

PS ref: 10034

11 September 2026

Chief Executive Officer
Shire of Katanning
52 Austral Terrace
Katanning, WA 6317
Via email: admin@katanning.wa.gov.au

Attention: Planning Services

Dear Mr Peter Klein,

**VARIOUS LOTS, BADGEBUP
WARREN ROAD, WOLYAMING ROAD, SMITH ROAD AND WEST ROAD
ROAD RESERVE CLOSURE INITIATION REQUEST**

Planning Solutions acts on behalf of Ausgold Limited (**Ausgold**), the proponent of the proposed road reserve closures and related works on various lots along Warren Road, Wolyaming Road, Smith Road, and West Road, Badgebup (**subject site**).

This request seeks to progress road reserve closures and alignment modifications to facilitate development of the Katanning Gold Project (**KGP**) in Badgebup. In accordance with the requirements of the *Land Administration Act 1997 (LAA)*, the following information is provided for the Shire's consideration:

- Proposed Road Closure Overview Plan (**Appendix 1**)
- Road Closures and Realignment Staging Plans (**Appendix 2a-c**)
- Alternative Access Mapping for the WRC Gun Club and KGP Mine Operations Centre (**MOC**) Access (**Appendix 3**)
- This planning cover letter, addressing the reasons for the request and assessing the planning principles applicable to the proposal.

1 BACKGROUND

The proposed road reserve closures are located within the Katanning Gold Project's (**KGP**) footprint, which has been granted mining leases within Badgebup. Due to the cadastral coincidence of road and Mining Leases with the road reserves, progression of road reserve closures and alignment modification is required to support the KGP requirements. Key considerations for the progression of the proposed road reserve closures are to ensure public safety while maintaining access across and around the KGP for residents travelling to and from Katanning to the south-west of the subject site, as well as surrounding community areas and private institutions (including the WRC Gun Club), and a thoroughfare continuing on Warren Road towards the East.

1.1 Preliminary Engagement

Ausgold has undertaken community engagement in relation to the proposal, as well as provided a letter advising its intent to progress this application to the Shire in November 2025. In addition, Planning Solutions and Ausgold attended a meeting on 4 May 2026 with the Shire of Katanning's Planning Officer to discuss the permanent road reserve closure process. Application requirements were confirmed to align with the requirements under clause 58 of the LAA, which is triggered following submission of a road reserve closure request.

2 PROPOSAL

Specifically, the road reserve changes proposed consist of the following:

- Closure of:
 - Wolyaming Road, for a section north of Smith Road;
 - Smith Road, for a portion but not the entire length of a section between Wolyaming Road and the eastern edge of the Shire of Katanning;
 - West Road for the full length; and
- Modification of Warren Road alignment between West Road and Wolyaming Road, including a temporary partial closure.

The above-listed road reserve closures are intended to be completed in accordance with typical road reserve closure details, including introduction of new chevron boards and turnaround infrastructure.

It is noted that of the four roads proposed to be closed/modified, only Warren Road is partially sealed (from the Katanning Townsite through to the junction of Warren Road and Wolyaming Road). The remainder of the roads are all finished to regional gravel standards. Accordingly, the intent is for the new Warren Road alignment to be bitumen sealed up to the extent of the eastern end of the final alignment provided at the closure of the KGP.

2.1 Warren Road

The modification to Warren Road is intended to progress in three stages across the anticipated 10 year lifespan of the KGP, as follows:

- Years 1-2 – No changes proposed. KGP construction and operations south of Warren Road.
- Years 3-5 – Diversion 1, gravel road. Traffic controls on mining fleet traversing north-south, providing priority to public through traffic.
- Years 6 onwards – Diversion 2, gravel road. Traffic controls on mining fleet, providing priority to public through traffic.
- KGP closure (forecast year 10) – Diversion 2 to be bitumen sealed, with new alignment formally provided as public road.

These stages are proposed to be managed through alternative tenure mechanisms through the life of the KGP. In particular, the use of a statutory easement (or similar legal access arrangement) is proposed for the proposed diversions (i.e. Years 3-10). This approach would provide continuous, legally defined public access throughout the operational life of the project, reducing reliance on temporary road closures and traffic management measures.

The Shire of Katanning *Local Planning Strategy* identifies Warren Road as a district distributor road and key freight route (Strategy Plan 1). An easement-based approach would ensure that its strategic function is preserved in tenure as well as in operation. It would also streamline statutory processes under the *Land Administration Act 1997* by minimising the need for multiple road closure and re-dedication actions over time. Accordingly, progression of a staged easement agreement over the proposed Warren Road diversions is included as part of the proposed road closure works requested above.

Refer **Appendix 1** for the proposed road closure overview plan and **Appendix 2a-c** for the Road Closures and Realignment Staging Plans.

3 LAND ADMINISTRATION ACT 1997 WA

Under the *Land Administration Act 1997 (LAA)*, the closure of roads reserves is administered by the State, with final determination made by the Minister for Lands (**Minister**). The closure of a road is governed

principally by clauses 58 and 58A, which together establish both the power to close roads and the procedural requirements to be followed.

Clause 58 enables a local government to request that the Minister close a road, either wholly or in part, with closure effected by publication in the Government Gazette. This occurs following assessment of the request in accordance with the requirements of clauses 58 and 58A, including notification of affected landowners, occupiers and relevant authorities, and the invitation of submissions within a specified period.

The assessment requirements are further outlined in the Shire of Katanning's (**Shire**) Permanent Road Closure Information Note (**Information Note**). In practice, these provisions ensure that potential impacts on access, connectivity, servicing, and adjoining land are identified and considered, and that the broader public interest is taken into account. The proposal has therefore been assessed against the following planning considerations.

4 ROAD RESERVE CLOSURE INITIATION CONSIDERATIONS

As provided in the Information Note, when assessing a request for a road reserve closure the Shire officers will consider the following:

The reason for the request to close the road reserve.

The rationale for the proposed road reserve closures is detailed earlier in this report and relates to facilitating the development of the Katanning Gold Project (**KGP**) on granted mining tenure, coincident with the Shire roads. The closures are required due to the complete overlap between existing road reserves and approved mining tenure, necessitating realignment and closure to enable the project to proceed safely, efficiently, and completely.

Whether the road reserve is needed in the Shire's future plans for the road.

The subject road reserves are not considered critical to the long-term function or strategic connectivity of the Shire's road network, with the exception of Warren Road. The Shire of Katanning Local Planning Strategy identifies Warren Road as a long-term freight route and district distributor road (Strategy Plan 1), and this function has been specifically recognised in the design of the proposal. The staged realignment of Warren Road maintains continuous east-west connectivity throughout the life of the KGP, ensuring its ongoing role within the network is preserved. The ultimate upgrade to a sealed alignment at project closure will further support its long-term strategic function. The remaining roads proposed for closure (Wolyaming (partial), Smith (partial), and West Roads) serve a primarily localised access role and are not identified as key strategic routes. Accordingly, the proposal maintains alignment with the Shire's long-term planning framework and does not compromise the operation of the broader road network.

Whether the road reserve closure is detrimental to traffic movement or safety.

The proposal has been designed to maintain safe and efficient traffic movement of either public vehicles and/or mining fleet, with both temporary and permanent measures incorporated into the road network layout. Staged diversions of Warren Road will ensure continuity of east-west access throughout the operational life of the KGP, with traffic management protocols prioritising public vehicles over mining traffic.

Supporting this, alternative access mapping (**Appendix 3**) demonstrates that both east-west and north-south connectivity is retained across the wider network. Importantly, access to key surrounding land uses is maintained, including continued access to the WRC Gun Club (on R12423), located to the south of the KGP site boundary, via Stanley Road from the west and Wolyaming Road from the south.

The closure of other road reserves (Wolyaming (partial), Smith (partial), and West Roads) reflects their minor roles in the network and reduces potential conflict points between public traffic and mining operations. The partial closure of the section of Smith Road will be re-instated on a slightly different alignment upon mine closure. Additional measures, including signage, chevron markers, controlled intersections, and turnaround infrastructure, will further support safe navigation. Collectively, these measures ensure that traffic movement and safety are not adversely affected.

Whether the application complies with planning principles.

The proposal demonstrates consistency with established planning principles, including the orderly and proper planning of land, integration of land use and infrastructure, and protection of public safety. The closures and realignments respond directly to the approved mining land use while maintaining available access arrangements for surrounding properties and community facilities.

Importantly, the proposal balances the operational needs of the Katanning Gold Project with the need to maintain an efficient road network, supported by demonstrated alternative access arrangements and retention of strategic connectivity. The staged approach to road modification represents sound planning practice, enabling impacts to be managed progressively while delivering a clear long-term outcome through the provision of a sealed Warren Road alignment.

The proposal is also consistent with the broader regional and agricultural character of the locality, which is typified by large rural landholdings, resource-based land uses, and a dispersed road network primarily servicing agricultural and extractive activities. In this context, the rationalisation and realignment of local road infrastructure to support an approved mining operation is considered compatible with the existing land use pattern and function of the area. The proposal does not introduce an urban or conflicting land use, but rather reflects the continued evolution of productive rural land consistent with regional economic activity.

5 CONCLUSION

The proposed road closures and realignment are considered justified, having regard to the mining rights and operational requirements of the KGP, the retention of network connectivity, and the maintenance of safe access arrangements. The proposal is consistent with the Shire's planning framework and does not adversely impact the broader road network or surrounding land uses. Accordingly, it is respectfully requested that the Shire initiate the road closure process for the subject site in accordance with the *Land Administration Act 1997*.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,



ISABELLE HOW
SENIOR PLANNER

Encl. Proposed Road Closure Overview Plan, Road Closures and Realignment Staging Plans, Alternative Access Mapping for the WRC Gun Club and KGP MOC Access

Copy to: Ausgold

APPENDIX 1 - PROPOSED ROAD CLOSURE OVERVIEW PLAN

APPENDIX 2A-C - ROAD CLOSURES AND REALIGNMENT STAGING PLANS

APPENDIX 3 - ALTERNATIVE ACCESS MAPPING FOR THE WRC GUN CLUB AND KGP MOC ACCESS