CENTRAL GOLDFIELDS SHIRE COUNCIL

Office Use Only		
Application Number:		
Amendment Type:	☐ Section 71	☐ Section 72
Date Lodged:	/ /	

Application to **Amend** a **Planning Permit**

ⓘ **Privacy Statement**
Your application and the personal information on this form is collected by Central Goldfields Shire Council (the Shire) for the purposes of the planning process as set out in the Planning and Environment Act 1987 (PE Act).

If you do not provide your name and address, the Shire will not be able to consider your application.
Your application will be available at the Shire offices for any person to inspect and copies may be made available on request to any person for the relevant period set out in the PE Act.

You must not submit any personal information or copyright material of third parties without their informed consent. By submitting the material, you agree that the use of the material as detailed above does not breach any third party's right to privacy and copyright.

You can request access to your personal information by contacting the Shire Town Planning Department.

ⓘ **Questions marked with a star (★) must be completed.**

ⓘ **This form cannot be used to amend a permit or part of a permit if the Victorian Civil and Administrative Tribunal (VCAT) has directed under section 85 of the Act that the responsible authority must not amend that permit or that part of the permit (as the case requires) or amend a permit issued by the Minister under Division 6 of Part 4 of the Act (these applications must be made to the Minister under section 97I of the Act).**

ⓘ **If the space provided on the form is insufficient, attach a separate sheet.**

The Land

Civic address of the land★

off Possum Gully and Blacksmiths Gully Roads

Unit No.:	St. No.:	St. Name:	
Suburb/Locality: Amherst			Postcode:

Formal land description★

ⓘ Complete either A or B. This information can be found on the certificate of title. If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A	Lot No.:	○ Lodged Plan ○ Title Plan ○ Plan of Subdivision		No.:
OR				
B	Crown Allotment No.: Allotment 4A		Section No.: 19	
	Parish/Township Name:			

Planning Permit Details

What permit is being amended? ★

Planning Permit No.: 082/13

The Amendment Proposal

What is the amendment being applied for? ★

ⓘ Indicate the type of changes proposed to the permit. List details of the proposed changes. If the space provided is insufficient, attach a separate sheet.

ⓘ You must give full details of the amendment being applied for. Insufficient or unclear information will delay your application.

This application seeks to amend:

- ☐ What the permit allows
- ☐ Plans endorsed under the permit
- ☐ Current conditions of the permit
- ☐ Other documents endorsed under the permit

Details:

Refer to the attached Human Habitats Letter dated 30/4/26

☑ Provide plans clearly identifying all proposed changes to the endorsed plans, together with: any information required by the planning scheme, requested by Council or outlined in a Council checklist; and if required, include a description of the likely effect of the proposal.

Development Cost

Estimated cost of development? ★

ⓘ If the permit allows ***development***, estimate the cost difference between the development allowed by the permit and the development to be allowed by the amended permit.

Cost of proposed amended development:		Cost of the permitted development:		Cost difference (+ or –):
$ 400,000	-	$ 400,000	=	$ 0

Insert 'NA' if no development is proposed by the permit.

⚠ You may be required to verify this estimate.

Existing Conditions

Describe how the land is used and developed now★

ⓘ For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Have the conditions of the land changed since the time of the original permit application? ☐ Yes ☑ No

If yes, please provide details of the existing conditions.

Disused Mine

☑ Provide a plan of the existing conditions if the conditions have changed since the time of the original permit application. Photos are also helpful.

Title Information

Encumbrances on title★

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

○ Yes (If 'yes' contact Council for advice on how to proceed before continuing with this application.)

◉ No

○ Not applicable (no such encumbrance applies).

☑ Provide a full, current copy of the title for each individual parcel of land forming the subject site.
The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', for example, restrictive covenants.

··· CONTINUED ON OVERLEAF ···

Applicant and Owner Details

Applicant★

ⓘ The applicant is the person who wants the permit.

ⓘ Please provide at least one contact phone number and a full postal address.

ⓘ Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Name:

Title: Mr | First Name: Andrew | Surname: Lanarus

Organisation (if applicable): Human Habitats

Postal Address: | If it is a P.O. Box, enter the details here:

Unit No.: 424 | St. No.: 838 | St. Name: Collins Street

Suburb/Locality: Docklands | State: VIC | Postcode: 3008

[redacted]

Contact person's details: | Same as applicant ☑

Name:

Title: | First Name: | Surname:

Organisation (if applicable):

Postal Address: | If it is a P.O. Box, enter the details here:

Unit No.: | St. No.: | St. Name:

Suburb/Locality: | State: | Postcode:

Owner★

ⓘ The person or organisation who owns the land.

ⓘ Where the owner is different from the applicant, provide the details of that person or organisation.

Same as applicant ☐

Name:

Title: | First Name: | Surname:

Organisation (if applicable): Secretary to the DELWP

Postal Address: | If it is a P.O. Box, enter the details here:

Unit No.: | St. No.: 8 | St. Name: Nicholson St

Suburb/Locality: East Melbourne | State: VIC | Postcode: 3002

Owner's Signature (Optional): | Date: day / month / year

Declaration

This form must be signed by the applicant?★

ⓘ Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

[redacted]

in this application is true and
permit application.

Date: 30/4/26
day / month / year

Checklist

Have you?

- [x] Filled in the form completely?
- [ ] Paid or included the application fee? ⚠ Most applications require a fee to be paid. Contact Council to determine the appropriate fee.
- [x] Attached all necessary supporting information and documents?
- [x] Completed the relevant council planning permit checklist?
- [x] Signed the declaration above?

Need help with this application?

ⓘ If you need help to complete this form, read More Information at the end of this form.

ⓘ For help with a VicSmart application see Applicant's Guide to Lodging a VicSmart Application at www.planning.vic.gov.au

ⓘ General information about the planning process is available at www.planning.vic.gov.au

ⓘ Assistance can also be obtained from the Shire planning department.

Has there been a pre-application meeting with the Shire?

○ No ○ Yes If 'Yes', with whom?: Damien Hodgkins

Date: 23/7/25 day / month / year

Lodgement

Lodge the completed and signed form, the fee payment and all documents with:

Central Goldfields Shire Council
PO Box 194, Maryborough VIC 3465
22 Nolan Street, Maryborough VIC 3465
Contact Information
Telephone: (03) 5461 0610
Fax: (03) 5461 0666
Email: mail@cgoldshire.vic.gov.au

Deliver application in person, by fax, by email or by post:

Make sure you deliver any required supporting information and necessary payment when you deliver this form to the above mentioned address.

Payment

Payment can be made in person at the Shire offices by cheque, cash, or card.

If posting your application, payment can also be made by including a cheque with your application documentation.

For applications submitted by email or for those wishing to pay by card and unable to visit the Shire offices in person, card payment can be made over the telephone after your application has been lodged.

ⓘ Refer to the Shire Town Planning Schedule of Fees and Charges for a list of current town planning fees.

ⓘ If you are unsure of the correct application fee, please contact the Shire Town Planning Department.

Wolf Gold Pty Ltd

Pearl-Croydon Mine

TRAFFIC IMPACT ASSESSMENT

WGA251523

WGA251523-RP-TT-0001_0

3 February 2026

Revision History

REV	DATE	ISSUE	ORIGINATOR	CHECKER	APPROVER
A	18/12/2025	DRAFT	JM	EK	MV
0	03/02/2026	FINAL	JM	EK	MV

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Tables

Appendices

1 INTRODUCTION

1.1 General

WGA has been engaged by Human Habitats on behalf of the Applicant (Wolf Gold Pty Ltd) to prepare a Traffic Impact Assessment (TIA) report to accompany the Town Planning submission to permit the use of a number of haul routes between the existing Pearl Croydon Mine and nearby processing facilities.

Specifically, this report has been prepared to support the assessment and approval of Truck and Dog combinations operating under the National Heavy Vehicle Regulator (NHVR) framework. It provides a structured review of the vehicle configuration, proposed operating routes, compliance with relevant mass and dimension requirements, and adherence to performance and safety standards specified by the Heavy Vehicle National Law (HVNL).

The purpose of this document is to ensure that the proposed Truck and Dog combination can operate safely and efficiently within the nominated road network while minimising impacts on infrastructure and maintaining acceptable safety outcomes for all road users.

1.2 Documentation Referenced

Whilst preparing this TIA report, the following information and documentation has been referenced:

- *Central Goldfields Shire Council Road Management Plan 2024*.
- National Heavy Vehicle Register (NHVR) Route Planner Tool and National Network Map.
- Transport Victoria Map of DTP Managed Roads.
- Transport Victoria Open Data Portal Crash Statistics.
- DTP Historical Annual Average Daily (AADT) Traffic Volumes.
- *Austroads Guide to Road Design* (*AGRD*):
  - *Part 3: Geometric Design*
  - *Part 4A: Unsignalised and Signalised Intersections*
- *Austroads Guide to Road Design: Design Vehicles and Turning Path Templates* (*AP-G34-23*).
- *Austroads Guide to Traffic Management* (*AGTM*):
  - *Part 3: Transport Study and Analysis Methods*
  - *Part 6: Intersections, Interchanges and Crossings Management*
- *Austroads Guide to Pavement Technology* (*AGPM*):
  - *Part 5: Pavement Evaluation and Treatment Design*
  - *Part 6: Unsealed Pavements*
- Site inspection and route drive through undertaken Wednesday 26 and Thursday 27 November 2025.

2 DEVELOPMENT PROPOSAL

2.1 General

The approved Pearl-Croydon Mine Mining Work Plan (MWP) includes an approved haulage route to a processing plant in Maldon, Victoria. However, it is understood that an alternate site for the processing facility is sought.

Consequently, the proposal seeks to permit the use of an alternative processing facility and has identified a number of potential sites and associated haulage routes to facilitate the proposed operations as follows:

1. Wedderburn Milling Facility
2. Sydenham Hill Mine
3. Palladium Quarries

The alternate processing facilities relative to the subject site are shown in Figure 2.1.

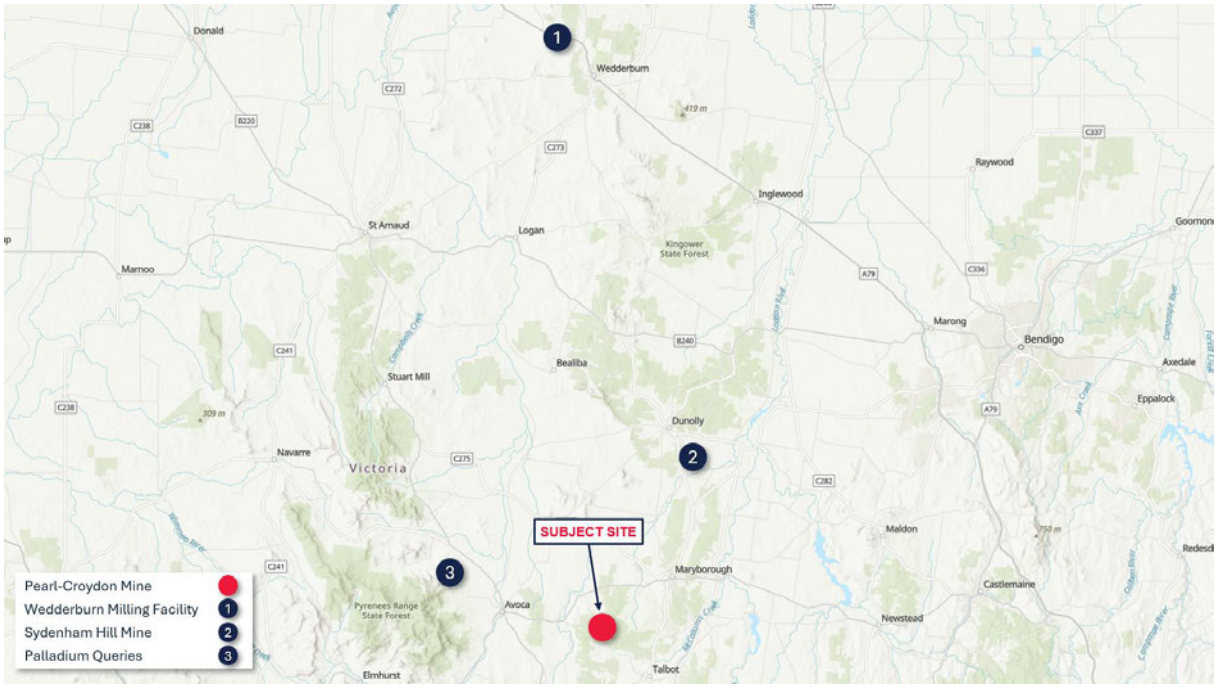


Figure 2.1: Overview of Alternate Processing Facilities

It is understood that vehicles up to a Quad Dog truck and trailer combination (3 axle truck and 4 axle dog) are proposed to transport the mined material to the selected processing facility. Under Victoria's gazetted network, Quad Dog truck and trailers (PBS Level 1 equivalent) have a permitted General Mass Limit (GML) of up to 50.5 tonnes.

2.2 Site Generated Traffic Volumes

Once operational, the proposal intends to transport up to 250 tonnes per day. During typical operations, it is expected that up to 6 haulage vehicles will transport mined material to the preferred processing facility each day, representing up to 12 heavy vehicle trips per day (comprising 6 laden trips to the processing facility and 6 empty return trips).

2.3 Proposed Haulage Routes

Each processing facility is proposed to be accessed via a route selected according to the characteristics of the surrounding roads including traffic volumes, speed limits, lane widths, and adjacent land uses.

An overview of the alternate routes is illustrated in Figure 2.2.

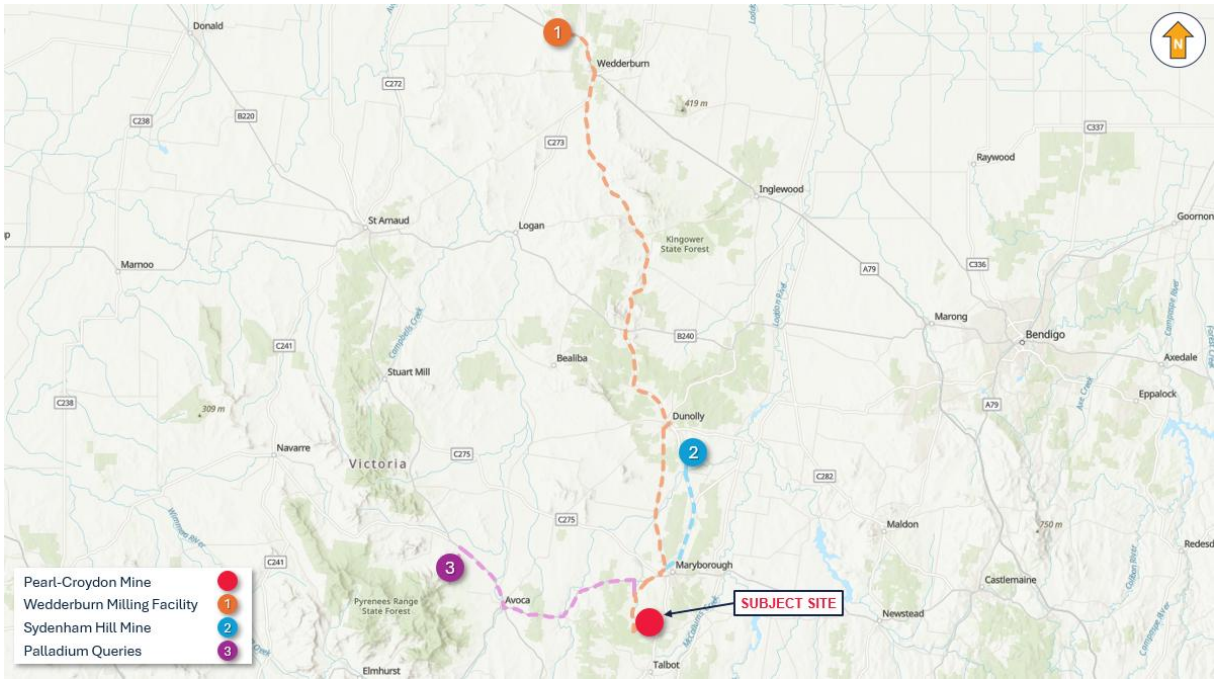


Figure 2.2: Proposed Access Routes

A summary of the routes contemplated as part of this assessment is detailed below:

Haulage Route Option #1 (Wedderburn Milling Facility) *Preferred*:

- Possum Gully Road
- Old Avoca Road
- Pyrenees Highway
- Phelan Road
- Gladstone Street
- Bekin Road
- Timor Road
- Timor-Dunolly Road
- Dunolly-Timor Road
- Dunolly-Avoca Road
- Thompson Street
- Broadway
- Wedderburn-Dunolly Road
- High Street
- Moliagul-Rheola Road
- Wedderburn-Dunolly Road
- Logan-Wedderburn Road
- Calder Highway

Haulage Route Option #2 (Sydenham Hill Mine):

- Possum Gully Road
- Old Avoca Road
- Pyrenees Highway
- Phelan Road
- Gladstone Street
- Maryborough-Dunolly Road
- D219 Track
- D218 Track

Haulage Route Option #3 (Palladium Quarries):

- Possum Gully Road
- Old Avoca Road
- Pyrenees Highway
- High Street
- Sunraysia Highway
- Turpins Road
- Susans Lane

3 SITE LOCALITY AND EXISTING CONDITIONS

3.1 Subject Site

The subject site is situated within Paddys Ranges State Park approximately 9km southeast of the township of Maryborough and currently operates as Pearl-Croydon Mine (Mining License MIN5465) comprising approximately 92 hectares.

The location of the site relative to the townships of Maryborough and Avoca and the surrounding network is shown in Figure 3.1.

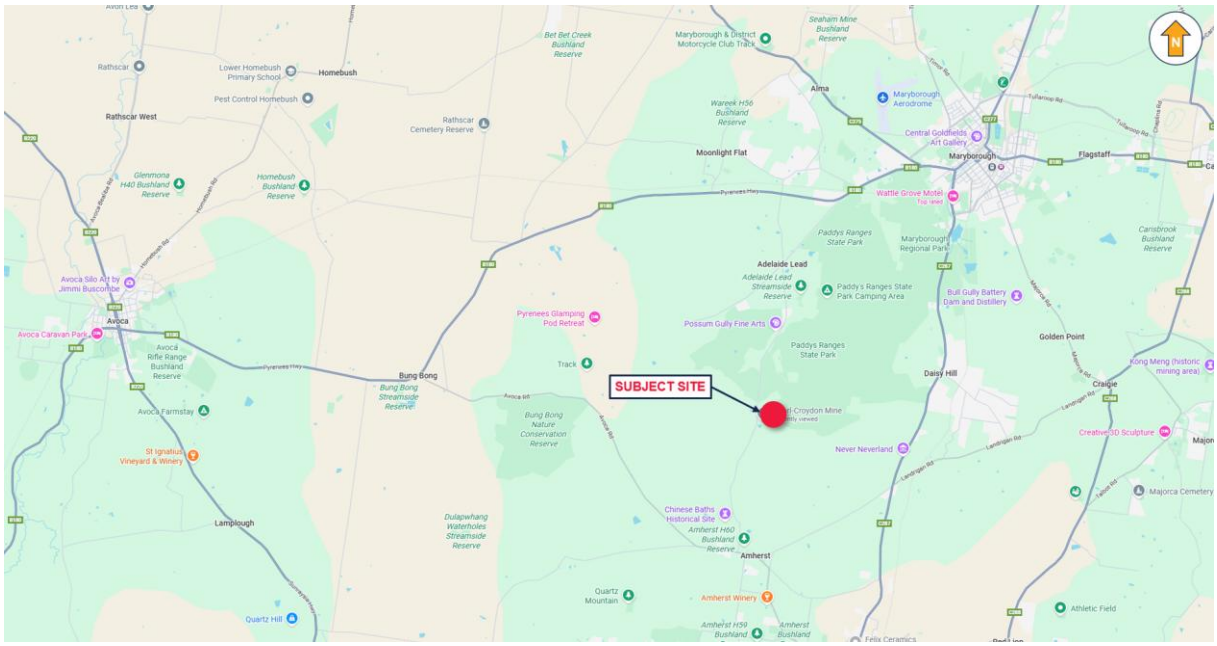


Figure 3.1: Subject Site and Surrounding Road Network

3.2 Surrounding Land Uses

The land uses surrounding the subject site are generally rural with a combination of Public Conservation and Resource (PCRZ) and Rural Conservation (RCZ) zones. A small number of rural residential properties are located proximate to the subject site.

3.3 Road Network

3.3.1 Bartlett Track

Barlett Track comprises an unsealed carriageway and provides access to the Paddys Ranges State Park. The existing road formation generally caters to low travel speeds and accommodates two-way traffic across its approximate 5.0m carriageway width.

Proximate to the subject site, Bartlett Track is generally in good condition, with minor rutting occurring at certain locations. A view of the typical Bartlett Track cross-section is shown in Figure 3.2.

Figure 3.2: Typical Cross-Section of Bartlett Track Proximate to the Subject Site

3.3.2 Pyrenees Highway

Pyrenees Highway is an Arterial Road (Highway) under management of Department of Transport & Planning (DTP). Pyrenees Highway is generally aligned in an east-west direction and provides connection between rural townships.

Pyrenees Highway typically provides one (1) traffic lane in each direction across its approx. 7.0m pavement width with a combination of sealed and unsealed shoulders of varying widths. Proximate to the subject site, Pyrenees Highway has a varied posted speed limit (60km/h on the outskirts of the Maryborough township and 100km/h and outside of town limits).

A view of the typical Pyrenees Highway cross-section is shown in Figure 3.3.

Figure 3.3: Pyrenees Highway Facing West

3.3.3 Possum Gully Road

Possum Gully Road is a local road managed by Central Goldfields Shire Council (CGSC) and provides connection between Pyrenees Highway in the north and Avoca Road in the south.

Possum Gully Road is sealed for a length of approximately 5.5km from Pyrenees Highway before transitioning to a wide, unsealed formation. The sealed segment of Possum Gully Road typically has a 4.5 – 5.0m wide sealed pavement and wide unsealed shoulders capable of accommodating two-way traffic. The unsealed carriageway comprises a trafficable width of approx. 7.0m. A default speed limit of 100km/h is applicable to Possum Gully Road.

Views of the varying Possum Gully Road cross-section are shown in Figure 3.4 and Figure 3.5.

Figure 3.4: Possum Gully Road Facing South from Old Avoca Road Intersection

Figure 3.5: Possum Gully Road Facing North from Bartlett Track Intersection

3.3.4 Old Avoca Road

Old Avoca Road is a Local Road managed by Central Goldfields Shire Council (CGSC) and provides connection between Pyrenees Highway in the north and Avoca Road in the south.

Old Avoca is sealed up to its intersection with Possum Gully Road with an approximate 4.0m pavement width capable of accommodating two-way traffic. Wide unsealed shoulders with a width of up to 2.5 – 3.0m are provided on both sides of the carriageway. The shoulders were observed to be a solid formation and in good condition, capable of accommodating passing movements.

Views of the typical Old Avoca Road arrangement are shown in Figure 3.6 and Figure 3.7.

Figure 3.6: Old Avoca Road Facing South from Pyrenees Highway

Figure 3.7: Old Avoca Road Facing North from Possum Gully Road

3.3.5 Gladstone Street

Gladstone Street is a designated Arterial Road under management of DTP. Gladstone Street has a posted speed limit of 60km/h and a reduced school zone speed limit of 40km/h during the following weekday periods:

- 8:00am – 9:30am
- 2:30pm – 4:00pm

Gladstone Street is a designated truck route between Castlemaine and Bendigo and provides one (1) traffic lane in each direction across its approximate 7.5m pavement width. Narrow sealed shoulders are provided along the carriageway to the west of Precinct Drive. East of Balaclava Road, Gladstone Street transitions to an urban cross-section with kerb and channel and a formal pedestrian footpath on the northern side of the carriageway.

Auxiliary lanes are provided at the intersection of Balaclava Road and Pekin Road, with views of the typical Gladstone Street arrangement shown in Figure 3.8 and Figure 3.9.

Figure 3.8: Gladstone Street Facing West Towards Phelan Road

Figure 3.9: Gladstone Street Facing Towards Pekin Road Intersection

3.3.6 Phelan Road

Phelan Road is a designated Arterial Road under management of DTP. Phelan Road comprises one (1) traffic lane in each direction across its 7.0m pavement width and transitions to a 9.0m width with a 6.0m wide northbound traffic lane and 3.0m southbound traffic lane north of Gladstone Street.

Phelan Road has a posted speed limit of 60km/h and generally has wide, unsealed shoulders which act as rest areas between Pyrenees Highway and Gladstone Street.

Views of the Phelan Road arrangement are shown in Figure 3.10 and Figure 3.11.

Figure 3.10: Phelan Road Facing South Toward Pyrenees Highway

Figure 3.11: Phelan Road Facing North Towards Gladstone Street Intersection

3.4 Heavy Vehicle Network

As detailed within Section 2.1, the proposal intends to utilise vehicles up to 20m Quad Dog truck and trailers in size in order to transport mined material. An example of a typical Quad and Dog Truck and Trailer (3 axle truck and 4 axle dog) combination is shown in Figure 3.12.

Figure 3.12: Example of 20m Quad Dog Truck and Trailer (source: NHVR)

In Victoria, the approved network for 20m truck and dog combinations aligns with the PBS Level 1 network for vehicles up to 50.5 tonnes and has been reproduced in Figure 3.13.

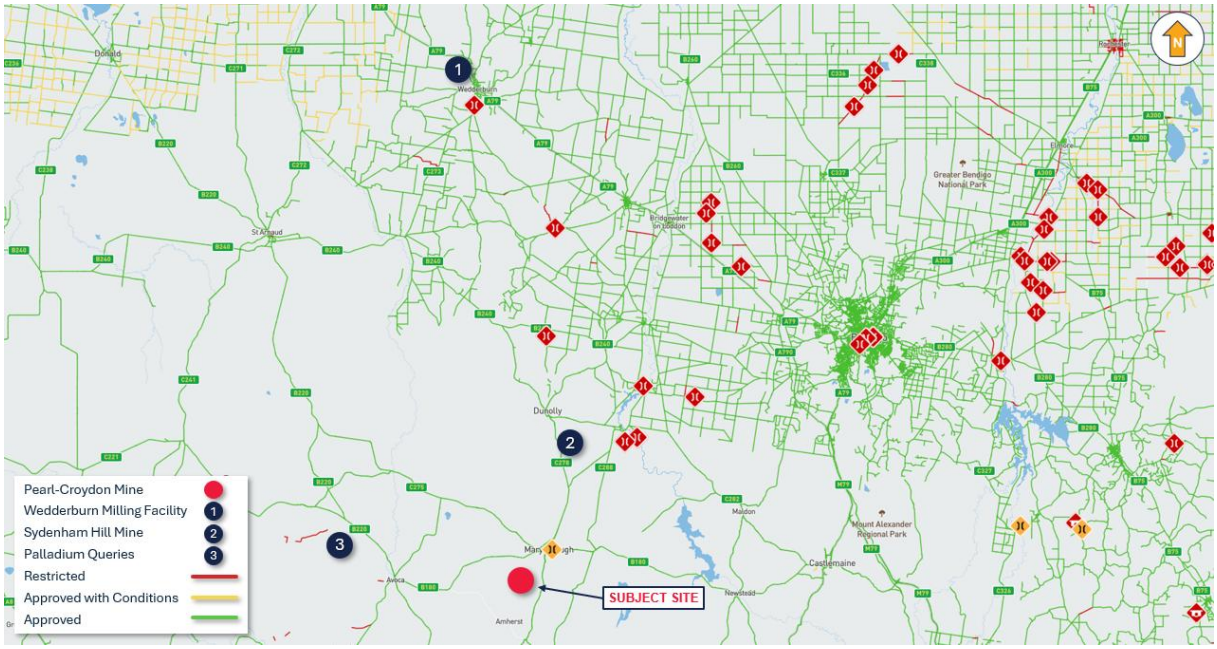


Figure 3.13: PBS Level 1 Road Network

If a road is not shown on the NHVR Network Map for the nominated vehicle, the route does not have existing prescriptive or gazetted access. In such cases, operation on the road is not automatically permitted and a formal route assessment is required. Access can only be granted through an NHVR permit application, which is referred to the relevant road manager for review.

3.5 Existing Traffic Volumes

Existing traffic volume data was sourced from DTP's publicly available database for arterial roads and is summarised in Table 3.1. To provide an estimate of the likely 2025 traffic volumes, a compound growth rate of 2.00% per annum has been applied to the 2019 data.

Table 3.1: Existing Traffic Volumes

ROAD NAME	SEGMENT	DIRECTION	PEAK PERIOD[1]		DAILY	% HV
			AM PEAK	PM PEAK		
Pyrenees Highway	between Elgin Road & Birdport Street	Eastbound	125	125	1,252	13%
		Westbound	118	118	1,185	14%
		Two-way Total	244	244	2,437	14%
Phelan Road	between Balaclava Road & Sunraysia Highway	Eastbound	35	35	347	13%
		Westbound	35	35	352	13%
		Two-way Total	70	70	699	13%
Gladstone Street	between Bendigo Maryborough Road & Maryborough St Arnaud Road	Northbound	109	109	1,086	5%
		Southbound	142	142	1,419	8%
		Two-way Total	250	250	2,505	7%
Broadway	between Dunolly-Moliagul Road & Tweddale Street	Northbound	96	96	962	6%
		Southbound	98	98	975	7%
		Two-way Total	194	194	1,937	6%
Wedderburn-Dunolly Road	between Broadway & Unnamed Street	Northbound	37	37	368	7%
		Southbound	35	35	355	6%
		Two-way Total	72	72	723	7%
Maryborough-Dunolly Road	between Maryborough-Bendigo Road & Gooseberry Hill Road	Northbound	87	87	874	12%
		Southbound	96	340	957	12%
		Two-way Total	183	428	1831	12%
Calder Highway	between Specimen Street & High Street	Northbound	125	125	1,249	25%
		Southbound	128	128	1,280	29%
		Two-way Total	253	253	2,529	27%

[1] Peak period volumes have been assumed to represent 10% of the AADT in accordance with AGTM Part 6

There are currently no recorded traffic volumes for Council roads. Given the adjacent rural land uses and lack of residential development, traffic volumes on these roads are expected to be low.

3.6 Public Transport

An overview of the public transport services operating within the vicinity of the proposed haulage routes is illustrated in Figure 3.14, with the regional train and coach network shown in Figure 3.15.

Figure 3.14: Existing Public Transport Services within Maryborough Township

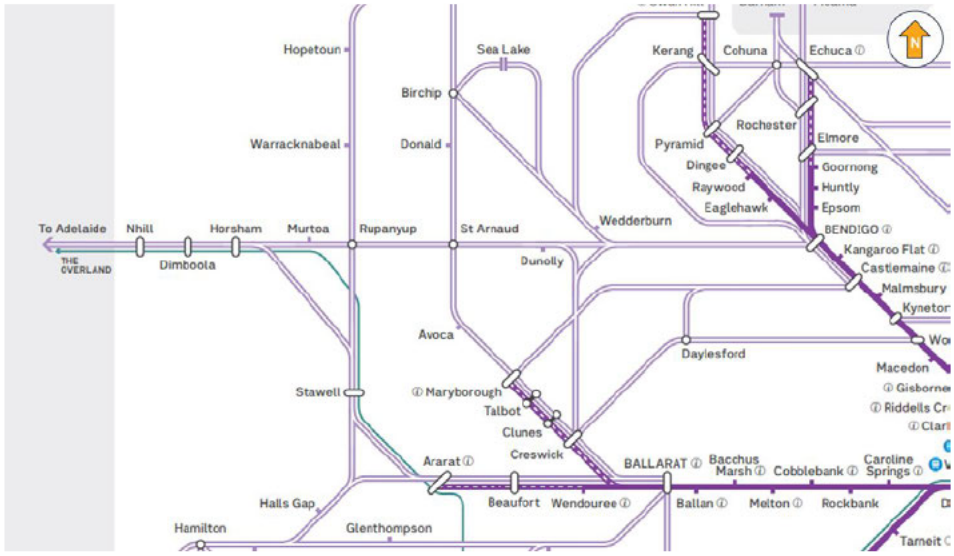


Figure 3.15: Existing Regional Train and Coach Network

The surrounding public transport provisions is summarised in Table 3.2.

Table 3.2: Summary of Transport Modes Involved in Crashes

SERVICE	ROUTE NO.	ROUTE
Bus	2	Maryborough Bus Interchange/Napier St - Bendigo-Maryborough Rd
	4	Maryborough Bus Interchange – Maryborough Education Centre
	Coach (V/Line)	Mildura - Melbourne via Ballarat & Donald
	Coach (V/Line)	Maryborough – Melbourne via Ballarat
Train	-	Maryborough – Melbourne via Ballarat

3.7 Crash Statistics

An analysis was undertaken of crashes on the proposed haulage routes of all reported instances, with historic crash stats data obtained from the Transport Victoria's Open Data Portal for the most recent five (5) year period (January 2021 to March 2025) for the Loddon Mallee and Grampians regions.

The location of the reported crashes relative to the proposed routes is shown in Figure 3.16.

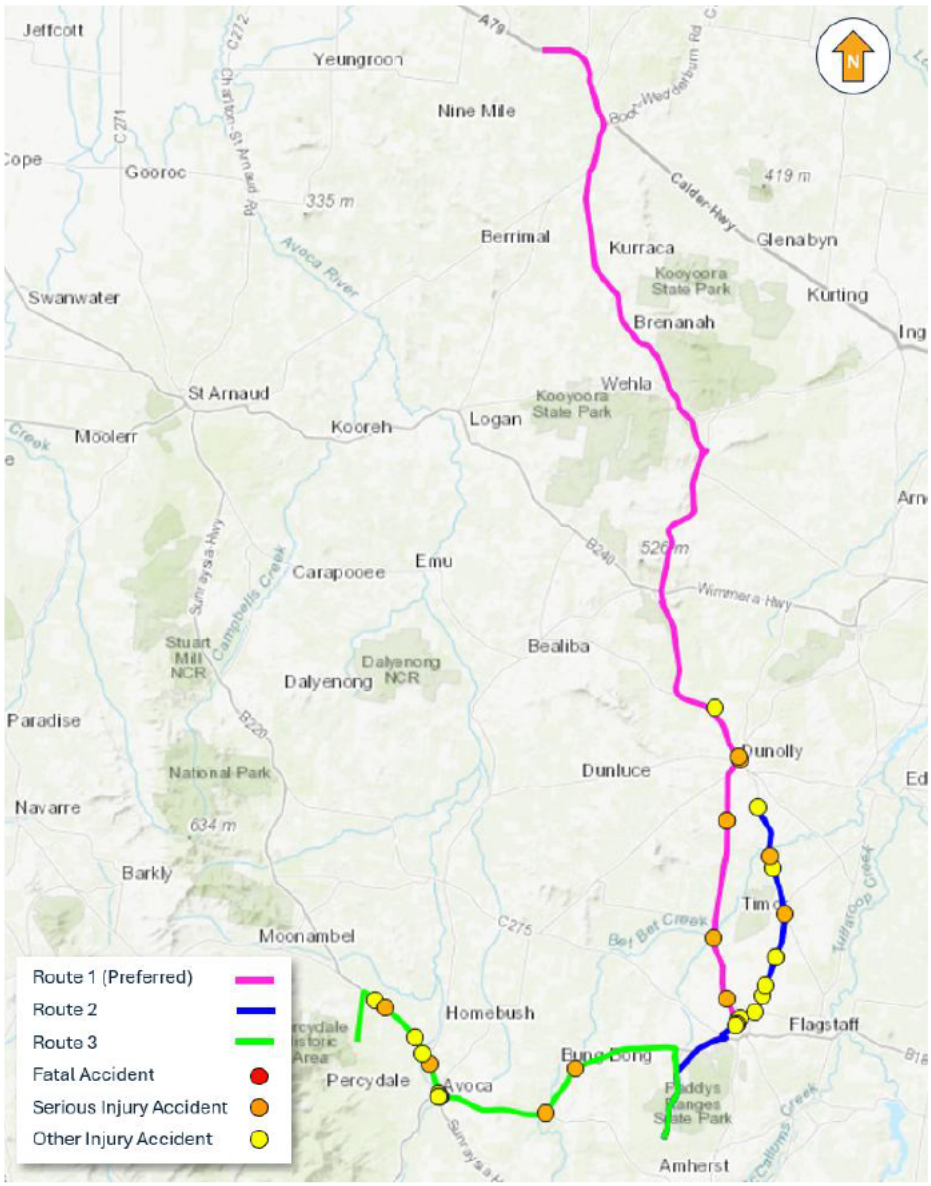


Figure 3.16: Overview of Current Crash Data

A summary of the reported crashes is detailed within Table 3.3.

Table 3.3: Summary of DTP Crash Statistics

CRASH TYPE	FATALITY	SERIOUS INJURY	OTHER INJURY	TOTAL
Collision with a fixed object	0	8	3	11
Collision with vehicle	0	8	7	15
Struck Animal	0	1	4	5
Struck pedestrian	0	1	2	3
Vehicle overturned (no collision)	0	0	1	1
TOTAL	**0**	**18**	**17**	**35**

During this period, there were a total of 35 reported crashes along the proposed routes. Of these, 18 crashes resulted in serious injury and 17 resulted in other injury. There were no reported fatalities during the reviewed period.

Table 3.4 has been prepared to detail the proportion of transport modes involved in crashes along the nominated haulage routes, with the most common crash types further detailed within Table 3.5.

Table 3.4: Summary of Transport Modes Involved in Crashes

TRANSPORT MODE	PROPORTION OF CRASHES
Passenger Vehicle	91%
Heavy Vehicle	9%
Motorcycle	11%
PT Vehicle (bus)	0%
Cyclist	6%
Pedestrian	0%

Table 3.5: Summary of Most Common Crash Types

DCA CODE	NUMBER OF CRASHES
Cross Traffic (Intersections Only)	5
Far Side. Ped Hit by Vehicle from the Left	1
Leaving Parking	1
Left Off Carriageway into Object/Parked Vehicle	4
Off End of Road/T-Intersection.	1
Off Left Bend into Object/Parked Vehicle	1
Out Of Control (Overtaking)	2
Out Of Control on Carriageway (On Straight)	1
Ped Near Side. Ped Hit by Vehicle from the Right.	1
Rear End (Vehicles in Same Lane)	1
Right Far (Intersections Only)	1
Right Off Carriageway into Object/Parked Vehicle	3
Right Rear.	1
Right Through	2
Right Turn Sideswipe	3
Struck Animal	5
Veh Strikes Ped on Footpath/Median/Traffic Island.	1
Vehicle Off Footpath Strikes Veh on Carriageway	1
TOTAL	35

The data detailed within Table 3.5 suggests that crashes at Intersections (Cross Traffic) and in which an animal was struck were the most common crash type, with five (5) recorded instances each. Left off Carriageway into Object/Parked Vehicle was the next most common with four (4) recorded incidents.

4 HAULAGE ROUTES

4.1 General

The haulage routes have been nominated with consideration of the following criteria:

- Utilise the current approvals in place with regards to the intended mine operations
- Utilise the existing PBS Level 1 network, where possible
- Minimise travel time and distance
- Avoid routes that include travel through residential areas and/or sensitive receptors
- Avoid any identified safety 'black spots'

4.2 Preferred Route

The existing Wedderburn Milling Facility is currently operational and fully licensed to accept and mill the ore to be mined at the subject site. WGA understands that currently, there are no other alternative processing facilities accepted third party ore.

Wedderburn is therefore considered to be the preferred processing facility. The nominated haulage route between the subject site and Wedderburn Milling Facility is shown in Figure 4.1.

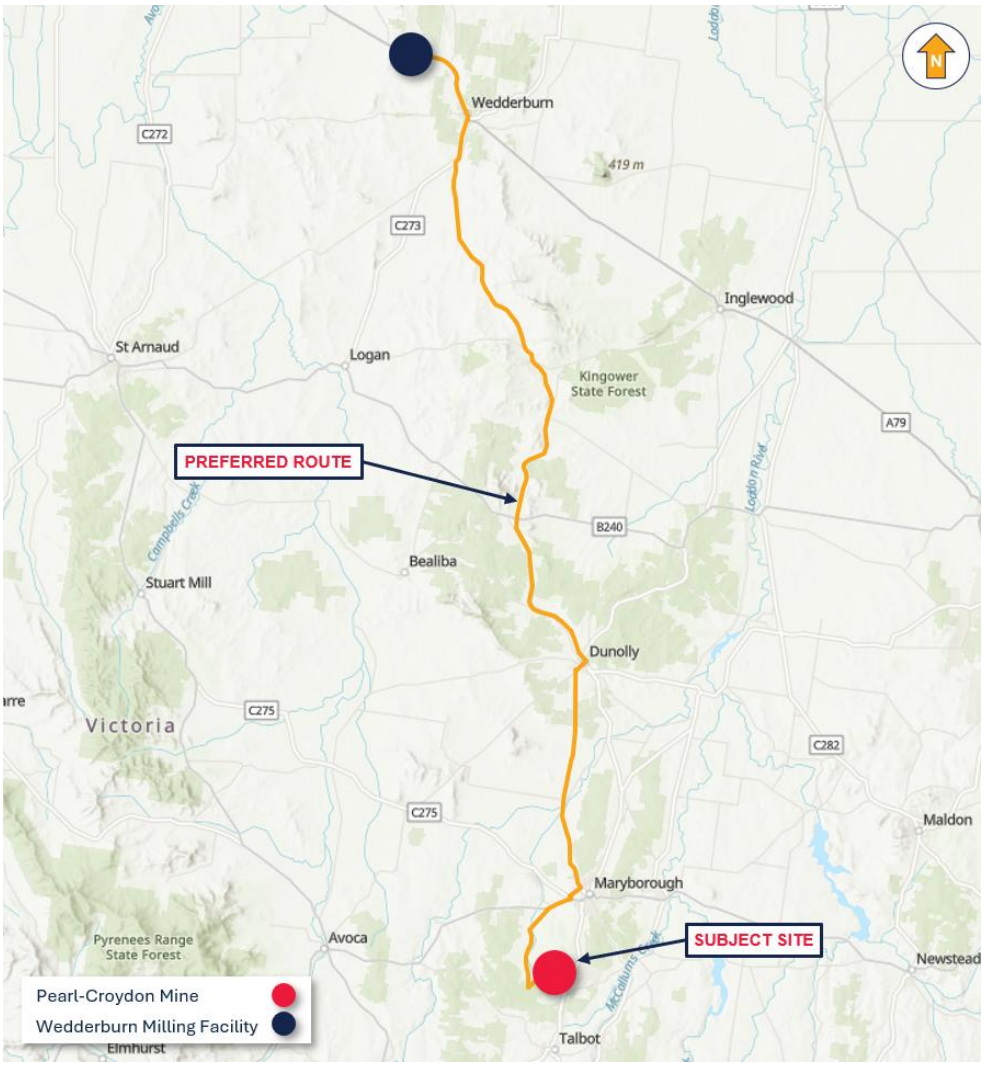


Figure 4.1: Overview of Preferred Haulage Route

A summary of the nominated route is shown in Table 4.1.

Table 4.1: Summary of Haulage Route Option #1 (Preferred Route)

ROAD NAME	ROAD CLASSIFICATION	SPEED LIMIT	LANE WIDTHS	SHOULDER WIDTHS	CARRIAGEWAY WIDTH	ROAD SURFACE	RESPONSIBLE AUTHORITY	NHVR APPROVED
Possum Gully Road	Local Road	100km/h	1x 8.0m	1.0m	12.0m	Unsealed	CGSC	No
			1x 5.5m	1.0m	7.0m	Sealed		
Old Avoca Road	Local Road	100km/h	1x 4.0m	2.5m	9.0m	Sealed	CGSC	No
Pyrenees Highway	Arterial Road (Highway)	80-100km/h (varies)	2x 3.8m	1.0m (min.)	9.6m	Sealed	DTP	Yes
Phelan Road	Arterial Road	60km/h	2x 3.5m	1.0m	9.0m	Sealed	DTP	Yes
Gladstone Street	Arterial Road	40-60km/h (varies)	2x 3.5m	0.5m	8.0m	Sealed	DTP	Yes
Bekin Road	Local Road	100km/h	2x 3.5m	2.0m	11.0m	Sealed	CGSC	No
Timor Road	Local Road	80km/h	2x 3.0m	1.0m (min.)	8.0m	Sealed	CGSC	No
Timor-Dunolly Road	Local Road	100km/h	2x 3.0m	1.0m (min.)	8.0m	Sealed	CGSC	No
Dunolly-Timor Road	Local Road	100km/h	2x 3.0m	1.0m (min.)	8.0m	Sealed	CGSC	No
Dunolly-Avoca Road	Local Road	100km/h	2x 3.0m	1.0m (min.)	8.0m	Sealed	CGSC	No
Thompson Street	Local Road	60-80km/h (varies)	2x 3.0m	1.0m (min.)	8.0m	Sealed	CGSC	No
Broadway	Arterial Road	50km/h	2x 4.0m	n/a	8.0m	Sealed	DTP	Yes
Dunolly-Moliagul Road	Arterial Road	100km/h	2x 3.3m	0.5m	7.6m	Sealed	DTP	Yes
High Street	Local Road	80km/h	1x 4.0m	1.0m (min.)	6.0m	Sealed	CGSC	No
Moliagul-Rheola Road	Local Road	100km/h	1 x 5.0m	2.0m	9.0m	Unsealed	CGSC	No
Wedderburn-Dunolly Road	Local Road	100km/h	1x 4.0 (min)	1.0m	7.5m	Unsealed	CGSC	Yes
			2x 3.0m	0.0m (min)	8.0m	Sealed		
Logan-Wedderburn Road	Arterial Road	100km/h	2x 3.8m	2.0m	9.6m	Sealed	DTP	Yes
Calder Highway	Arterial Road (Highway)	100km/h	2x 3.5m	1.5m	10.0m	Sealed	DTP	Yes

As detailed within Table 4.1, the proposed route includes roads that are not currently approved for use by vehicles up to Quad and Dog Truck and Trailer (3 axle truck and 4 axle dog) combinations. Therefore, an assessment of the appropriateness of these roads is detailed within Section 5.

4.3 Alternate Routes

As noted in Section 4.2, the alternate facilities are not currently approved to accept third party ore. Therefore these facilities are not currently fit for purpose and represent less suitable options.

However, a number of alternate processing facilities have been identified in the event that the preferred processing facility is unable to be utilised.

The alternate processing facilities and associated routes are shown in Figure 4.2.

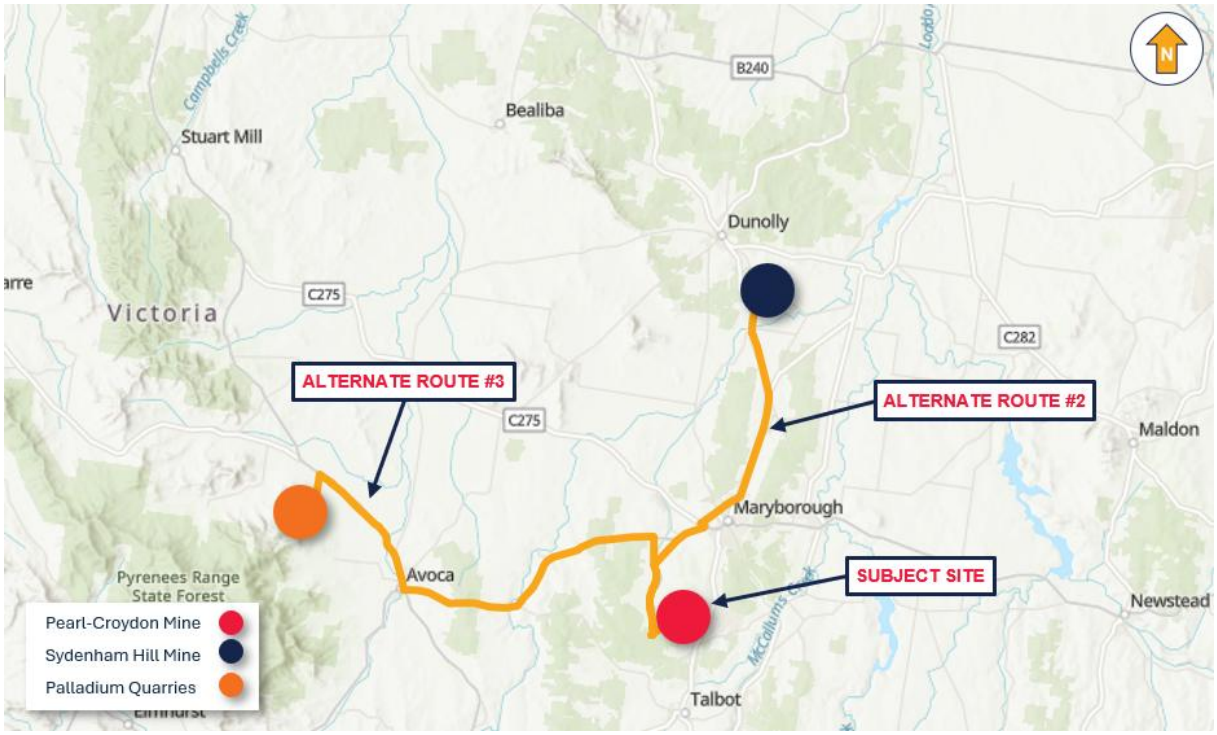


Figure 4.2: Overview of Alternate Haulage Routes

A summary of the alternate haulage routes is detailed within Table 4.2 and Table 4.3.

Table 4.2: Summary of Haulage Route Option #2

ROAD NAME	ROAD CLASSIFICATION	SPEED LIMIT	LANE WIDTHS	SHOULDER WIDTHS	CARRIAGEWAY WIDTH	ROAD SURFACE	RESPONSIBLE AUTHORITY	NHVR APPROVED
Possum Gully Road	Local Road	100km/h	1x 8.0m	1.0m	12.0m	Unsealed	CGSC	No
			1x 5.5m	1.0m	7.0m	Sealed		
Old Avoca Road	Local Road	100km/h	1x 4.0m	2.5m	9.0m	Sealed	CGSC	No
Pyrenees Highway	Arterial Road (Highway)	80-100km/h (varies)	2x 3.8m	1.0m (min.)	9.6m	Sealed	DTP	Yes
Phelan Road	Arterial Road	60km/h	2x 3.5m	1.0m	9.0m	Sealed	DTP	Yes
Gladstone Street	Arterial Road	40-60km/h (varies)	2x 3.5m	0.5m	8.0m	Sealed	DTP	Yes
Maryborough-Dunolly Road	Arterial Road	100km/h	2x 3.3m	1.5m	9.6m	Sealed	DTP	Yes
D219 Track	Local Track	N/A	-	-	-	-	CGSC	No

Table 4.3: Summary of Haulage Route Option #3

ROAD NAME	ROAD CLASSIFICATION	SPEED LIMIT	LANE WIDTHS	SHOULDER WIDTHS	CARRIAGEWAY WIDTH	ROAD SURFACE	RESPONSIBLE AUTHORITY	NHVR APPROVED
Possum Gully Road	Local Road	100km/h (default)	1x 4.0m	-	10.5m	Unsealed	CGSC	No
			1x 5.5m	1.0m	7.0m	Sealed		
Old Avoca Road	Local Road	100km/h (default)	1x 4.0m	1.0m	7.0m	Sealed	CGSC	No
Pyrenees Highway	Arterial Road (Highway)	80-100km/h (varies)	2x 3.8m	1.0m (min.)	14.5m	Sealed	DTP	Yes
High Street	Arterial Road (Highway)	50km/h	4x 3.5m	N/A	45.0m	Sealed	DTP	Yes
Sunraysia Highway	Arterial Road (Highway)	100km/h	2x 3.5m	1.0m	9.0m	Sealed	DTP	Yes
Turpins Road	Local Road	100km/h (default)	1x 4.5m	N/A	4.5m	Unsealed	CGSC	No
Susans Lane	Local Road	100km/h (default)	1x 4.5m	N/A	4.5m	Unsealed	CGSC	No

5 HAULAGE ROUTE REVIEW

5.1 General

The purpose of this haulage route review is to evaluate the suitability, safety, and efficiency of the transport routes nominated for the movement of mined materials to and from the site.

This assessment focuses on the roads not currently approved for use by the nominated vehicles and considers the following characteristics of the nominated routes:

- Road geometry and pavement condition
- Existing road safety issues (if applicable)
- Potential impacts to surrounding communities.

Specifically, the following road segments not yet approved for use by PBS Level 1 vehicles have been reviewed:

- Old Avoca Road *between Possum Gully Road and Pyrenees Highway*
- Pekin Road *between Gladstone Street and Timor Road*
- Timor Road *between Pekin Road and Dunolly-Timor Road*
- Dunolly-Timor Road *between Timor Road and Dunolly-Avoca Road*
- Dunolly-Avoca Road *between Dunolly-Timor Road and Thompson Street*
- Moliagul-Rheola Road (High Street) *between Dunolly-Moliagul Road and Wimmera Highway*.

5.2 Road Geometry and Pavement Condition

5.2.1 Intersection Geometry

A swept path assessment has been prepared to demonstrate the proposed 3 axle truck and 4 axle dog movements through the critical intersections which do not currently form part of the approval PBS Level 1 Network and is included within Appendix A.

The attached swept paths demonstrate a truck and dog can satisfactorily navigate each identified intersection. The vehicle and trailer able to remain within the extent of each intersection whilst maintaining 0.5m clearance to identified fixed obstructions in accordance with *Austroads Guide to Road Design: Design Vehicles and Turning Path Templates* (*AP-G34-23*).

In instances where the truck and dog are required to utilise the full pavement width (such as the left-turn manoeuvre onto Pyrenees Highway from Possum Gully Road), the low traffic volumes are expected to provide ample opportunities for drivers to select an appropriate gap in traffic approaching from both directions.

5.2.2 Midblock Cross-Sections

A review of the existing road geometry is outlined within Table 5.1 and provides a summary of the current formation and alignment of the carriageways on the proposed routes.

Table 5.1 also includes a preliminary review of the existing road conditions as noted during a site inspection undertaken on Wednesday 26 and Thursday 27 November 2025, during which each route was driven (in both directions). The weather conditions were generally overcast and mostly dry during the inspection.

Table 5.1: Summary of Midblock Cross-Sections

ROAD NAME	ROAD CHARACTERSTICS	TYPICAL CROSS-SECTION
Old Avoca Road	• **Typical cross-section:** One Lane, two-way • **Pavement Type:** Bitumen • **Sealed Width:** 3.7m • **Shoulder:** 2.5m crushed rock (approx.) • **Shoulder Condition:** Good with minimal signs of wear • **Horizontal Alignment:** Straight • **Vertical Alignment:** Generally level with 1x crest (warning sign installed) • **Posted Speed Limit:** 100km/h (default)	
Pekin Road	• **Typical cross-section:** Two Lane, two-way • **Pavement Type:** Bitumen • **Sealed Width:** 6.0m • **Shoulder:** min 1.5m crushed rock (varies) • **Shoulder Condition:** Minor rutting with overgrown location in areas • **Horizontal Alignment:** Straight • **Vertical Alignment:** Level • **Posted Speed Limit:** 100km/h	
Timor Road	• **Typical cross-section:** Two Lane, two-way • **Pavement Type:** Bitumen • **Sealed Width:** 7.0m • **Shoulder:** 2.5m crushed rock • **Shoulder Condition:** Generally good with minor signs of wear • **Horizontal Alignment:** Straight • **Vertical Alignment:** Level • **Posted Speed Limit:** 80km/h	

ROAD NAME	ROAD CHARACTERSTICS	TYPICAL CROSS-SECTION
Timor-Dunolly Road & Dunolly-Timor Road	• **Typical cross-section:** Two Lane, two-way • **Pavement Type:** Bitumen • **Sealed Width:** 6.0m • **Shoulder:** 2.5m crushed rock • **Shoulder Condition:** Generally good with minor signs of wear • **Horizontal Alignment:** Straight • **Vertical Alignment:** Level • **Posted Speed Limit:** 100km/h	
High Street	• **Typical cross-section:** One Lane, two-way • **Pavement Type:** Bitumen • **Sealed Width:** 4.5m (approx.) • **Shoulder:** 1.5m to 3.0m crushed rock (approx.) • **Shoulder Condition:** Good with minimal signs of wear and rutting • **Horizontal Alignment:** Straight • **Vertical Alignment:** Level • **Posted Speed Limit:** 80km/h	
Moliagul-Rheola Road	• **Typical cross-section:** One Lane, two-way • **Pavement Type:** Bitumen • **Sealed Width:** 4.5m (approx.) • **Shoulder:** 1.5m to 3.0m crushed rock (approx.) • **Shoulder Condition:** Good with minimal signs of wear and rutting • **Horizontal Alignment:** Generally straight with large radii curves • **Vertical Alignment:** Level • **Posted Speed Limit:** 80km/h	

Further to the observations outlined within Table 5.1, it is noted that the examined road network was generally in good condition, with wide trafficable shoulders capable of safely accommodating passing movements in areas where a reduced pavement width was present.

The proposed route was also noted to have good visibility present for the vast majority of the route, with each road generally comprising a straight and level alignment. Where large radius horizontal curves or vertical crests were present along the route, these were appropriately signed with suitable warning signs.

5.2.3 Pavement Condition

The pavement condition was observed during the route drive through via a mounted dashcam whilst travelling at the posted speed limit. The footage was then analysed and defects and existing conditions noted, as required. It is noted that a detailed analysis was not undertaken and only high-level observations were recorded.

The assessment focused on roads which do not currently form part of the PBS Level 1 approved network only, with observations made in accordance with the following guidance:

- *Austroads Guide to Pavement Technology:*
  - *Part 5: Pavement Evaluation and Treatment Design*
  - *Part 6: Unsealed Pavements*

The assessment is preliminary only and focussed on the general pavement condition for overall segments rather than identifying individual defects or conditions. The chainages have been determined based on intersecting roads, with the observed location obtained from the coordinates referenced within the dashcam footage.

A summary of the observed pavement condition is detailed within Table 5.2.

Table 5.2: Summary of Observed Pavement Conditions

ROAD NAME	CHAINAGE		OBSERVATIONS
	START	END	
Possum Gully Road	CH0000 – Bartlett Track	CH5000 – Old Avoca Road	• CH0000 – CH2100: No potholes observed with minor rutting within wheel paths on unsealed surface. Minor corrugation outside of wheel path. Generally well compacted with no minimal loose gravel observed. • CH2100 – CH5000: No rutting, significant cracking or flushing observed. Edge of seal observed to be generally in good condition.
Old Avoca Road	CH0000 – Possum Gully Road	CH2400 – Pyrenees Highway	• No significant potholes observed. Edge of seal experiencing minor breaking in some locations. Wearing course observed to be in generally good condition. • CH0050: Minor pavement cracking at intersection with Possum Gully Road (north approach). • CH0200: Cracking at edge of seal. • CH2300: Minor ravelling/potholing at edge of seal.
Pekin Road	CH0000 – Gladstone Street	CH2100 – Timor Road	• CH0000 – CH0820: Pavement observed to be in good condition. • CH0820 – CH2100: Edge of seal experiencing minor breaking in some locations.

ROAD NAME	CHAINAGE		OBSERVATIONS
	START	END	
Timor Road	CH0000 – Pekin Road	CH4600 – Bet Bet Creek Road	• No significant potholes observed. Edge of seal experiencing minor breaking in some locations. Wearing course observed to be in generally good condition. • CH2200: Longitudinal cracking occurring towards edge northbound pavement. • CH2700: Minor stripping of sprayed seal within wheel path of northbound traffic lane. • CH3100: Patched pothole in wheel path of northbound traffic lane.
Timor-Dunolly Road	CH0000 – Bet Bet Creek Road	CH1000 – Timor-Bromley Road	• No significant potholes observed. Edge of seal experiencing minor breaking in some locations. Wearing course observed to be in generally good condition.
Dunolly-Timor Road	CH0000 – Timor-Bromley Road	CH11900 – Dunolly-Avoca Road	• Wearing course observed to be in generally good condition with minor isolated potholes observed. Edge of seal experiencing minor breaking in some locations. • CH2600: Minor stripping of sprayed seal within wheel path of northbound and southbound traffic lanes. • CH5700: Minor potholes with water ponding. • CH10100: Minor potholes with water ponding. • CH11500: Minor deformation at edge of seal with water ponding.
High Street	CH0000 – Dunolly-Moliagul Road	CH0850 – Wimmera Highway	• No significant potholes observed. Edge of seal experiencing minor breaking in some locations.
Moliagul-Rheola Road	CH0000 – Wimmera Highway	CH2900 – Dalmatian Road	• Wearing course observed to be in reasonable condition. Pavement typically breaking at edge of seal with minor drop offs from edge of pavement occurring. • CH0050: edge of seal breaking and deformation occurring • CH0210: Pavement breaking at edge of seal with minor drop offs from edge of pavement occurring.

A review of the observations detailed within Table 5.2 suggest that the pavement condition (both sealed and unsealed) is typically in good condition along the length of the proposed routes, with only minor isolated defects noted during the drive through.

5.3 Existing Road Safety Issues

A review of the crash statistics outlined within Section 3.7 suggest that there are no prevailing trends present on the proposed routes which would be further exacerbated by the inclusion of site generated heavy vehicle traffic.

Furthermore, during the route drive through the speed, alignment (horizontal and vertical) and formation of the roads along the proposed routes were typically found to be suitable for accommodating heavy vehicles in the rural context.

In instances where narrow sealed pavements are provided, wide compacted shoulders are present allowing for satisfactory passing of opposing movements. It is therefore considered that there are no safety grounds which would prohibit the use of the proposed routes by site generated heavy vehicle traffic.

5.4 Potential Impacts to Surrounding Communities

The proposed haulage routes are not expected to have a material impact on the existing amenity of surrounding communities. The modest truck volumes outlined within Section 2.2 are proposed to avoid residential catchments where possible, with limited interface with residential areas within town centres.

6 TRAFFIC IMPACTS

6.1 General

A midblock capacity assessment has been undertaken to assess the likely impact of the proposed haulage movements on the surrounding network. This approach is considered to be appropriate given the rural location resulting in intersections being less frequent.

Austroads Guide to Traffic Management Part 3: Transport Study and Analysis Methods provides guidance on the level of service and associated volume to capacity (v/c) ratio thresholds.

The description of various levels of service in the context of two-lane highways is shown in Table 6.1.

Table 6.1: Level of Service Definitions and V/C Threshold (source: AGTM Part 3)

LEVEL OF SERVICE	DESCRIPTION	VOLUME TO CAPACITY (V/C) THRESHOLD[1]
A	Motorists experience high operating speeds and little difficulty in passing. Platoons of three or more vehicles are rare. On Class II highways, speed would be controlled primarily by roadway conditions. A small amount of platooning would be expected.	0.30
B	Passing demand and passing capacity are balanced. On both Class I and Class II highways, the degree of platooning becomes noticeable. Some speed reductions are present on Class I highways. On Class III highways, it becomes difficult to maintain FFS operation, but the speed reduction is still relatively small.	0.48
C	Most vehicles are travelling in platoons. Speeds are noticeably curtailed on all three classes of highway	0.70
D	Platooning increases significantly. Passing demand is high on both Class I and II facilities but passing capacity approaches zero. A high percentage of vehicles are now travelling in platoons, and PTSF is quite noticeable.	0.90
E	Demand is approaching capacity. Passing on Class I and II highways is virtually impossible. The lower limit of this LOS represents capacity.	1.00
F	Arrival flow in one or both directions exceeds the capacity of the segment. Operating conditions are unstable, and heavy congestion exists on all classes of two-lane highway.	> 1.00

[1]Based on a free flow speed of 100km/h

6.2 Site Generated Traffic Volumes

With consideration of the information provided by the applicant, peak hour and traffic volumes anticipated to be generated by the proposed haulage operations are summarised within Table 6.2.

Table 6.2: Summary of Site Generated Traffic Volumes

PERIOD	LIGHT VEHICLES	HEAVY VEHICLES	TOTAL VEHICLES
Peak Hour	NIL	2 vph	2 vph
Daily	NIL	6 vpd	12 vpd

6.3 Road Network Capacity

Austroads Guide to Road Design Part 3: Geometric Design provides guidance on midblock design volumes and associated cross-sections for single carriageway rural roads and has been reproduced in Table 6.3.

Table 6.3: Single Carriageway Rural Road Widths (source: AGRD Part 3)

ELEMENT	DESIGN AADT				
	1 – 150 VPD	150 – 500VPD	500 – 1,000VPD	1,000 – 3,000 VPD	> 3,000VPD
Traffic lanes	3.7m (1 x 3.7m)	6.2m (2 x 3.1m)	6.2m – 7.0m (2 x 3.1 - 3.5m)	7.0m (2 x 3.5m)	7.0m (2 x 3.5m)
Total shoulder	2.5m	1.5m	1.5m	2.0m	2.5m
Min. shoulder seal	0m	0.5m	0.5m	1.0m	1.5m
Total carriageway	8.7m	9.2m	9.2 – 10.0m	11.0m	12.0m

6.4 Post Development Traffic Conditions

With consideration of the modest traffic volumes anticipated to traverse the nominated haulage routes, the proposal is not anticipated to adversely impact the existing operation of the network.

For completeness, the projected post-development traffic volumes have been considered in the context of the design AADT values outlined within *Austroads Guide to Road Design Part 3: Geometric Design*, with the calculated level of service detailed within Table 6.4.

Table 6.4: Summary of Site Generated Traffic Volumes

ROAD NAME	ROAD CAPACITY	TRAFFIC VOLUMES	V/C	LOS
Pyrenees Highway	> 3,000 vpd	2,437 vpd	0.81	C
Phelan Road	1,000 – 3,000 vpd	699 vpd	0.23	A
Gladstone Street	1,000 – 3,000 vpd	2,505 vpd	0.83	C
Broadway	1,000 – 3,000 vpd	1,937 vpd	0.65	B
Wedderburn-Dunolly Road	> 3,000 vpd	723 vpd	0.24	A
Calder Highway	> 3,000 vpd	2,529 vpd	0.84	C
Maryborough-Dunolly Road	> 3,000 vpd	1,831 vpd	0.61	B

A review of the results outlined in Table 6.4 suggests that the arterial road network has capacity to absorb the modest traffic volumes proposed in the proposal. Additionally, the local roads in which traffic volume data was not available to be obtained were observed to accommodate very low demand and are therefore considered capable of accommodating the proposed movements.

7 OTHER CONSIDERATIONS

7.1 Site Access Arrangements

7.1.1 Sight Distance Assessment

A review of the sight distances afforded to the site entrances to Wedderburn Milling Facility and Sydenham Hill Mine from the arterial road network has been undertaken in accordance with *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

It is noted that Palladium Mines is accessed via a low order local road and has therefore not been included in the subsequent assessment.

In assessing the sight distances, the Safe Intersection Sight Distance (SISD) has been considered in accordance with Austroads, with an overview of the relevant SISD considerations shown in Figure 7.1.

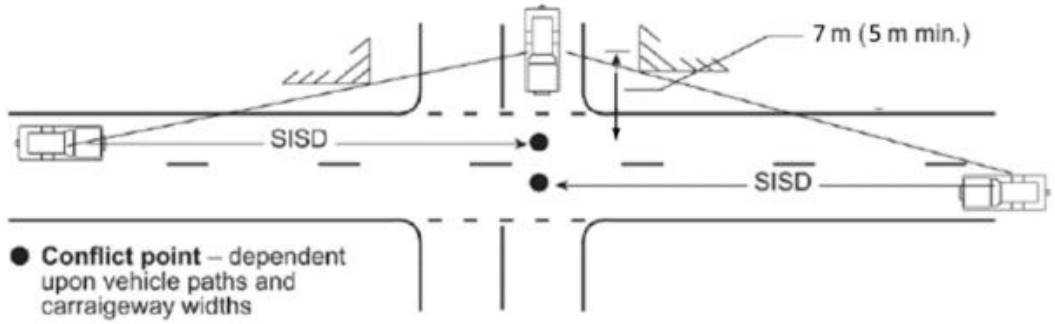


Figure 7.1: Safe Intersection Sight Distance (SISD) (source: AGRD Part 4A)

The posted speed limit for the respective frontage roads is as follows:

Site:	Frontage Road:	Posted Speed Limit:
Wedderburn Milling Facility	Calder Highway	100km/h
Sydenham Hill Mine	Maryborough-Dunolly Road	100km/h

Consequently, the SISD requirement for a 110km/h design speed (posted speed limit plus 10km/h) is illustrated in Figure 7.2.

Design speed (km/h)	Based on safe intersection sight distance for cars[1] h_1 = 1.1; h_2 = 1.25, d = 0.36[2]; Observation time = 3 sec					
	R_T = 1.5 sec[3]		R_T = 2.0 sec		R_T = 2.5 sec	
	SISD (m)	K	SISD (m)	K	SISD (m)	K
40	67	4.9	73	6	–	–
50	90	8.6	97	10	–	–
60	114	14	123	16	–	–
70	141	22	151	25	–	–
80	170	31	181	35	–	–
90	201	43	214	49	226	55
100	234	59	248	66	262	74
110	–	–	285	87	300	97
120	–	–	324	112	341	124
130	–	–	365	143	383	157

Figure 7.2: SISD Requirement at Site Access Locations

Based on a review of Figure 7.2, the SISD requirement for both Wedderburn Milling Facility and Sydenham Hill Mine is 300m.

Both site access locations are generally located on a straight and level alignment with the adjacent tree line suitably offset from the carriageway and limited vegetation impacting visibility.

The results of the SISD checks have been summarised in Table 7.1, plans detailing the sight distances afforded to the respective site access points included within Appendix B.

Table 7.1: Summary of SISD Checks

SITE	APPROACH	SISD REQUIREMENT	SISD ACHIEVED	COMPLIANT
Wedderburn Milling Facility	East	300m	>300m	Yes
	West		>300m	Yes
Sydenham Hill Mine	North	300m	>300m	Yes
	South		>300m	Yes

7.1.2 Site Access Intersection Arrangement

Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management provides guidance on turning lane warrants that apply to major road turn treatments with respect to the provision of basic, auxiliary and channelised lanes along the major roads.

For the purposes of this assessment and with consideration of the existing posted speed limit of 100km/h on both Calder Highway and Maryborough-Dunolly Road, the graph for a design speed of 100km/h or greater has been applied.

A turn lane warrant assessment has been undertaken for the respective site access intersections for both Wedderburn Milling Facility and Sydenham Hill Mine based upon the existing traffic volumes detailed within Table 3.1 and the anticipated site generated traffic volumes outlined in Section 2.2.

For the purposes of this assessment, it is assumed that during peak periods two (2) trucks would access the site, representing approximately 33% of the daily traffic movements generated by the site.

In applying the warrants outlined in Figure 7.3 and Figure 7.4, it is noted that:

- Curve 1 (red) represents the boundary between a Basic Turn Lane and an Auxiliary Short Turn Lane treatment
- Curve 2 (blue) represents the boundary between an Auxiliary Short Turn Lane and a full-length Auxiliary Turn Lane or Channelised Left Turn Lane treatment

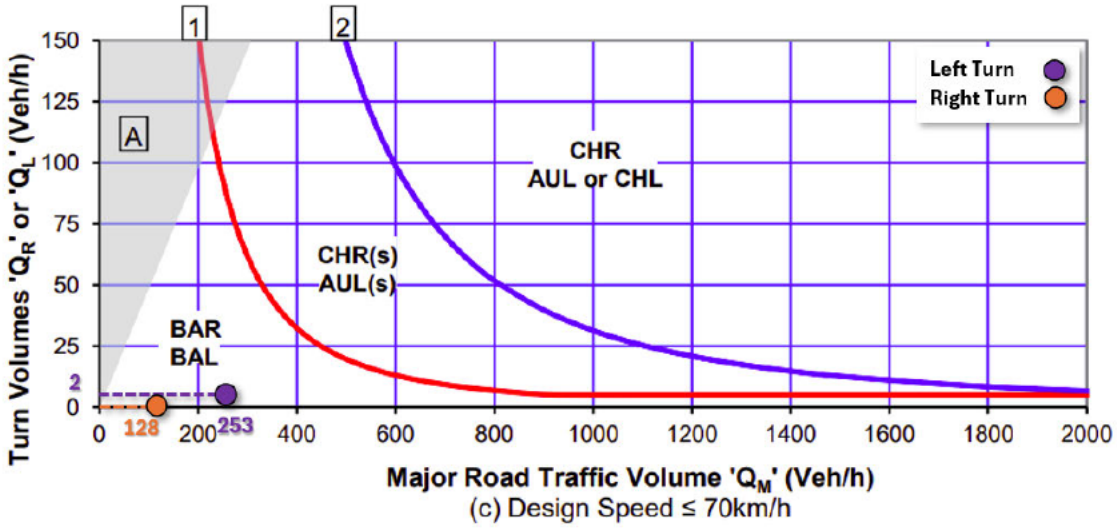


Figure 7.3: Warrant for Turn Treatments on Calder Highway (Wedderburn Milling Facility)

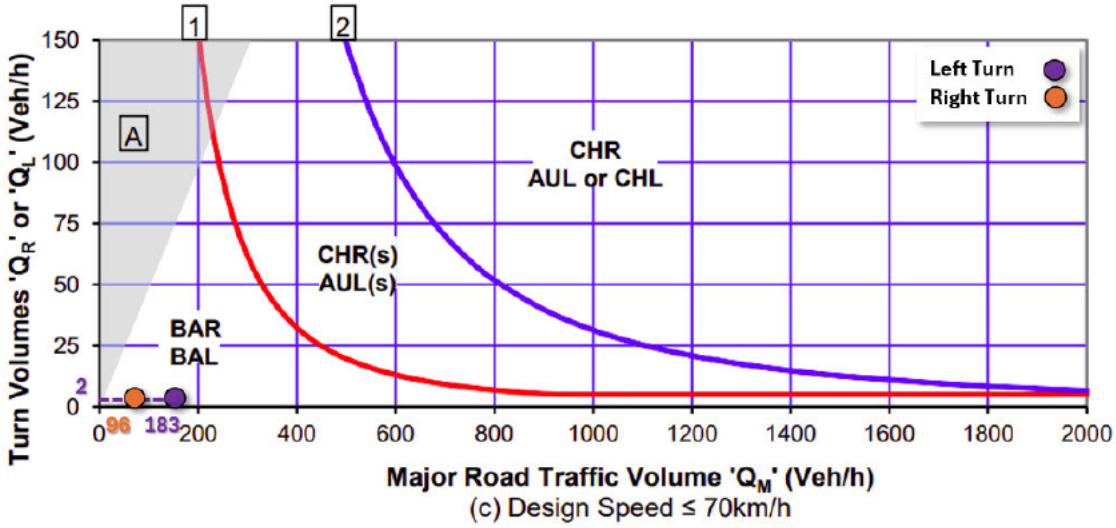


Figure 7.4: Warrant for Turn Treatments on Maryborough-Dunolly Road (Sydenham Hill Mine)

A summary of the turning warrant assessment inputs and subsequent findings is detailed within Table 7.2 and Table 7.3.

Table 7.2: Summary of Turning Warrant Assessment (Calder Highway)

TURNING MOVEMENT	TRAFFIC VOLUMES		REQUIREMENT
	TURNING	MAJOR	
Left	0 vph	128 vph	BAL
Right	2 vph	125 vph	BAR

Table 7.3: Summary of Turning Warrant Assessment (Maryborough-Dunolly Road)

TURNING MOVEMENT	TRAFFIC VOLUMES		REQUIREMENT
	TURNING	MAJOR	
Left	0 vph	96 vph	BAL
Right	2 vph	87 vph	BAR

The turn lane warrant assessment confirms that only Rural basic turn treatments (BAL and BAR) are required at the respective site accesses. Rural basic turn treatments generally comprise a widened shoulder to allow through vehicles, having slowed, to pass the turning vehicle.

Noting the existing cross-section provided and the minimal traffic volumes at each of the site frontages, the existing arrangements are considered suitable with no further works required in order to accommodate safe and efficient access.

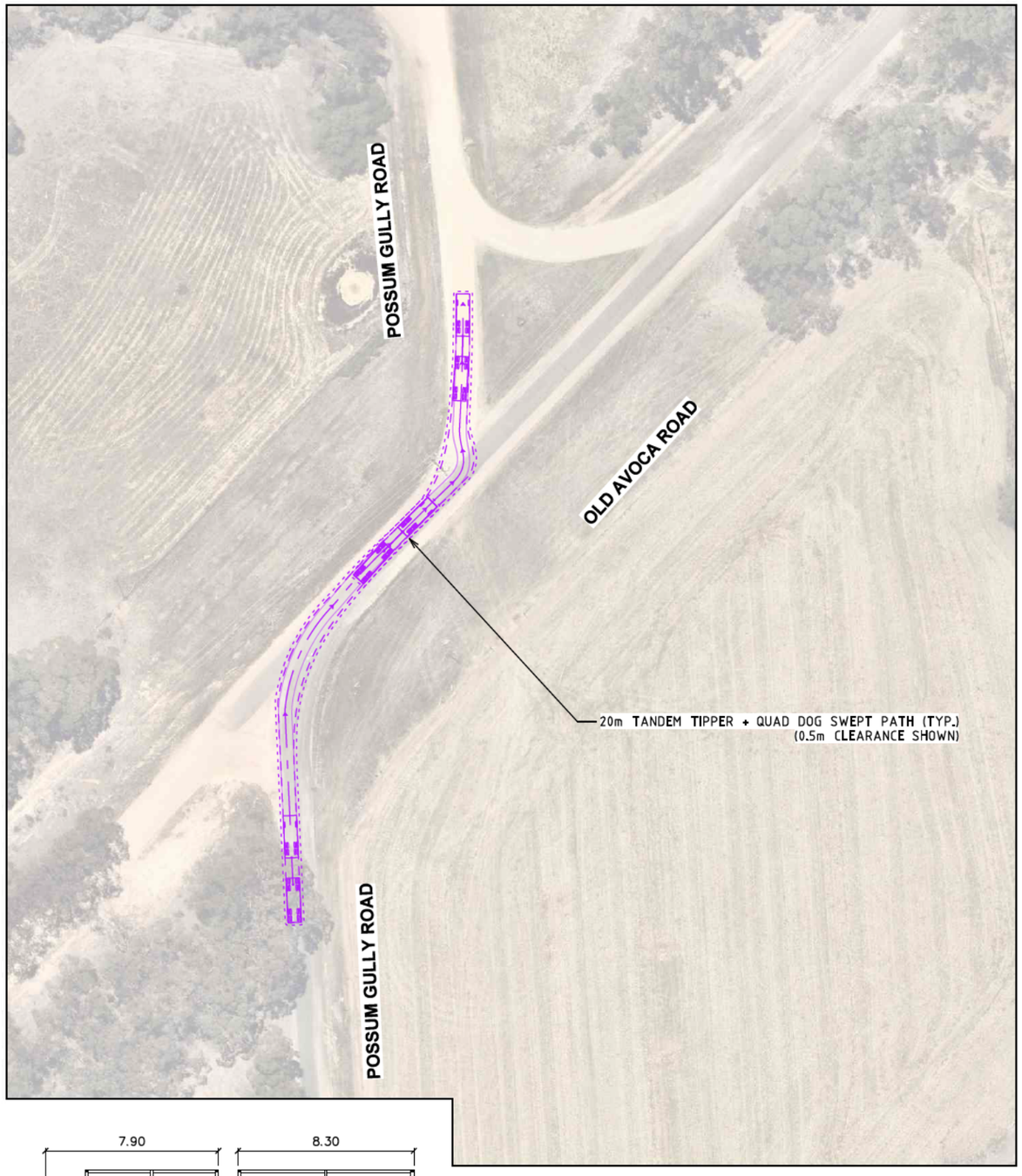
8 SUMMARY & CONCLUSIONS

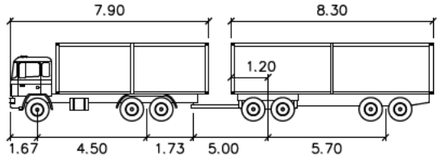
This Traffic Impact Assessment (TIA) report has been prepared in support of the proposed haulage routes associated with the existing Pearl-Croydon mining operations.

Based on the discussions and analysis outlined within this report the following key conclusions are derived:

- The approved Pearl-Croydon Mine Mining Work Plan (MWP) includes an approved haulage route to a processing plant in Maldon, Victoria. However, it is understood that an alternate site for the processing facility is sought.
- The haulage operations propose to utilise vehicles up to 20m Quad Dog truck and trailers in size, with up to 6 vehicles transporting mined material to the processing facility per day.
- The proposed route intends to leverage the approved network for 20m truck and dog combinations, however, seeks permission for a number of roads not yet approved under NHVR.
- The proposal outlines a number of alternate processing facilities, with each site to be accessed via a different route. The preferred site is known as Wedderburn Milling Facility.
- The surrounding network generally accommodates low demand typical with rural settings and has capacity to accommodate the modest traffic volumes outlined within the proposal.
- A review of publicly available crash statistics suggests that there are no prevailing trends or safety issues along the proposed haulage routes.
- A route drive through has been conducted whereby each route was driven in both directions. It was noted that each route was generally appropriate to accommodate the nominated haulage vehicle, with existing sealed and unsealed pavements observed to be in overall good condition.
- Good visibility is provided at the proposed site access points to the DTP arterial road network, with the required SISD able to be achieved for a design speed of 110km/h.
- A review of the turning warrant guidance outlined within *Austroads Guide to Traffic Management Part 5* suggests that turn lane treatments are not required at Wedderburn Milling Facility or Sydenham Hill Mine.

APPENDIX A
SWEPT PATH ASSESSMENT





TANDEM TIPPER + QUAD DOG

meters

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 30.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

When sheet printed full size, the scale bar is 50mm.

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DISCLAIMER:

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INFORMATION ISSUE
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REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD
A	15.12.2025	ISSUED FOR INFORMATION	E.D	E.D	J.M

WGA

PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER
Job Number | Sheet No. | Rev.

Design E.D | Drawn E.D | WGA251523-SK-TT-1001 | A

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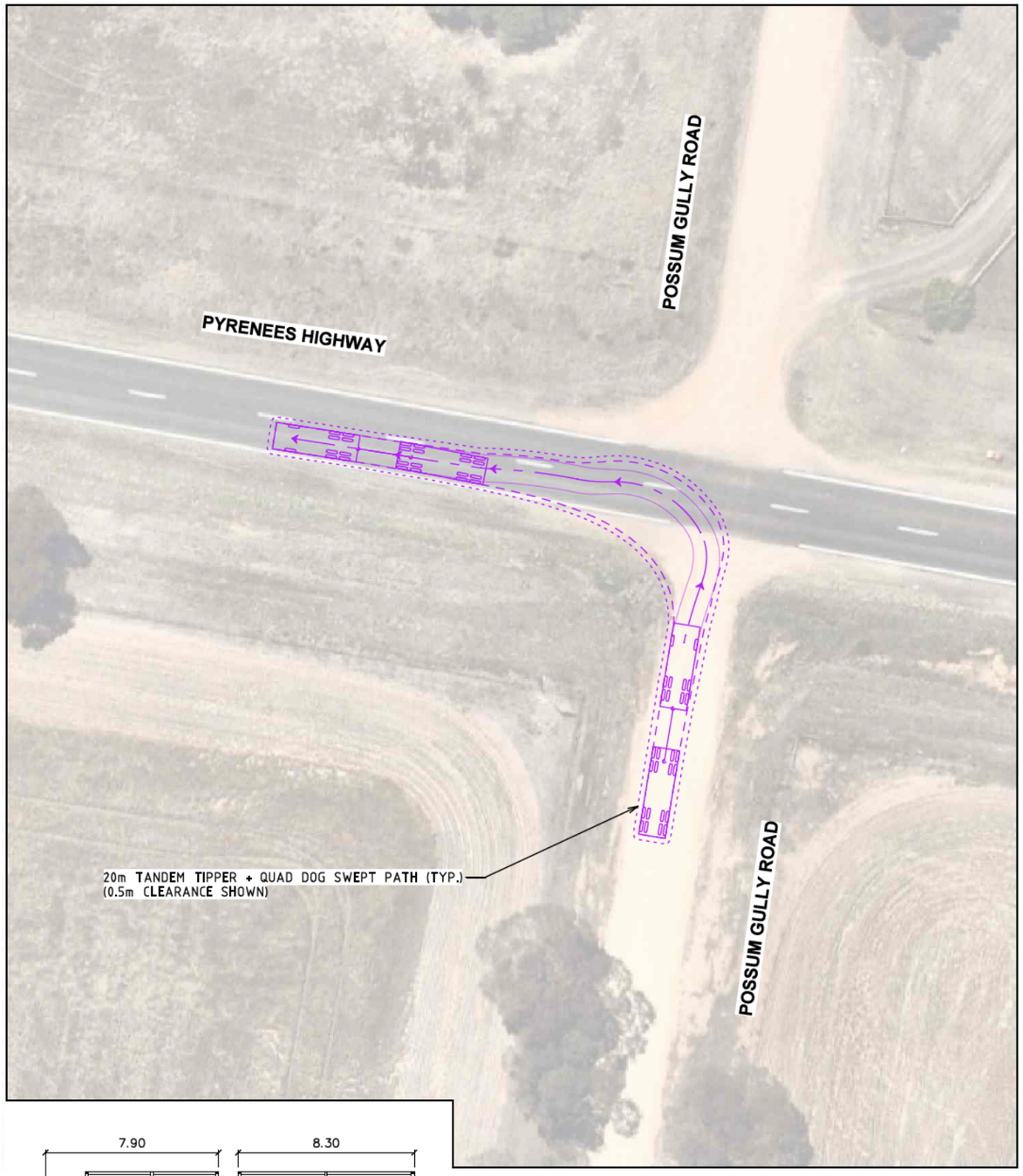

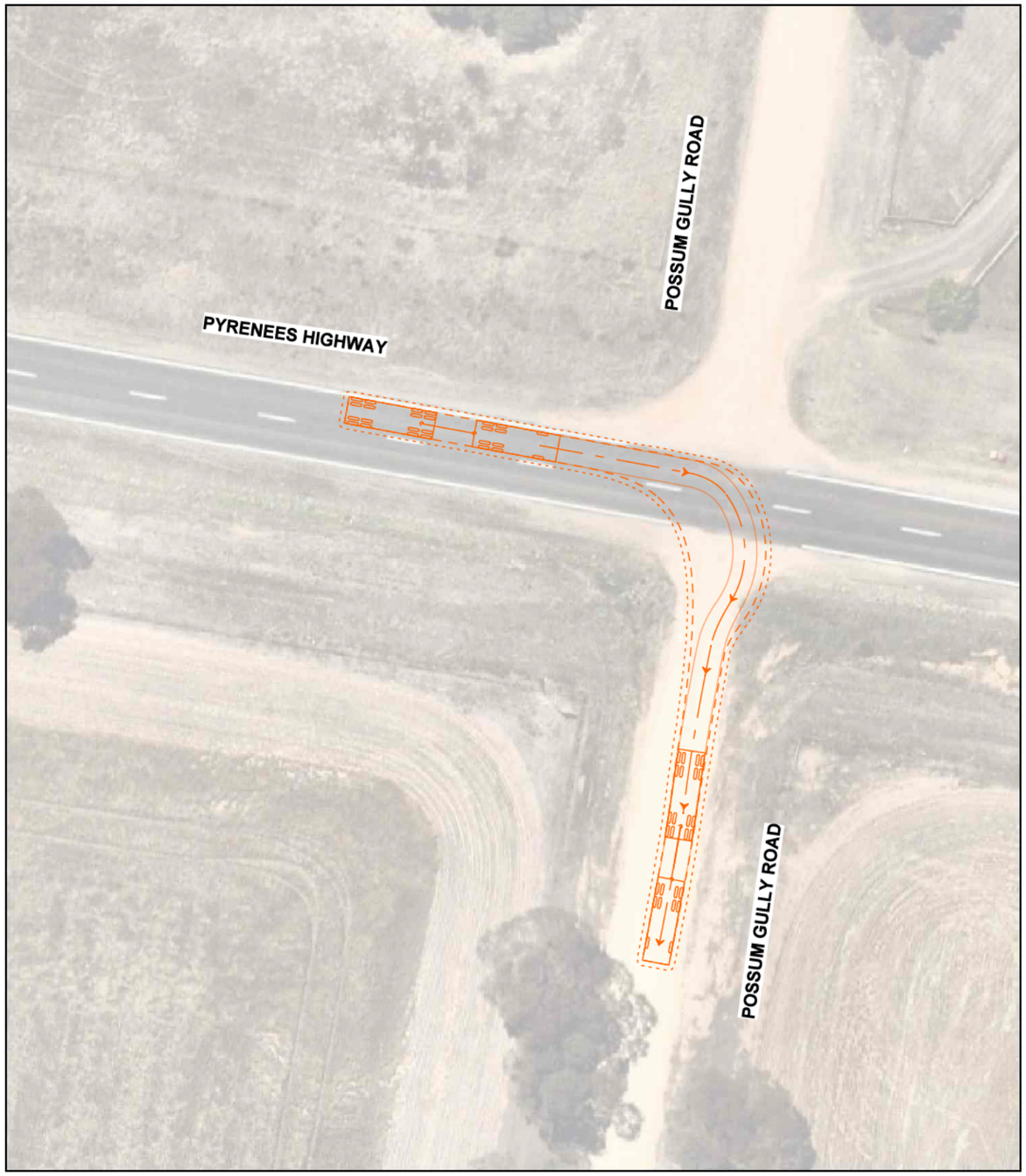

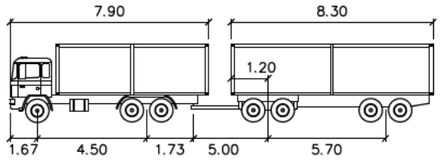

TANDEM TIPPER + QUAD DOG

meters

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Trailer Width	: 2.50	Steering Angle	: 30.0
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PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER
Job Number Sheet No. Rev.
Design E.D Drawn E.D WGA251523-SK-TT-1002 A

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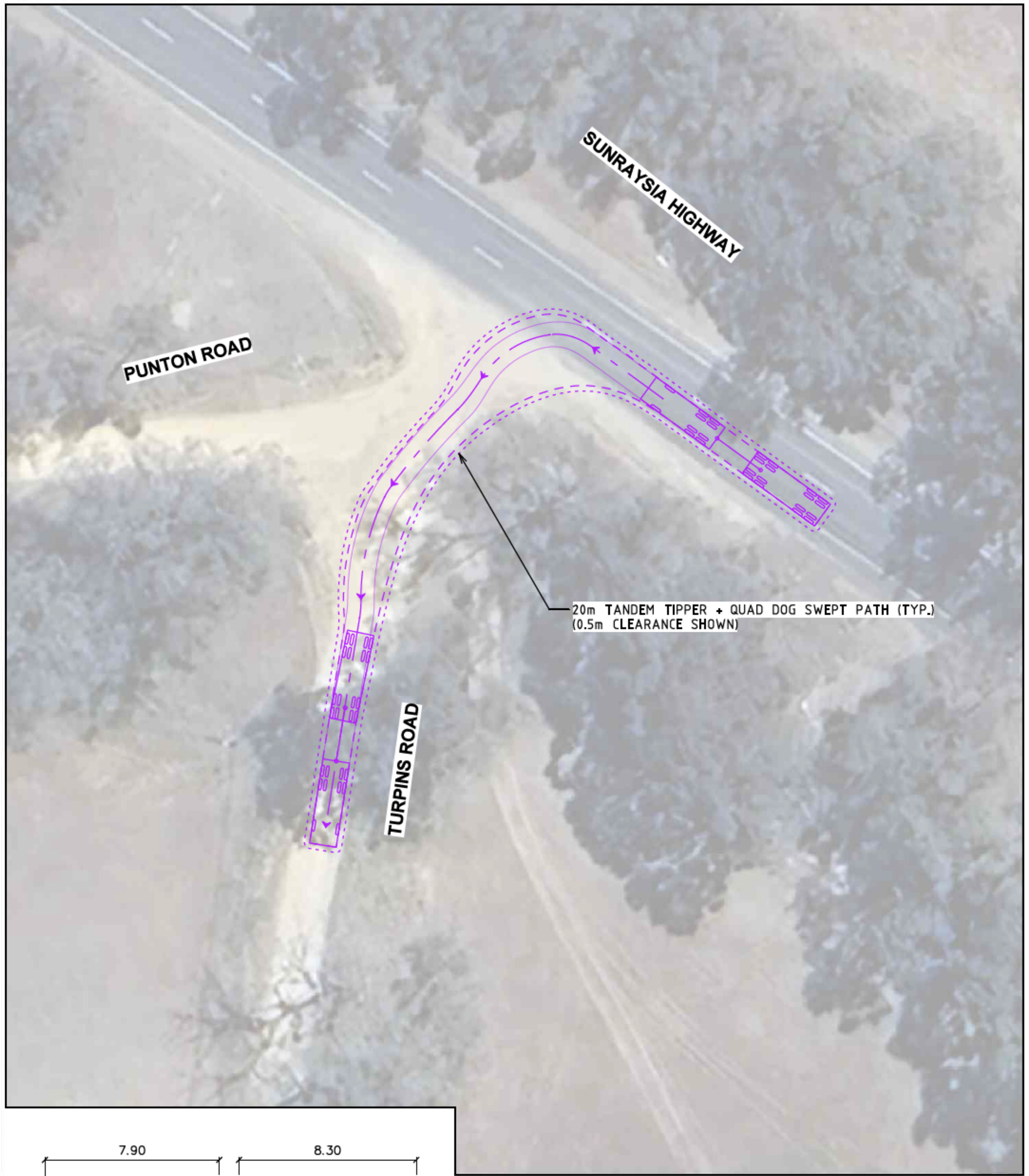

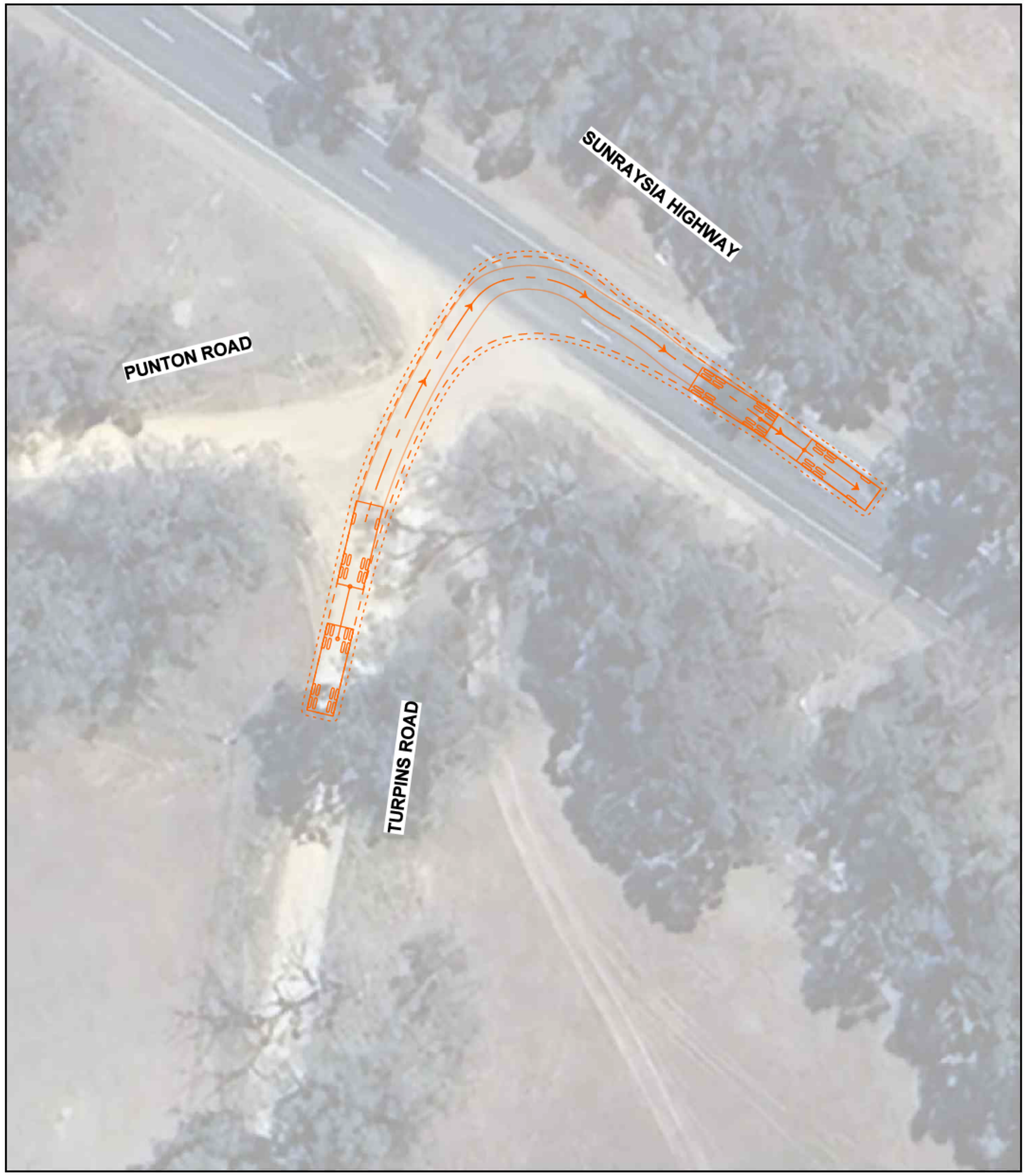

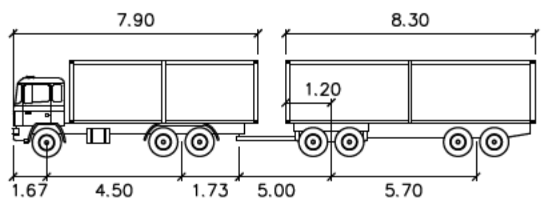

TANDEM TIPPER + QUAD DOG

meters

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Trailer Width : 2.50	Steering Angle : 30.0
First Unit Track: 2.50	Articulating Angle : 70.0
Trailer Track : 2.50	

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PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER

Design	Drawn	Job Number	Sheet No.	Rev.
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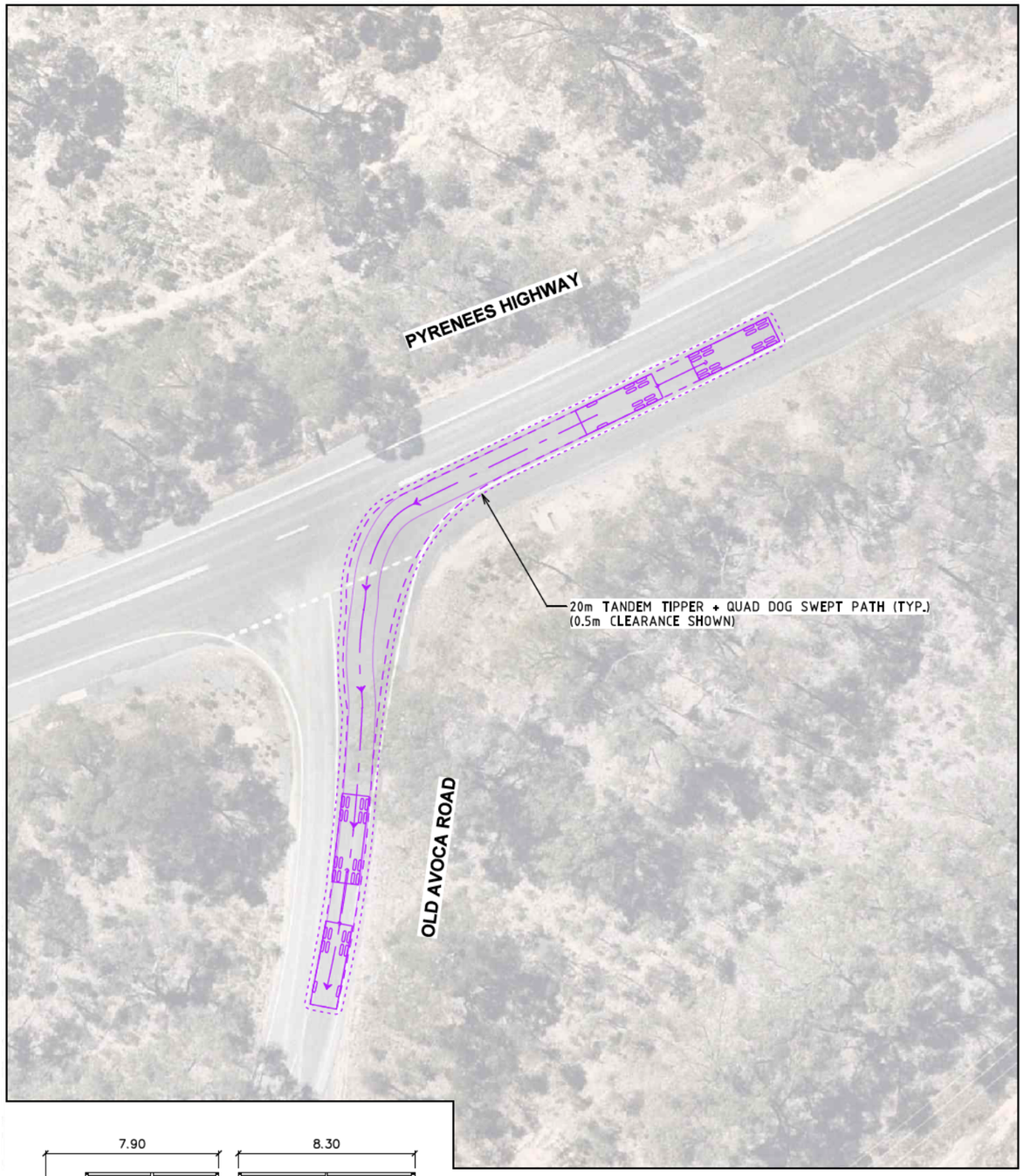

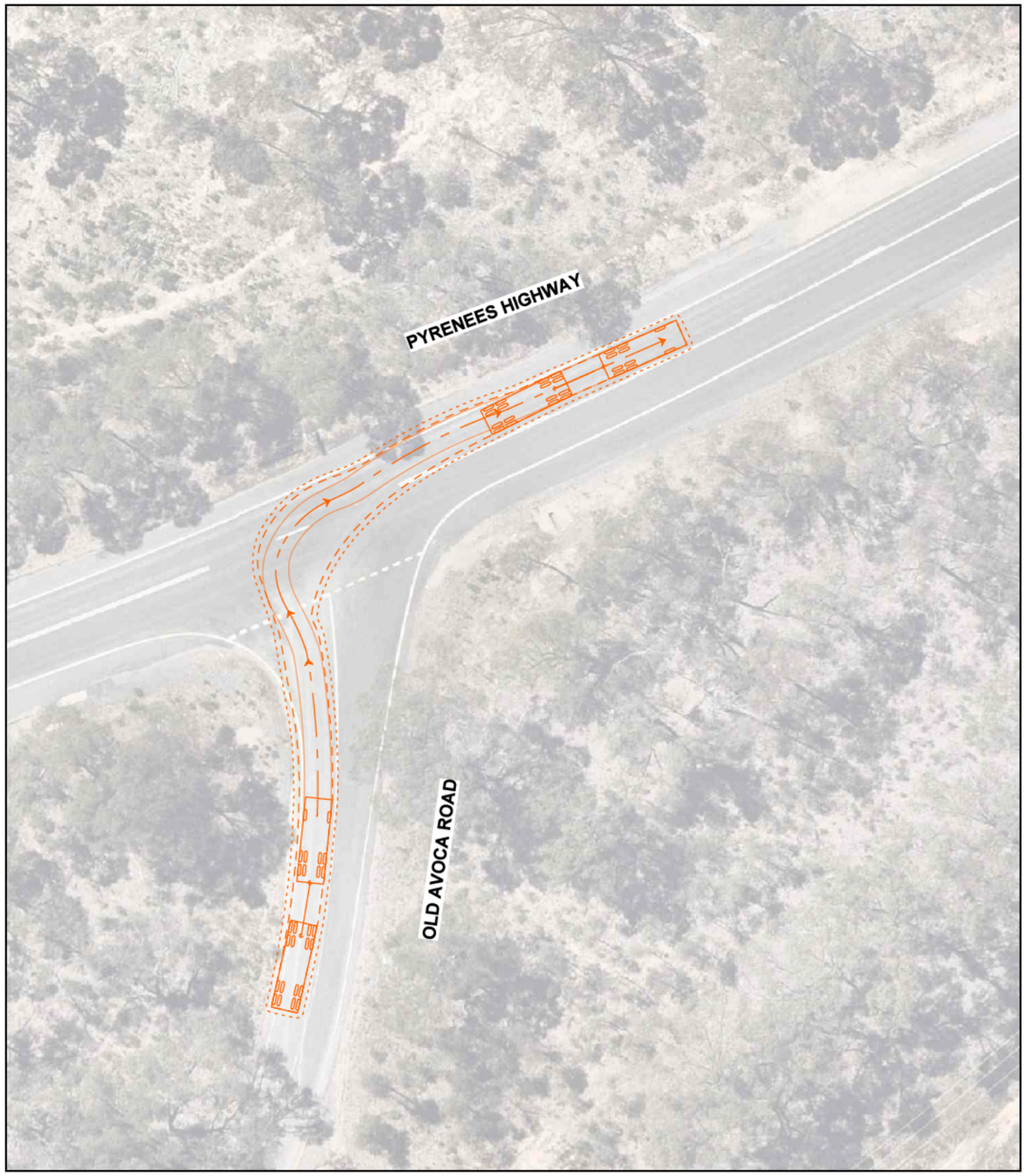

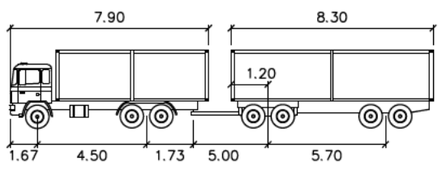

TANDEM TIPPER + QUAD DOG

meters			
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Trailer Width	: 2.50	Steering Angle	: 30.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
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PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER
Job Number | Sheet No. | Rev.
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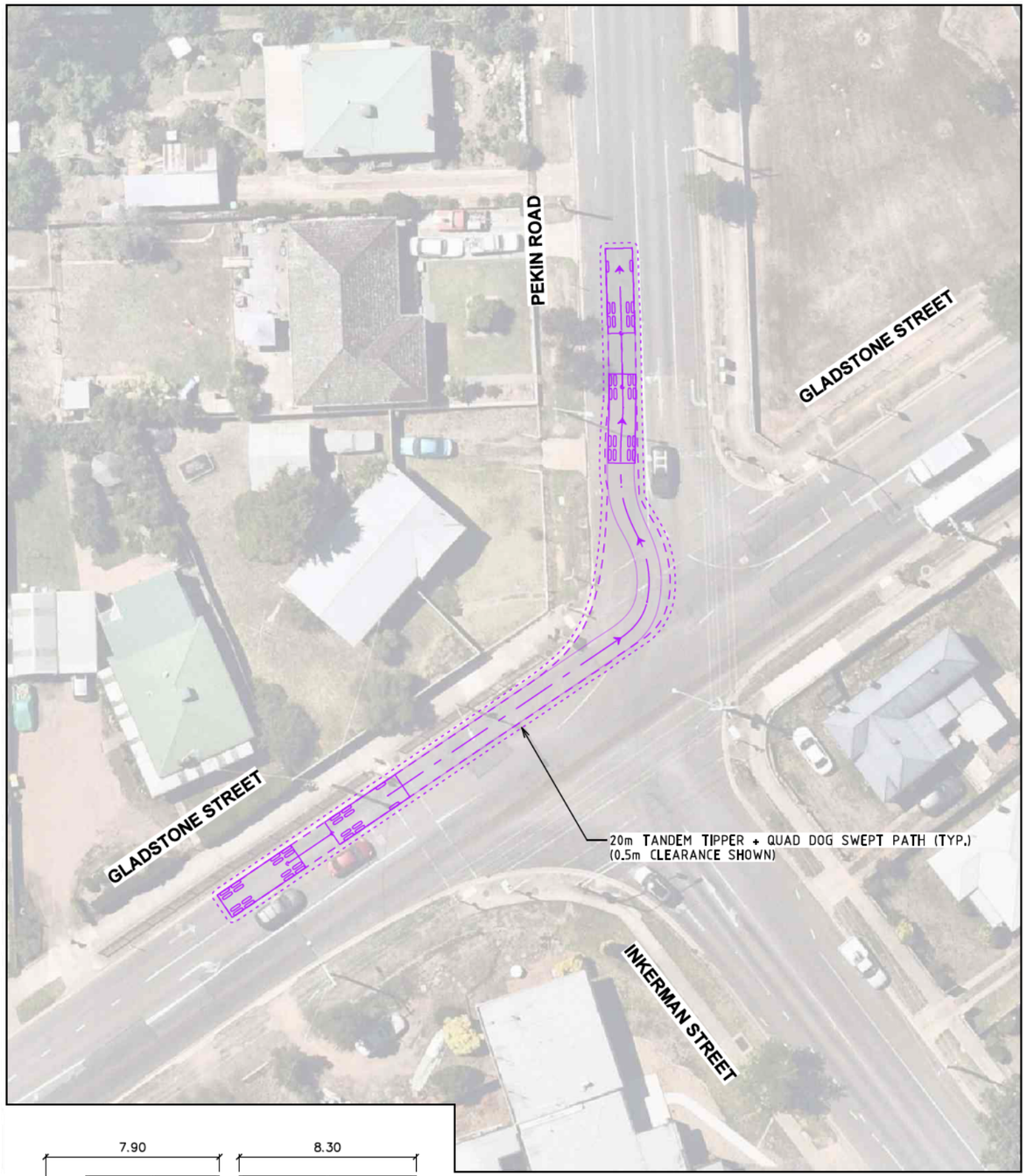

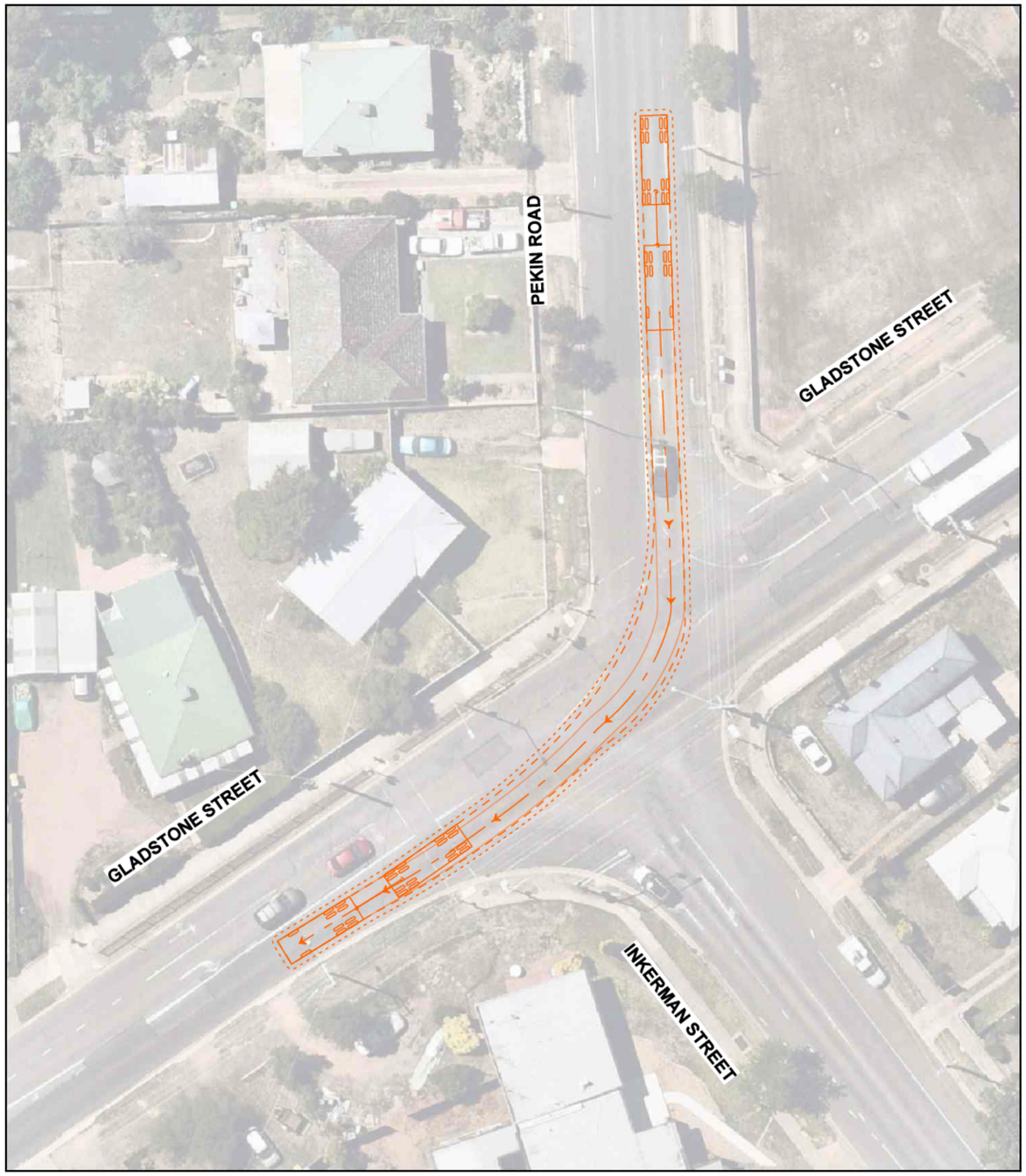

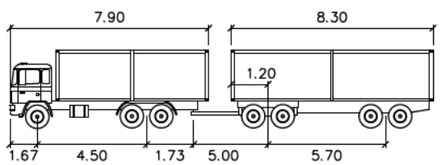

TANDEM TIPPER + QUAD DOG

meters

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Trailer Width	: 2.50	Steering Angle	: 30.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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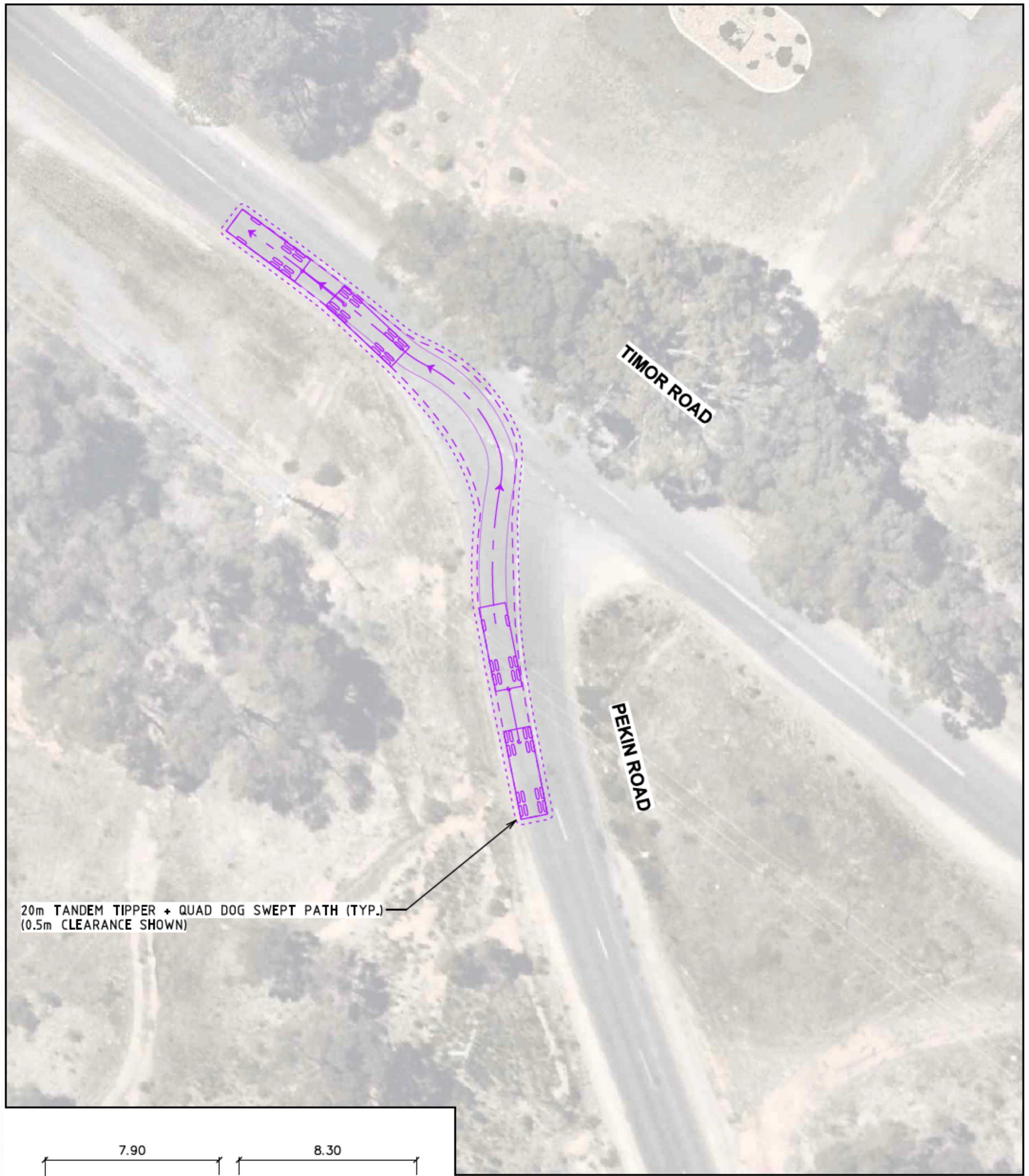
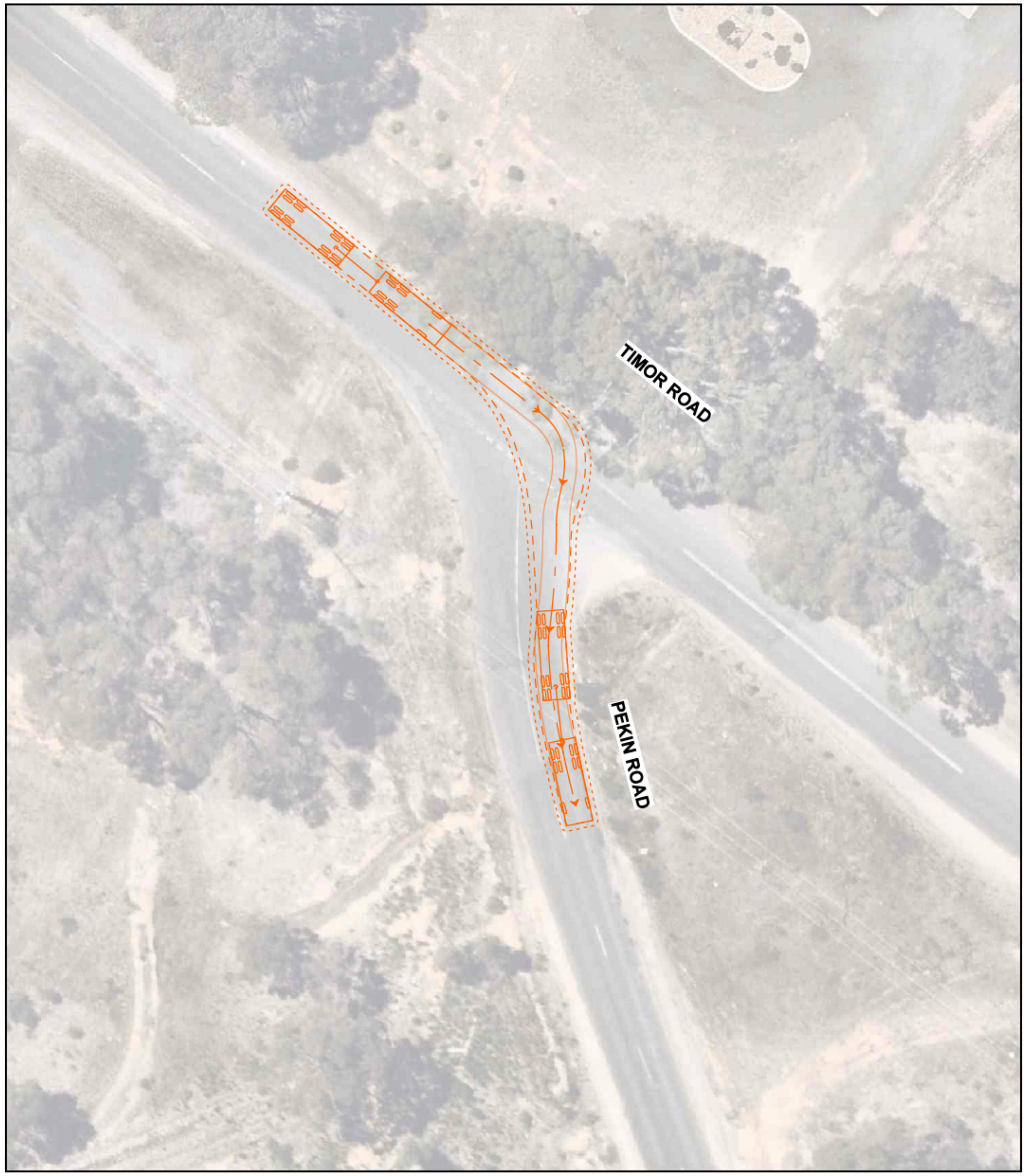
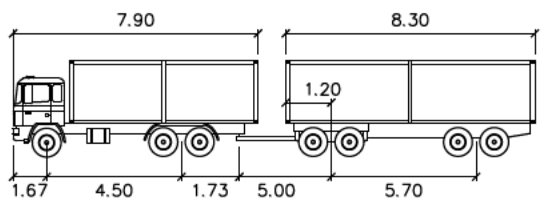
PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER
Job Number | Sheet No. | Rev.

Design E.D | Drawn E.D | WGA251523-SK-TT-1005 | A







TANDEM TIPPER + QUAD DOG

meters

First Unit Width: 2.50
Trailer Width : 2.50
First Unit Track: 2.50
Trailer Track : 2.50

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Steering Angle : 30.0
Articulating Angle : 70.0

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PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER

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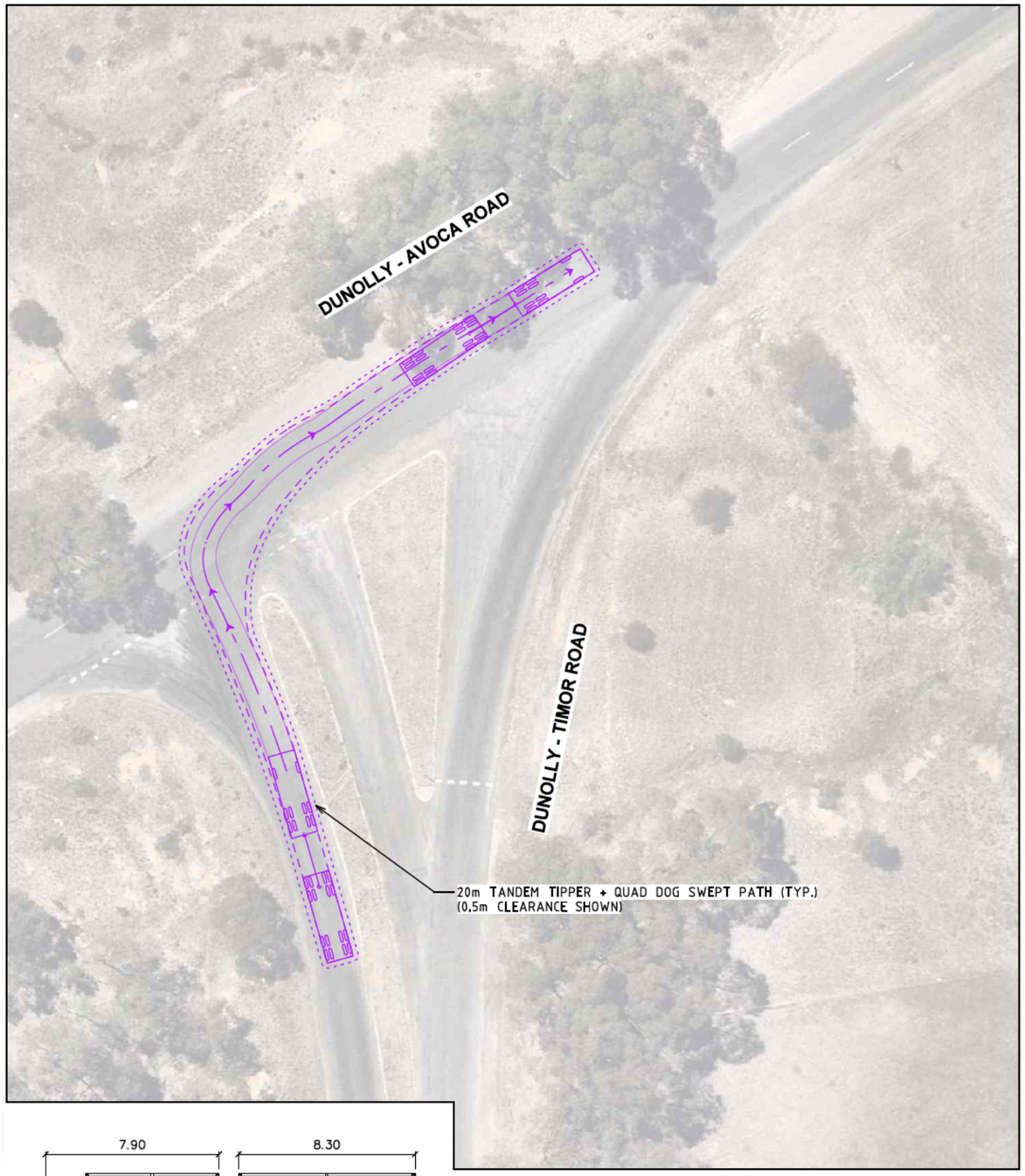

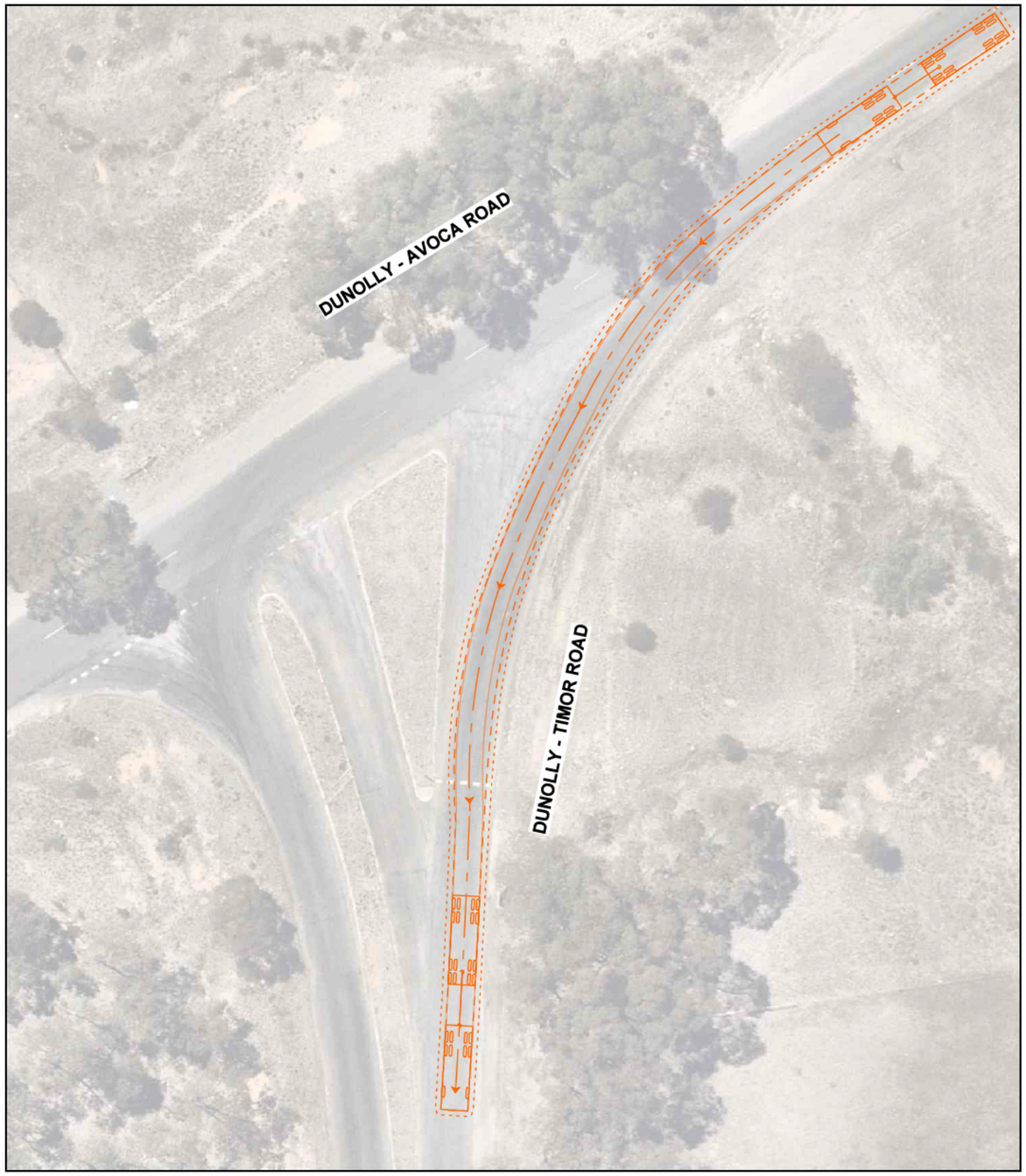

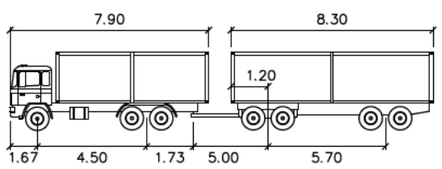

TANDEM TIPPER + QUAD DOG

meters

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SCALE BAR (m)
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WGA

PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER
Job Number Sheet No. Rev.

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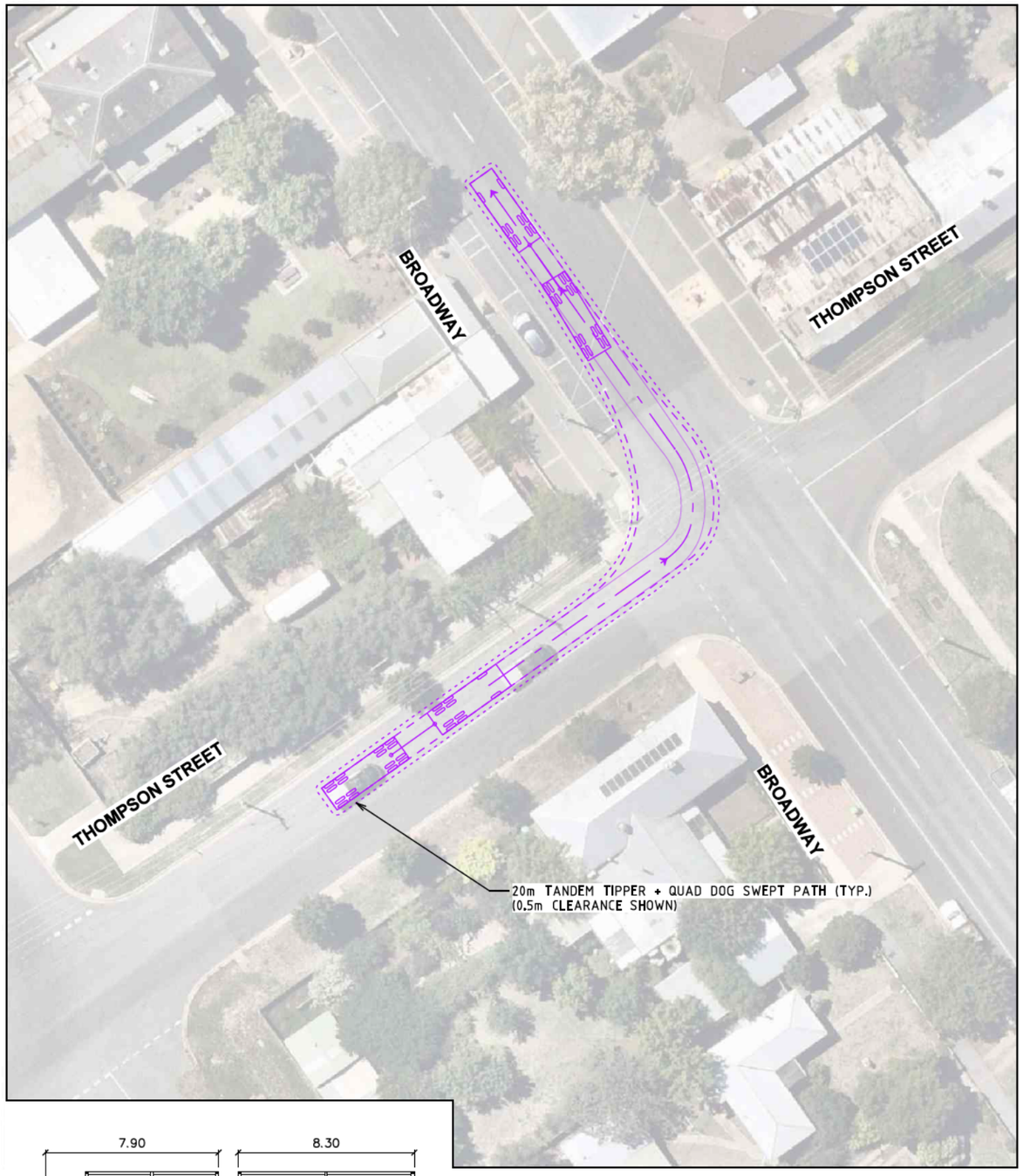

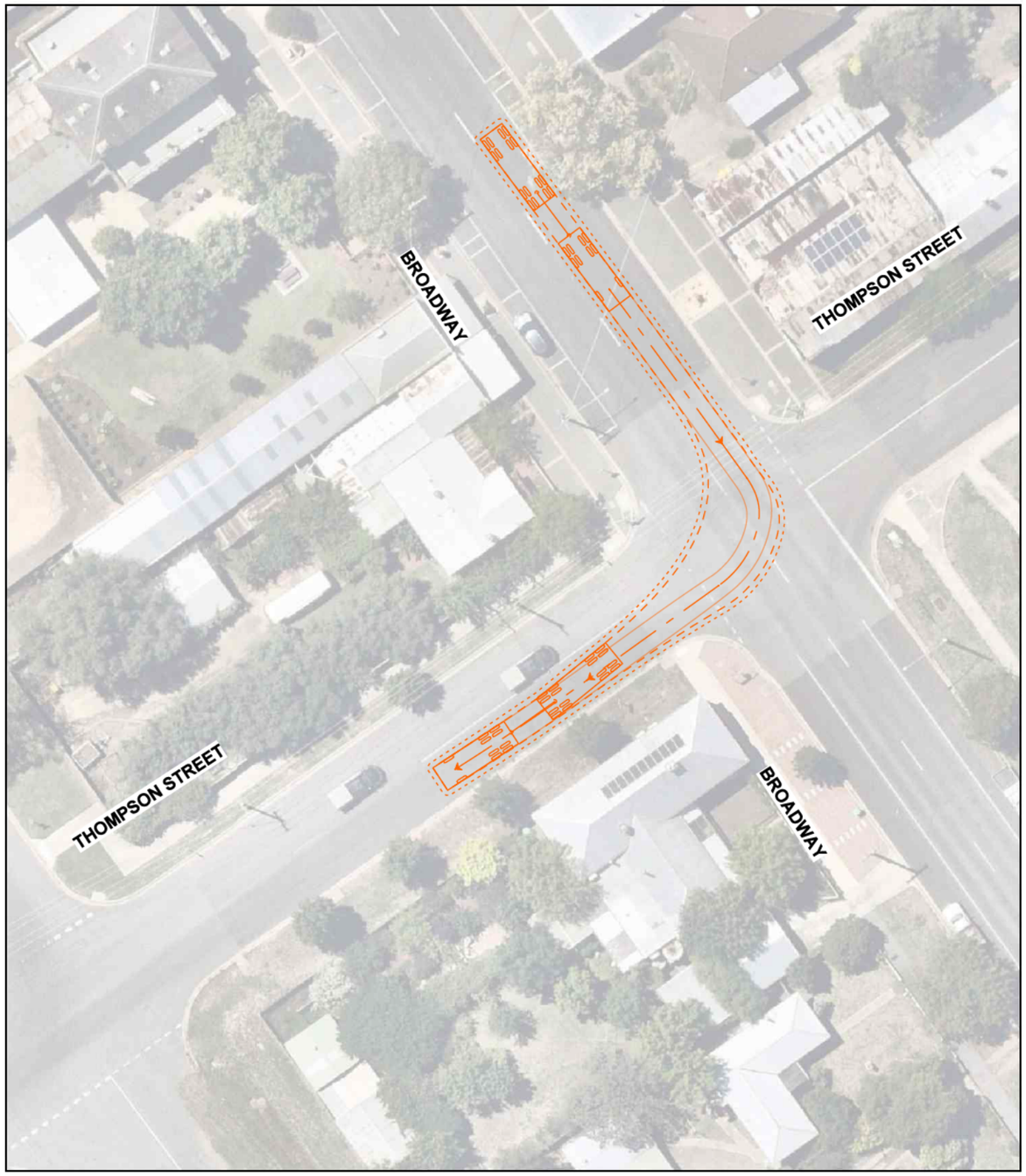

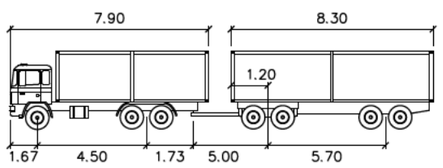

TANDEM TIPPER + QUAD DOG

meters

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First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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SCALE BAR (m)
1:500 @ A3

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PEARL-CROYDON MINE, VIC
PROPOSED HAULAGE ROUTES
SWEPT PATHS ANALYSIS
20m TANDEM TIPPER + QUAD DOG

DOCUMENT NUMBER
Job Number | Sheet No. | Rev.

Design E.D | Drawn E.D | WGA251523-SK-TT-1008 | A

APPENDIX B
SIGHT DISTANCE CHECKS

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INFORMATION ISSUE
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REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD
A	23.12.2025	ISSUED FOR INFORMATION	J.M	J.M	M.V

WGA

PEARL-CROYDON MINE, VIC
EXISTING SITE ACCESS
WEDDERBURN MILLING FACILITY
SAFE INTERSECTION SIGHT DISTANCE CHECK ©

DOCUMENT NUMBER

Design	Drawn	Job Number / Sheet No.	Rev.
J.M	J.M	WGA251523-SK-TT-9001	A

SUBJECT SITE
SYDENHAM HILL MINE

SISD 01: MARYBOROUGH-DUNOLLY ROAD - NORTH
SETBACK = 5m (ABS. MIN)
SISD REQUIRED = 300m
SISD ACHIEVED = 300m

TREE LINE SUITABLY SET BACK FROM CARRIAGEWAY WITH LOW LYING VEGETATION ONLY
REFER INSET 1

EXISTING SITE ACCESS

20m TANDEM TIPPER + QUAD DOG

SISD 02: MARYBOROUGH-DUNOLLY ROAD - SOUTH
SETBACK = 5m (ABS. MIN.)
SISD REQUIRED = 300m
SISD ACHIEVED = 300m

B99 CAR (TYP.)

300.0

300.0

MARYBOROUGH - DUNOLLY ROAD

INSET 1:

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WGA

PEARL-CROYDON MINE, VIC
EXISTING SITE ACCESS
SYDENHAM HILL MINE
SAFE INTERSECTION SIGHT DISTANCE CHECK

DOCUMENT NUMBER
Job Number | Sheet No. | Rev.
Design J.M | Drawn J.M | WGA251523-SK-TT-9002 | A

FOR FURTHER INFORMATION CONTACT:

Manuel Vezzaro
Associate | Principal Traffic Engineer

T +61 3 9696 9522
E mvezzaro@wga.com.au

WGA.COM.AU
WGANZ.CO.NZ

Human Habitats
424 / 838 Collins Street
Docklands VIC 3008
www.humanhabitats.com.au
ABN 48 115 201 356
03 9909 2202

11 February 2026

Mr Damien Hodgkins
Coordinator Statutory Planning
Central Goldfields Shire Council

Via email: damien.hodgkins@cgoldshire.vic.gov.au

Dear Damien

RE: SECTION 72 APPLICATION - AMENDMENT TO CONDITION 2
PEARL CROYDON MINE, 675 POSSUM GULLY ROAD, ADELAIDE LEAD
PLANNING PERMIT 082/13

On behalf of Wolf Gold Pty Ltd, we write to request an amendment to Condition 2 of Planning Permit 082/13 pursuant to Section 72 of the Planning & Environment Act 1987.

This request seeks to amend the permit to reflect the required haulage arrangements that are supported by an updated and detailed Traffic Impact Assessment prepared by WGA, dated 3 February 2026.

1 Background and Reason for Amendment

Condition 2 of the permit was drafted in 2014 on the basis of haulage assumptions, vehicle configurations and road network conditions that no longer accurately reflect current operations or regulatory frameworks.

Since the permit was issued:

- Haulage vehicle standards and regulation have transitioned to the NHVR / PBS Level 1 framework;
- Haulage volumes remain modest and well below thresholds that would trigger capacity or safety concerns; and
- A detailed, route-specific traffic and pavement assessment has now been undertaken across all relevant Council and arterial roads.

The attached Traffic Impact Assessment (TIA) demonstrates that:

- the proposed haulage routes can safely accommodate up to 20 m truck and dog (quad dog) combinations;
- traffic volumes (up to 12 heavy vehicle movements per day) are negligible in the context of the surrounding rural road network;

- no intersection upgrades or road widening works are required to safely support the proposed operations; and
- the existing network has sufficient structural capacity, sight distance, and operational performance to accommodate haulage without unreasonable amenity or safety impacts.

Accordingly, the current prescriptive road construction and upgrade requirements in Condition 2 are no longer necessary nor proportionate to the actual impacts of the approved use.

2 Nature of the Amendment

The amendment sought is limited to Condition 2 only. No changes are proposed to:

- the approved use or development;
- endorsed plans; or
- any other permit condition.

The intent of the permit will continue to be met, while ensuring that traffic management obligations are evidence-based, enforceable, and aligned with contemporary standards.

3 Proposed amended Condition 2

It is requested that Condition 2 be amended as follows (new wording shown in full):

> **"Condition 2. Traffic, Haulage and Road Management**
>
> Prior to the commencement of haulage associated with the approved mining use, haulage operations must be undertaken generally in accordance with the *Traffic Impact Assessment prepared by WGA, reference WGA251523-RP-TT-0001_0, dated 3 February 2026.*
>
> (a) Haulage is limited to a maximum of 6 laden truck movements per day (12 total heavy vehicle movements per day).
>
> (b) Vehicles are limited to PBS Level 1 compliant truck and dog combinations, with a maximum vehicle length of 20 metres.
>
> (c) Haulage routes must be confined to the routes assessed and identified in the approved Traffic Impact Assessment, unless otherwise agreed in writing by the Responsible Authority.
>
> (d) The permit holder must maintain haulage vehicles in a roadworthy condition and implement appropriate driver protocols to minimise dust, noise and road safety impacts.

This wording preserves Council's ability to manage impacts, while avoiding unnecessary duplication of works already demonstrated to be unwarranted by the traffic evidence.

4 Supporting Documentation

The following documents accompany this request:

- Traffic Impact Assessment – Pearl-Croydon Mine, WGA, 3 February 2026
- Copy of Planning Permit No. 082/13 and existing Condition 2
- Applicant correspondence explaining the operational need for the amendment

5 Conclusion

This Section 72 request represents a minor and technical amendment that:

- does not alter the approved use or development outcome;
- is strongly supported by contemporary traffic and engineering evidence; and

- improves the clarity, relevance and enforceability of the permit.

We respectfully request that the Responsible Authority amend the permit as sought.

Should you require any further information, or wish to discuss the amendment with the project traffic engineers, please do not hesitate to contact the undersigned on 03 9909 2202, mobile 0426 973 788 or via email at andrew@humanhabitats.com.au

Yours sincerely,

Andrew Lanarus
Director

CROWN FOLIO STATEMENT

VOLUME 11711 FOLIO 951
No CofT exists

Security no : 124134231372N
Produced 30/04/2026 11:38 AM

CROWN FOLIO

LAND DESCRIPTION

Crown Allotment 4A Section 19 Parish of Amherst.
Created by instrument MI032867T 06/08/2016

CROWN LAND ADMINISTRATOR

[redacted]

STATUS, ENCUMBRANCES AND NOTICES

[redacted]

DIAGRAM LOCATION

SEE CD016092M FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF CROWN FOLIO STATEMENT----------

Additional information: (not part of the Crown Folio Statement)

Street Address: BLACKSMITH GULLY ROAD DAISY HILL VIC 3465

DOCUMENT END

Imaged Document Cover Sheet

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Document Type	**Plan**
Document Identification	**CD016092M**
Number of Pages (excluding this cover sheet)	**1**
Document Assembled	**30/04/2026 11:45**

CROWN DIAGRAM

CD016092M

Location of Land

Parish : AMHERST
Section : 19
Allotment : 4A

This plan has been created to assist in locating a Crown land parcel

Warning: No warranty is given as to the accuracy or completeness of this plan

Any derived dimensions are approximate

Standard Parcel Identifier (SPI) : 4A~19\PP2012

Vicmap Parcel PFI : 45440601

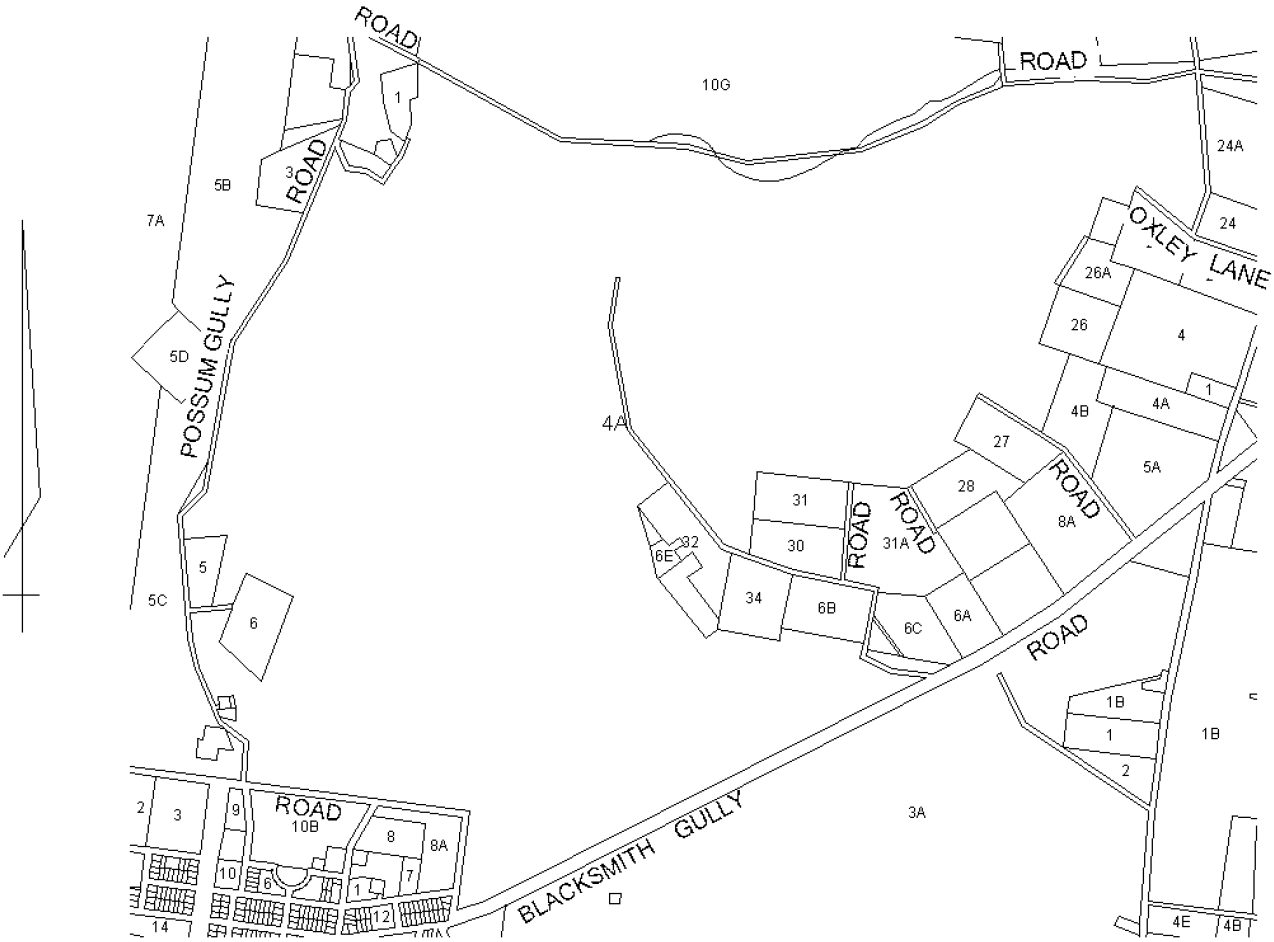
Coordinate Position

MGA : 738620, 5887520 (54)

Vicroads Directory Reference : 58 C4 (ed. 6)

Compiled from VICMAP cadastral mapping data

Date: 22/05/2009



SCALE
0 400 800 1200 1600 2000
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Sheet 1 of 1 Sheets