3	0.0	2.3	2.3	0.0	
Fri	20	2	6	1	0	0	0	0	0	1	0	0	30
(%)	66.7	6.7	20.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	
Sat	18	0	0	0	0	1	0	0	1	0	0	0	20
(%)	90.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	
Sun	38	3	4	2	0	0	0	0	0	0	0	0	47
(%)	80.9	6.4	8.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	31	1	5	2	0	0	0	0	0	0	0	0	42
(%)	74.5	3.1	12.9	5.1	0.0	0.3	1.0	0.3	1.0	0.7	1.0	0.0	
Weekdays													
	33	1	7	3	0	0	1	0	0	0	1	0	45
(%)	71.8	2.6	15.0	5.7	0.0	0.0	1.3	0.4	0.9	0.9	1.3	0.0	
Weekend													
	28	2	2	1	0	1	0	0	1	0	0	0	34
(%)	83.6	4.5	6.0	3.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 3 February 2025

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	53	3	10	2	0	0	1	1	1	0	1	0	72
(%)	73.6	4.2	13.9	2.8	0.0	0.0	1.4	1.4	1.4	0.0	1.4	0.0	
Tue	34	0	9	4	0	0	0	0	0	0	0	0	47
(%)	72.3	0.0	19.1	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	71	2	7	1	0	0	0	1	0	0	5	0	87
(%)	81.6	2.3	8.0	1.1	0.0	0.0	0.0	1.1	0.0	0.0	5.7	0.0	
Thu	71	2	9	2	1	0	0	1	0	1	4	0	91
(%)	78.0	2.2	9.9	2.2	1.1	0.0	0.0	1.1	0.0	1.1	4.4	0.0	
Fri	44	3	8	4	0	0	0	0	2	1	1	0	63
(%)	69.8	4.8	12.7	6.3	0.0	0.0	0.0	0.0	3.2	1.6	1.6	0.0	
Sat	16	1	4	0	0	0	0	0	0	0	0	0	21
(%)	76.2	4.8	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	26	0	7	2	1	0	0	0	0	0	0	0	36
(%)	72.2	0.0	19.4	5.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	45	2	8	2	0	0	0	0	0	0	2	0	60
(%)	75.5	2.6	12.9	3.6	0.5	0.0	0.2	0.7	0.7	0.5	2.6	0.0	
Weekdays													
	55	2	9	3	0	0	0	1	1	0	2	0	72
(%)	75.8	2.8	11.9	3.6	0.3	0.0	0.3	0.8	0.8	0.6	3.1	0.0	
Weekend													
	21	1	6	1	1	0	0	0	0	0	0	0	29
(%)	73.7	1.8	19.3	3.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 10 February 2025

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	56	4	14	6	1	0	0	0	0	0	0	0	81
(%)	69.1	4.9	17.3	7.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	54	3	17	6	0	0	1	2	2	0	0	0	85
(%)	63.5	3.5	20.0	7.1	0.0	0.0	1.2	2.4	2.4	0.0	0.0	0.0	
Wed	41	3	13	2	0	0	0	0	0	0	0	0	59
(%)	69.5	5.1	22.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	39	1	8	2	0	0	0	1	0	0	0	0	51
(%)	76.5	2.0	15.7	3.9	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
Fri	34	0	6	1	0	0	1	0	1	2	0	0	45
(%)	75.6	0.0	13.3	2.2	0.0	0.0	2.2	0.0	2.2	4.4	0.0	0.0	
Sat	8	0	3	2	0	0	0	0	0	0	0	0	13
(%)	61.5	0.0	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	18	1	7	1	0	0	0	0	0	0	0	0	27
(%)	66.7	3.7	25.9	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	36	2	10	3	0	0	0	0	0	0	0	0	52
(%)	69.3	3.3	18.8	5.5	0.3	0.0	0.6	0.8	0.8	0.6	0.0	0.0	
Weekdays													
	45	2	12	3	0	0	0	1	1	0	0	0	64
(%)	69.8	3.4	18.1	5.3	0.3	0.0	0.6	0.9	0.9	0.6	0.0	0.0	
Weekend													
	13	1	5	2	0	0	0	0	0	0	0	0	20
(%)	65.0	2.5	25.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-24
Site: AUC KGP No 4.0.1EW
Description: ^
Filter time: **1:58 Wednesday, 20 November 2024 => 2:26 Wednesday, 19 February 2025**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 17 February 2025

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	33	1	6	5	0	0	1	0	0	0	2	0	48
(%)	68.8	2.1	12.5	10.4	0.0	0.0	2.1	0.0	0.0	0.0	4.2	0.0	
Tue	23	0	3	1	0	0	1	0	1	0	0	0	29
(%)	79.3	0.0	10.3	3.4	0.0	0.0	3.4	0.0	3.4	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	28	1	5	3	0	0	1	0	1	0	1	0	39
(%)	72.7	1.3	11.7	7.8	0.0	0.0	2.6	0.0	1.3	0.0	2.6	0.0	
Weekdays													
	28	1	5	3	0	0	1	0	1	0	1	0	39
(%)	72.7	1.3	11.7	7.8	0.0	0.0	2.6	0.0	1.3	0.0	2.6	0.0	

Weekend No complete days.

*** - Incomplete**

APPENDIX D
Site Photos

Figure 8-1: B-double Turning Movement Right onto Marmion Street West

Figure 8-2: Existing Stanley Road Potential Roadside Hazard

Assets | Engineering | Environment | Noise | Spatial | Waste

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