

[REDACTED]  
[REDACTED]  
[REDACTED]

9 September 2024

Ram Upadhyaya - Director of Infrastructure Services  
Hindmarsh Shire Council  
development@hindmarsh.vic.gov.au

Dear Ram,

**REFERENCE: PA1863-2024**  
**PROPOSAL: Use of land for Extractive Industry (Sand Quarry) and construct buildings or carry out works for a Section 2 Use of Extractive Industry**  
**ADDRESS: Dimboola-Rainbow Rd Jeparit VIC 3423 (Crown Allotments 39A, Parish of Jeparit)**

We [REDACTED] own and work the farm land at [REDACTED], adjoining the area proposed for a Sand quarry. We here by submit our objection to the application for planning permit, due to insufficient information. We seek more planning information so as to ensure no risk to our farming business, works & logistics.

1. The exact location of the quarry has not been identified within the allotment.
2. Limited access to 39A Dimboola Rainbow Rd, incorporating blind hills and a railway crossing through a series of S bends, also its an exceptionally busy Rd especially during harvest and Gypsum Carting. Construction of a turn in lane would need to be considered at an appropriate location suitable to safely access the property.

Yours Sincerely

[REDACTED]

[REDACTED]

11th October 2024

Ram Upadhyaya - Director of Infrastructure Services  
Hindmarsh Shire Council  
development@hindmarsh.vic.gov.au

Dear Ram,

**REFERENCE: PA1863-2024**  
**PROPOSAL: Use and development of land for Extractive Industry (Sand Quarry) and creation of access to a road in Transport zone 2**  
**ADDRESS: Dimboola-Rainbow Rd Jeparit VIC 3423 (Crown Allotments 39A, Parish of Jeparit)**

We [REDACTED] own and work the farm land at [REDACTED] adjoining the area proposed for a Sand quarry. We are submitting a 2nd objection to the application for the planning permit, as certain aspects are still unclear. We believe the project requires considerably more thought and planning before any consideration to approve the application can be made.

1. **5.1 Roads.**

Paragraph one *"Quarry traffic is not expected to be a problem due to isolation and access to RRV road."* We strongly disagree with this statement. From November till May this road is exceptionally busy with hundreds of trucks carting grain and gypsum, all passing past the proposed driveway, not to mention all the other commuting vehicles. During the remaining months grain is still moved from the northern areas to the south keeping the road moderately busy.

Second Paragraph *"Sight distances at the entrance are good. The traffic speeds at this location are reduced because the bends in the road to cross the railway line."* This statement is incorrect. Sight at the proposed entrance is very limited particularly for a vehicle exiting the driveway, the ability to see approaching traffic from both directions would be very difficult. A loaded quarry truck trying to exit would struggle to do so in a safe manner and pose a danger to other road users in this area. (Refer to attached photos from proposed new driveway looking in both directions). Traffic speed at this location is usually 100kph. Currently due to the road being in such disrepair there is temporary signage reducing the speed to 60kph.

With the anticipated 350,000 cubic meters of sand to be removed via approximately 14500 truck loads, we believe further analysis should be carried out as to the suitability of the proposed entrance. Construction of a turn In/out lane would need to be considered to ensure the property can be safely accessed.

2. **23. Rehabilitation.** *"23.3 The work authority holder must ensure that final rehabilitation is in accordance with the Approved Work Plan"*

Limited information has been provided as to how the area will be returned to being usable land. Once 11meters has been dug out the depth will be comparable to the nearby salt swap. Raising further questions. Will the lowered area be at risk of increased salt levels? The Local Landcare group have previously planted salt bush to help combat high salt levels in the surrounding area, particularly in lower ground levels.

Yours Sincerely

[REDACTED]

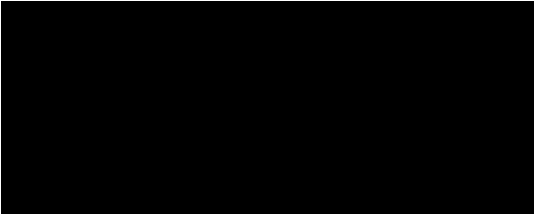




Looking Right from proposed new access location



Looking Left from proposed new access location



23-10-2024

Hindmarsh Shire Council  
development@hindmarsh.vic.gov.au  
Attn Ram Upadhyaya

Dear Ram

PA 1863-2024  
Proposed sand quarry on Dimboola – Rainbow Road

This letter is a response to concerns raised by an objector to the Planning Permit application.

#### Roads

The referral response from the road authority will be overruling. However, the details below may be helpful.

Since 2009, speed restriction signs have been installed at all railway level crossings in Victoria where there is a sealed road. The new speed limits are to be no more than 80km/h. In instances where approaching road traffic does not have a clear view of trains, the speed zone will be further reduced. In this instance, a 60km/h zone has been adopted.

Advice received from the Department of Transport and Planning was that the new entry would need to be designed to accord with Vicroads Guideline Drawing GD4010 – Typical Access to Rural Properties. GD4010 contains a table of sight distances. The table indicates that the design speed should be 10km/hr higher than the posted speed limit. The posted speed limit is 60km/hr so the design is for 70km/hr. This makes the required sight distance 151m. The proposed entry location meets this standard.

The entrance will be built to accord with GD4010. This geometry creates a sealed, tapered approach and departure to the driveway.

The quarry will attract only 2 – 5 trucks per day based on the experience of other quarries operated by this applicant. Trucks arrive at random times during the day. There will not be any queueing or peak times.

#### Rehabilitation

The height of batter slopes will vary around the site depending on ground surface elevations. The critical measure is the floor level in relation to the clay sub-base and ground water. The quarry floor level has been nominated at RL80m AHD to be 1m clear of



ISSUE	APPROVED BY	DATE	AMENDMENT
A	M-RD&SSE	12/21	REVISED PAVEMENT DETAILS AND GENERAL NOTES 1, 2, 3, 4, & 5

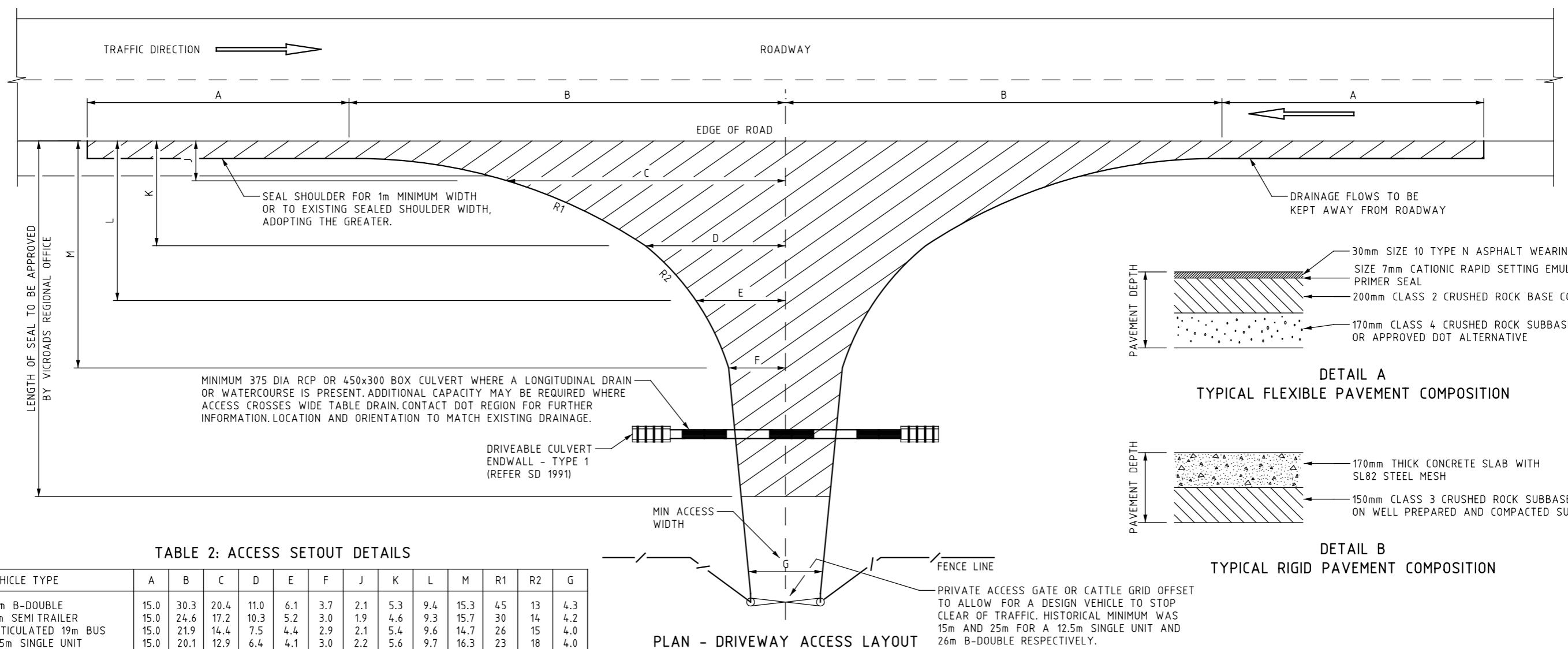


TABLE 2: ACCESS SETOUT DETAILS

VEHICLE TYPE	A	B	C	D	E	F	J	K	L	M	R1	R2	G
26m B-DOUBLE	15.0	30.3	20.4	11.0	6.1	3.7	2.1	5.3	9.4	15.3	45	13	4.3
19m SEMI TRAILER	15.0	24.6	17.2	10.3	5.2	3.0	1.9	4.6	9.3	15.7	30	14	4.2
ARTICULATED 19m BUS	15.0	21.9	14.4	7.5	4.4	2.9	2.1	5.4	9.6	14.7	26	15	4.0
12.5m SINGLE UNIT	15.0	20.1	12.9	6.4	4.1	3.0	2.2	5.6	9.7	16.3	23	18	4.0
TRUCK + 3 AXLE TRAILER	15.0	18.3	11.8	6.2	4.0	3.0	2.2	5.7	9.8	14.2	18	18	4.0
TRUCK + 4 AXLE TRAILER	15.0	19.2	12.2	6.0	4.0	3.0	2.3	5.9	9.8	14.0	20	17	4.0
8.8m SERVICE VEHICLE	15.0	12.6	8.7	5.4	4.1	3.5	1.8	4.1	6.7	9.6	10	13	4.0
PASSENGER VEHICLE	5.0	9.3	3.8	1.8	-	-	2.2	7.5	-	-	7.5	-	3.6

SETOUT DETAILS TO BE BASED ON THE DESIGN VEHICLE SELECTED.  
 CHECK VEHICLE MAY ENCR OACH ON TO OPPOSING TRAFFIC LANE IN <80KM/H SPEED ZONE FOR LOW VOLUME ROADS WITHOUT A CENTRAL BARRIER.

PLAN - DRIVEWAY ACCESS LAYOUT

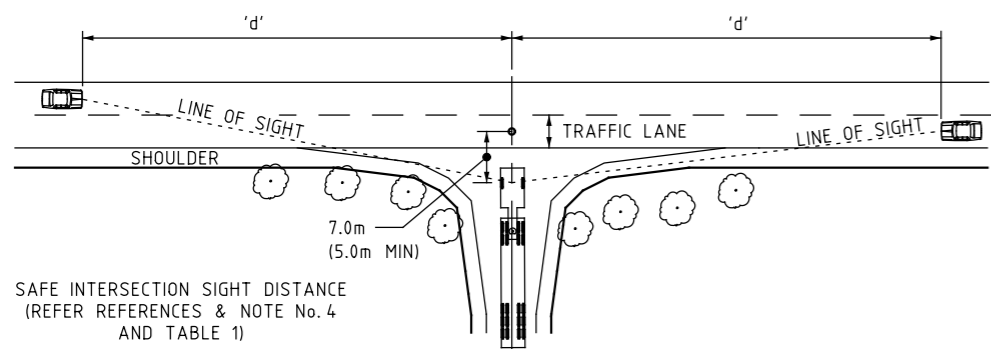


TABLE 1: SIGHT DISTANCES

DESIGN SPEED (Km/h)	'd' SAFE INTERSECTION SIGHT DISTANCE (m)	CORRECTION (m)							
		ROADWAY UPGRADE				ROADWAY DOWNGRADE			
		2%	4%	6%	8%	2%	4%	6%	8%
60	123	-2	-4	-6	-7	2	5	8	11
70	151	-3	-5	-8	-10	3	7	11	15
80	181	-4	-7	-10	-13	4	9	14	20
90	226	-5	-9	-13	-16	5	11	18	25
100	262	-6	-11	-16	-20	6	14	22	31
110	300	-7	-13	-19	-24	8	17	26	38

THE DESIGN SPEED IS ASSUMED TO BE 10km/h GREATER THAN THE POSTED SPEED LIMIT FOR RURAL HIGHWAYS AND ROADS

GENERAL NOTES:

- THE DIAGRAM IS A GUIDE FOR A TYPICAL LAYOUT OF A DRIVEWAY ACCESS FOR A RURAL PROPERTY FOR VEHICLES AS SPECIFIED IN TABLE 2. THIS GUIDE WAS DEVELOPED IN THE INTEREST OF ROAD SAFETY AND TO PROTECT THE ARTERIAL ROAD PAVEMENT AT THE ACCESS LOCATION.
  - SLIGHT VARIATIONS MAY OCCUR AFTER SITE INSPECTION, ANALYSIS AND APPROVAL OF THE LOCATION.
  - THE PAVEMENT COMPOSITION SHALL BE IN ACCORDANCE WITH THAT SHOWN IN DETAIL A. THE PAVEMENT TYPE SHOWN IN DETAIL B IS ONLY SUITABLE FOR INFREQUENT HEAVY VEHICLE TRAFFIC. AN ALTERNATIVE PAVEMENT COMPOSITION WILL REQUIRE APPROVAL BY THE DEPARTMENT OF TRANSPORT. NEW PAVEMENT MUST BE KEYPED INTO EXISTING PAVEMENT AND CRACK SEALED.
  - ANY PROPOSED ALTERNATIVE PAVEMENT DESIGNS SHALL BE UNDERTAKEN IN ACCORDANCE WITH VICROADS CODE OF PRACTICE RC 500.22 SELECTION AND DESIGN OF PAVEMENTS AND SURFACINGS AND AUSTRROADS GUIDE TO PAVEMENT TECHNOLOGY PART 2 PAVEMENT STRUCTURAL DESIGN. PAVEMENT MATERIALS AND EARTHWORK LAYERS NEED TO BE IN ACCORDANCE WITH DOT STANDARD SECTIONS AND/OR LOCAL GOVERNMENT SPECIFICATION REQUIREMENTS.
  - A PLANNING PERMIT IS REQUIRED FOR A NEW ACCESS OR ALTERATION TO AN EXISTING DRIVEWAY AND MAY BE REQUIRED FOR THE REMOVAL OF NATIVE VEGETATION.
  - A TRAFFIC MANAGEMENT PLAN MUST COMPLY WITH THE ROAD MANAGEMENT ACT AND APPLICABLE CODES IN RELATION TO ANY WORKS UNDERTAKEN WITHIN THE ROAD RESERVE.
  - TRUCK WARNING SIGNS & GUIDE POSTS SHOULD BE INSTALLED IN ACCORDANCE WITH AUSTRROADS GUIDE TO TRAFFIC MANAGEMENT & VICROADS SUPPLEMENTS.
  - THE DRIVEWAY ACCESS CONSTRUCTION AND MAINTENANCE IS THE RESPONSIBILITY OF THE PROPERTY OWNER. MAINTENANCE ALSO INCLUDES ASSOCIATED DRAINAGE WORKS.
- SIGHT DISTANCE:
- A DRIVER, WHEN LOCATED 7.0M (5.0M MIN) FROM THE CONFLICT POINT TAKEN AS THE CENTRE OF THE TRAFFIC LANE, NEEDS TO SEE A VEHICLE APPROACHING IN EITHER DIRECTION. REFER TABLE 1 FOR APPROPRIATE SIGHT DISTANCES.
  - TREE CANOPIES, BUSHES OR OTHER OBJECTS SHALL BE REMOVED TO PROVIDE GOOD VISIBILITY. ANY TREE CANOPIES OVERHANGING THE PATH OF A TRUCK SHALL BE A MINIMUM OF 5.0M ABOVE THE GROUND SURFACE.
  - SIGHT LINES MUST ACHIEVE THE MINIMUM SAFE INTERSECTION SIGHT DISTANCE BASED ON AN EYE HEIGHT OF 1.1M TO AN OBJECT HEIGHT OF 1.25M.

VicRoads Drawing No. 720453

- NOTES:
- ALL DIMENSIONS ARE IN METRES, UNLESS SHOWN OTHERWISE
  - THIS DRAWING FORMS PART OF THE VRS TO AGRD PART 4 AND SHOULD BE READ IN CONJUNCTION WITH THOSE REFERENCES

- REFERENCES:
- AUSTRROADS GUIDE TO ROAD DESIGN PART 4
  - AUSTRROADS GUIDE TO ROAD DESIGN PART 4A
  - AUSTRROADS GUIDE TO ASSET MANAGEMENT PART 5
  - AUSTRROADS GUIDE TO PAVEMENT TECHNOLOGY PART 2
  - AUSTRROADS GUIDE TO TRAFFIC MANAGEMENT
  - VICROADS SUPPLEMENTS TO AUSTRROADS GUIDES
  - VICROADS CODE OF PRACTICE RC 500.22
  - SELECTION AND DESIGN OF PAVEMENTS AND SURFACINGS
  - SD 1991 DRIVEABLE CULVERT ENDWALLS (TYPE 1)



**AGRD PART 4**  
TYPICAL ACCESS TO RURAL PROPERTIES

NOT TO SCALE

APPROVED M-SSE

GD NO. 07/2020

ISSUE A

GD NO. **GD4010**