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25<sup>th</sup> February 2026  
Kris Kennedy  
Aigle Royal Developments  
[kkennedy@aigleroyal.com.au](mailto:kkennedy@aigleroyal.com.au)

Dear Kris,

**Re: Proposed Extension to Sand Extraction Approval at 142-148 Baldivis Road and Lot 803 Kulija Road, Baldivis – Traffic Review**

As requested, Shawmac has undertaken a traffic engineering review of a proposed application to extend the current approval to extract and haul sand from the existing quarry in Baldivis.

Shawmac prepared a Transport Impact Statement for the original application in 2015 and then for the proposed expansion of the extraction area in 2021. It is understood that the extraction has progressed without issue and is now due for renewal. The adjacent section of Baldivis Road has since been upgraded to a dual carriageway and so vehicle movements at the crossover are now restricted to left turns only.

***Traffic Volumes and Impact***

The previous operations involved semi-trailer trucks entering and exiting the site from the south via Kulija Road (turning left into the site from Baldivis Road and then leaving by turning right from the site onto Baldivis Road).

Due to the road upgrades completed in 2025, trucks will now leave by turning left onto Baldivis Road and then completing a U-turn at the Heartwood Boulevard roundabout towards Kulija Road. The operations are proposed to continue unchanged with approximately 44 truck movements per day (22 in and out) or 5 truck movements (2 to 3 in and 2 to 3 out) during the peak hours of the road network. As the volume of traffic is not expected to change, the overall traffic impact will remain the same, including at the main intersection between Baldivis Road, Kulija Road and Mundijong Road. The only change will be the redistribution of outbound truck movements to the north of the site access and through the Baldivis Road / Heartwood Boulevard roundabout.

According to the WAPC *Transport Impact Assessment Guidelines*, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis. The additional 2 to 3 outbound truck movements per hour north of the site access and through the roundabout is below the lower end of this range and would therefore have a very low impact on the road network. On this basis, further traffic capacity analysis is not warranted.

### **Swept Paths**

A vehicle swept path analysis has been undertaken to check whether the trucks movements can still be accommodated at the site crossover and via the alternate outbound route through the Baldivis Road / Heartwood Boulevard roundabout. The swept path analysis has been completed in AutoTURN vehicle tracking software using the Austroads 19m semi-trailer template and the latest available Metromap aerial imagery from October 2025. The results are attached to this letter and these demonstrate that site access and adjacent roundabout will accommodate a 19m semi-trailer in a satisfactory manner. The outer edge of the roundabout centre island is designed to be mountable but the swept paths indicate that it is possible for a semi-trailer to turn around without mounting the centre island.

### **Crash History**

The crash history for Baldivis Road between Kulija Road and Heartwood Boulevard was obtained from Main Roads WA's *Reporting Centre*. Only two crashes have been recorded along the adjacent section of road from 2020 to 2024, including:

- 25/06/2021 – Hit Animal at SLK11.43 (night conditions)
- 04/08/2024 – Parking Collision at SLK11.42 (night conditions)

Neither crash occurred near the site access or are related to site traffic and both occurred at night. The crash history does not appear to indicate a major safety issue along the frontage section of Baldivis Road and the recent upgrade to a dual carriageway will likely improve safety along this road.

Based on the reasons outlined in this letter, the proposed continuation of extraction and haulage activities at this site in Baldivis is considered to be acceptable from a traffic and safety perspective.

Please feel free to contact me if you have any questions.

Kind Regards,

A handwritten signature in black ink, appearing to read 'Paul Nguyen'.

Paul Nguyen

**Traffic Engineering Manager**

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