

From: [Gen Lucas](#)
To: [Helen Mulcahy](#)
Cc: [Steve O'Donoghue](#)
Subject: FW: TfNSW response to CR2020/003273 - Confirmation of road Classifications - Brandy Hill Quarry Expansion Project
Date: Tuesday, 7 July 2020 8:36:39 AM

Morning Helen

Please see advice from TfNSW below.

Kind regards,

Gen

From: Marc Desmond [REDACTED]
Sent: Monday, 6 July 2020 2:08 PM
To: Gen Lucas [REDACTED]
Subject: TfNSW response to CR2020/003273 - Confirmation of road Classifications - Brandy Hill Quarry Expansion Project

Hi Gen,

I have the following advice below in relation to your enquiry:

I can provide some information regarding the Level 2 classification.

In looking at the routes which are all managed by Port Stephens Council, council have approved the following roads for 25/26 m B-doubles on the legally enforceable RAV map published on the Roads and Maritime Services website:

- *Brandy Hill Drive*
- *Seaham Road*
- *Clearance Town Road*

From a network perspective 25/26 m RAV B-double performance is considered equivalent to PBS Level 2 performance so on this basis a PBS Level 2 performance vehicle can access a road that is PBS approved. The legally enforceable PBS map also shows that council has approved the three above mentioned roads as suitable for PBS Level 2 vehicles.

Under PBS Scheme, heavy vehicles are required to meet 16 safety criteria that have been designed to ensure that a heavy vehicle can safely operate on a suitable road network. Many of the safety criteria also have levels associated with them, so overall a PBS heavy vehicle will only be provided with a performance level that is based on its worst performing criteria.

As the residents note, the majority of the quarry vehicles are truck and dog combinations which would generally range from 20 metres to up to 26 metres which is also consistent with the available B-double access.

From a consideration of heavy vehicle access under the Heavy Vehicle National Law (HVNL) road managers (i.e. councils, TfNSW) can take a number of factors into consideration when assessing heavy vehicle access including the suitability of the route, safety and traffic, however I do agree with the comments of council in relation to 'minor deficiencies.' One of things that road managers also consider is the overall freight task and what changes a change in the type of vehicle would achieve i.e. less heavy vehicle movements and reduced exposure due to more efficient freight movements and less trucks.

Please let me know if you need anything further.

Regards

Marc Desmond
Development Assessment Officer
Land Use Assessment Hunter
Regional and Outer Metropolitan
Transport for NSW

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From: Gen Lucas [REDACTED]
Sent: Thursday, 2 July 2020 10:57 AM
To: Marc Desmond [REDACTED]
Subject: RE: TfNSW response to CR2020/003109 - Confirmation of road Classifications - Brandy Hill Quarry Expansion Project

Hi Marc

The IPC have asked if TfNSW would like to provide any comments in response to the attached submissions from the Brandy Hill Seaham Action Group, regarding local road widths and potential deficiencies with the transport route.

Are you the right person to ask? Happy to follow up with someone else if needed.

Advice from Council has indicated that quarry trucks would be a Level 1 classification (not level 2) and that Brandy Hill Drive is an approved B-Double route. They also noted:
It is correct that Brandy Hill Drive does not meet the current desirable guidelines for geometry in a number of places mainly due to physical constraints or the cost constraints to build infrastructure to upgrade the road to meet these guidelines. It should also be noted from the guideline that "Minor width deficiencies alone should not necessarily preclude a route from a road classification level, particularly if the deficiencies only apply to a small proportion of the

route length.

Is there any general advice you can provide in this regard?

Appreciate your help.

Kind regards,

Gen

Genevieve Lucas

Team Leader

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T [REDACTED]

