

TRAFFIC MANAGEMENT PLAN

WA1478. MOUNT SHADWELL SCORIA QUARRY



Prepared by:
NAM P/L
10215 Princes Highway
Allansford 3277

14TH October 2024

Content	Page
Background.	3
Map 1. Location Plan.	3
Moyne Shire Council Planning Permit Application.	3
Advise of Changes to TMP.	3
Vehicle Details.	4
Types.	4
Truck movements.	4
Quarry Access.	4
Entry off Mortlake-Ararat Road	4
DTP letter of advice.	5
Crossover design.	6
Photo 1. View east to Mortlake Ararat Road from quarry haul road.	7
Photo 2. Indented entry off Mortlake-Ararat Road.	7
Photo 3. View south from Mortlake Ararat Road to quarry access.	8
Photo 4. View north from Mortlake Ararat Road to quarry access.	8

Background.

Mount Shadwell Scoria Quarry is on agricultural land at 19 Steeles Lane Mortlake on the north side of Mount Shadwell and east of the Mortlake-Ararat Road . The quarry is accessed off the Mortlake Ararat Road, this road is classified as a Main Road and is managed by Regional Roads Victoria. The quarry will supply scoria for the construction and maintenance of roads, farm infrastructure and industry. Earth Resources Regulation, (ERR) endorsed the Work Plan, WA1478, for the Mount Shadwell Scoria Quarry on the 01/05/2024.

Moyne Shire Council Planning Permit Application.

NAM P/L lodged a Planning Permit Application with Moyne Shire Council, (MSC) for the Mount Shadwell Scoria Quarry on the 23/09/2024. On the 19th of October 2024 MSC advised that a Traffic Management Plan, (TMP) be submitted as a part of the Planning Permit Application for the Mount Shadwell Scoria Quarry. Ref. PL24/134 10 October 2024. This TMP must provide the following detail, *“anticipated types and volume of truck movements to and from the site and a discussion about the upgraded crossover and altered access arrangements from Mortlake-Ararat Road (t2) required by VicRoads, (now DTP).”*

Advise of changes to TMP.

- The Work Authority holder will advise MSC and seek written approval before any changes are made to the approved TMP.



WA1478. Mount Shadwell Scoria Quarry Location.

Vehicle Details.

- **Types.**

Trucks using the quarry will be 40 tonne trucks with or without a trailer.

Utilities and cars.

Occasional mobile plant such as crusher, front end loader, screening plant and other quarry machinery will be required to access the site via a low loader transport vehicle.

- **Truck Movements.**

It is anticipated that 6-10 trucks per day will be accessing the quarry. On some days there will be less than 10 or none at all. Truck movements will peak at 2400 a year, (50 per week X 48 weeks=2400). It's probable that there will be reduced use over the winter months. A peak day will be 10 trucks with 1 load each. At this rate there will be a maximum of 2400 truck cartages a year. At some periods during the year, it is possible that there will be no trucks carting at all.

Quarry Access.

- The existing access of the Mortlake-Ararat Road will become the haul road for the quarry. This road has an average width of 8m. The crossover to the Mortlake Ararat Road will be upgraded to DTP specifications in accord with the attached design plan provided by DTP. The haul Road will be retained for farm access during and at the end of quarry life.

VicRoads, now DTP were advised of the proposed quarry and provided the following advice.

Entry off Mortlake-Ararat Road.

- **Visual site lines.** 230-240m sight distance to the north and a good 325-330m to the south from the proposed access point. This is acceptable on a road with the traffic volumes of Mortlake-Ararat Rd.
- **Crossover.** The crossover will need to be upgraded according to the attached GD4010 (I remember you suggesting that the largest vehicle accessing the site would be a truck and dog, so use the set out dimensions in Table 2 relating to truck and 4-axle trailer). Probably need to widen it to the south to avoid having anything to do with that power pole (expensive pastime – playing with those!)
- **Culvert.** It looks like there's a drain on that side of the road, so a culvert will be needed, installed at the same alignment (horizontally and vertically) as the current one, and fitted with driveable end walls on both ends.
- **Sealing.** Sealing of the crossover for 10 metres from the road would be preferable.
- **Indent.** The gate looks to be indented into the property (allows a vehicle to be parked fully off the road while the gate is opened or closed), which should be repeated.

DTP does not require truck warning signs to be erected on the Mortlake Ararat Road.

(Please refer to the attached VicRoads letter of advice, 24/3/2100).

Proposed upgrade to the quarry entry off the Mortlake Ararat Road.

- **Quarry entry, (crossover) from the Mortlake Ararat Road.**
The Crossover will be constructed to the design provided by DTP.
Please refer to attached DTP Crossover design.
- **Culvert.**
A culvert to DTP specification will be installed.
- **Sealing.**
In accord with DTP. recommendation the crossover will be sealed.
- **Indent.**
The indent depth will be increased to 20m to allow for trucks and trailers to park safely off the Mortlake-Ararat Road when accessing the quarry.
- **Visual site lines to quarry entry-exit from Mortlake Ararat Road.**
Please refer to DTP advise and attached photos, pages 7 & 8.
- **Speed Limits and Signage.**
DTP made no requirements for speed limits or signage.

DPI letter of advice.



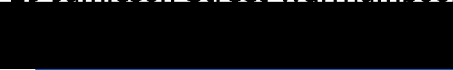
Mt Shadwell Site.

- I reckon about 230-240m sight distance to the north and a good 325-330m to the south from the proposed access point. This is acceptable on a road with the traffic volumes of Mortlake-Ararat Rd.
- The crossover will need to be upgraded according to the attached GD4010 (I remember you suggesting that the largest vehicle accessing the site would be a truck and dog, so use the set out dimensions in Table 2 relating to truck and 4-axle trailer). Probably need to widen it to the south to avoid having anything to do with that power pole (expensive pastime – playing with those!)
- It looks like there's a drain on that side of the road, so a culvert will be needed, installed at the same alignment (horizontally and vertically) as the current one, and fitted with driveable end walls on both ends.
- Sealing of the crossover for 10 metres from the road would be preferable.
- The gate looks to be indented into the property (allows a vehicle to be parked fully off the road while the gate is opened or closed), which should be repeated.

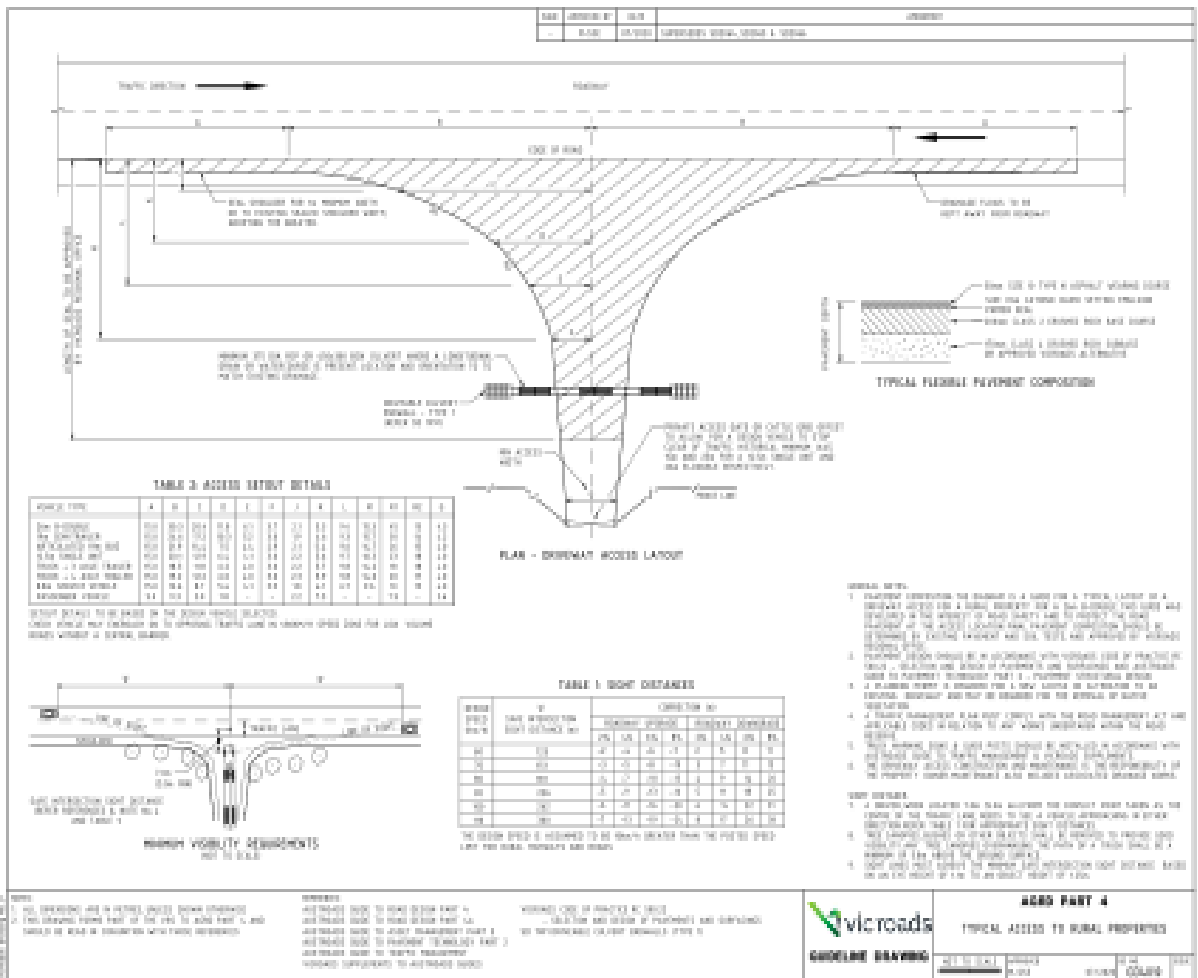
Regards,



Senior Statutory Planning Officer
Barwon South West Region
Grampians Region
Department of Transport
29 Jamieson Street Warrnambool



[W transport.vic.gov.au](http://transport.vic.gov.au)



DTP. Crossover design.



View from haul road to Mortlake-Ararat Road.



Indented gateway to be increased in depth to 20m. to allow off road truck parking.



View south from Mortlake-Ararat Road to quarry entry.



View north from top of rise, Mortlake Ararat Road to quarry entry.