

**Terry Eaton**  
Consulting Engineer  
ABN 94 809 092 464

29 Carey's Road  
Bridgenorth Tas 7277  
Tel/Fax: (03) 6330 1510

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11 May 2021

Mr Robin Dornauf  
Hillwood Berries  
139 Hillwood Road  
HILLWOOD TAS 7252

Dear Mr Dornauf,

**RE: Proposed extension to Berry Farm**  
**East side of Hillwood Road with access opposite existing driveway,**  
**Hillwood Road – Traffic Assessment**

This report is provided as a traffic assessment for the proposed extension to the Berry Farm by developing on the north side of Hillwood Road to the west of the existing berry tunnels with access opposite the existing Main Entrance to the Berry Farm development.

This assessment has been undertaken to ascertain compliance with Section E4.0 Road and Railway Assets Code of the Georgetown Interim Planning Scheme.

**1. The Site**

The site is an area of undeveloped rural land on the north side of Hillwood Road and between that road and the East Tamar Highway.

The Hillwood Road boundary extends from just south of the existing main entrance for some 800 metres to the north-west terminating some 150 metres prior to the intersection with Hillwood Jetty Road.

**2. The Proposal**

The proposal is to develop the land by construction of tunnels for berry production as an extension to the existing berry farm production.

Access to the land to be by use of an existing access lane junctioning with Hillwood Road opposite the main entrance to the farm. At present this laneway provides access to the existing berry tunnels to the south-east of this proposed extension.

The use is considered as labour intensive for the planting, maintenance and picking of berry fruit. The operation will require traffic movements across the site by company farm vehicles, generally utilities, tractors with attached implements and at harvest time pedestrian movements pulling picking cards, indications are that this activity will be by some 60 employees. The movements will include crossing of Hillwood Road at the Main Entrance with the major pedestrian movements generally between 6am and 6:30am crossing from the main entrance to the site with return between 3pm and 3:30pm.

### **3. Hillwood Road**

The section of Hillwood Road to which No. 139 fronts is considered as a rural access road serving frontage land uses. Minimal through traffic is anticipated due to connections to the East Tamar Highway both east and west of this section of Hillwood Road.

At the frontage to No. 139, Hillwood Road is constructed with a sealed pavement width some 5.0 to 5.5 metres wide, with narrow gravel shoulders on both sides and grass verges, earth side drains are located within the road verges some 1.0 metre clearance from the edge of seal.

The road alignment is relatively straight past the site to a road curve point some 110 metres south of the access location.

The profile is a downgrade of some 8% from a crest some 165 metres north to beyond the access driveway.

A 70 km/h speed limit is in place for Hillwood Road.

### **4. Traffic Information**

- Hillwood Road

Indications are that a low traffic volume uses this section of Hillwood Road external to the Berry Farm use, estimated at some 200 to 250 vehicles per day.

- Berry Farm

Indications are that external Berry Farm traffic varies from some 80 (off-season) two-way movements to some 200 two-way seasonal use vehicle movements per day. Note, these movements cover farm operations plus visitors to the farm shop.

- Road Crossing

Indications are that vehicles crossing Hillwood Road to access the proposed north-side expansion is estimated at between 20 two-way vehicle movements to a peak use of some 60 two-way movements per day. Peak pedestrian crossing movements to be up to some 120 per day, i.e. 60 from the main entrance in the morning and returning in the afternoon.

## 5. Assessment

Assessment in accord with Section E4.0 of the Georgetown Interim Planning Scheme indicates:

### E4.6.1 P3(C) i) Traffic Efficiency

Indications are that there will be a minor increase in the estimated average daily traffic (ADT) value of some 200 vehicle movements using the existing driveway increasing to an ADT of some 240 vehicles. The significant change will be an increase in the number of days higher traffic numbers will be generated by the Berry Farm

The increase in berry farm activity is estimated to increase the use of Hillwood Road from the present estimated peak daily value of some 450 vehicle movements per day to some 510 vehicle movements per day. This increased value is well below the assessed practical capacity for Hillwood Road of some 4,000 to 4,500 vehicles per day, i.e. no road efficiency issues.

### ii) Safety

#### (a) Road Traffic

Sight distance at the main entrance, minimum value 170 metres, is in excess of the table E4.7.4 value of 140 metres for a 70 km/h speed zone. This sight distance provides a road crossing gap time in excess of 8 seconds, with this time considered satisfactory to allow farm vehicles to cross Hillwood Road.

(b) Pedestrians

Assessment for the number of farm workers to cross Hillwood Road as pedestrians suggests that in the interest of safety consideration be given to providing a separate pedestrian dedicated location to cater for this use, the proposal is to:

1. Provide a separate pedestrian pathway some 2.5 metres wide diverging from the entrance road some 30 metres back from Hillwood Road on the western side of the gateway.
2. The pedestrian pathway to align with Hillwood Road just west of the driveway clear of the present driveway return.
3. Install hand rails across the pedestrian pathway 1200mm in length opposite each other, one at the boundary and the second some 3.0 metres inside the property.
4. Seal the sections of pathway within the road reserve.
5. Install pavement TGSI, outer edge to be aligned some 1.0 metre back from the edge of the sealed road pavement.
6. Install pedestrian signs "W6-1" and "W8-23" B size on both road approaches some 40 metres distant from the crossing point.
7. Install W6-8 signs at the pathways

E4.7.1 A1	The access locations are more than 50 metres from a railway or Category 1 road	- complies
E4.7.2 P2(C)	Refer to E4.6.1 P3(C) above	- deemed to comply
E4.7.3	Not applicable	
E4.7.4 A1	The available sight distance for both directions is in excess of Table E4.7.4 requirements for a 70 km/h speed zone, i.e. in excess of 140 metres	- complies

## 6. Conclusion

A traffic assessment for extension of the Hillwood Berry Farm berry production by the development of the land on the other side of Hillwood Road with access opposite the existing main driveway indicates compliance with Section E4.0 of the Georgetown Interim Planning Scheme provided consideration is given to installing pedestrian facilities as outlined in this report to facilitate the movement of farm workers crossing Hillwood Road.

**Terry Eaton**

# Attachments

## Photos



Main Farm Access



Farm Lane Opposite

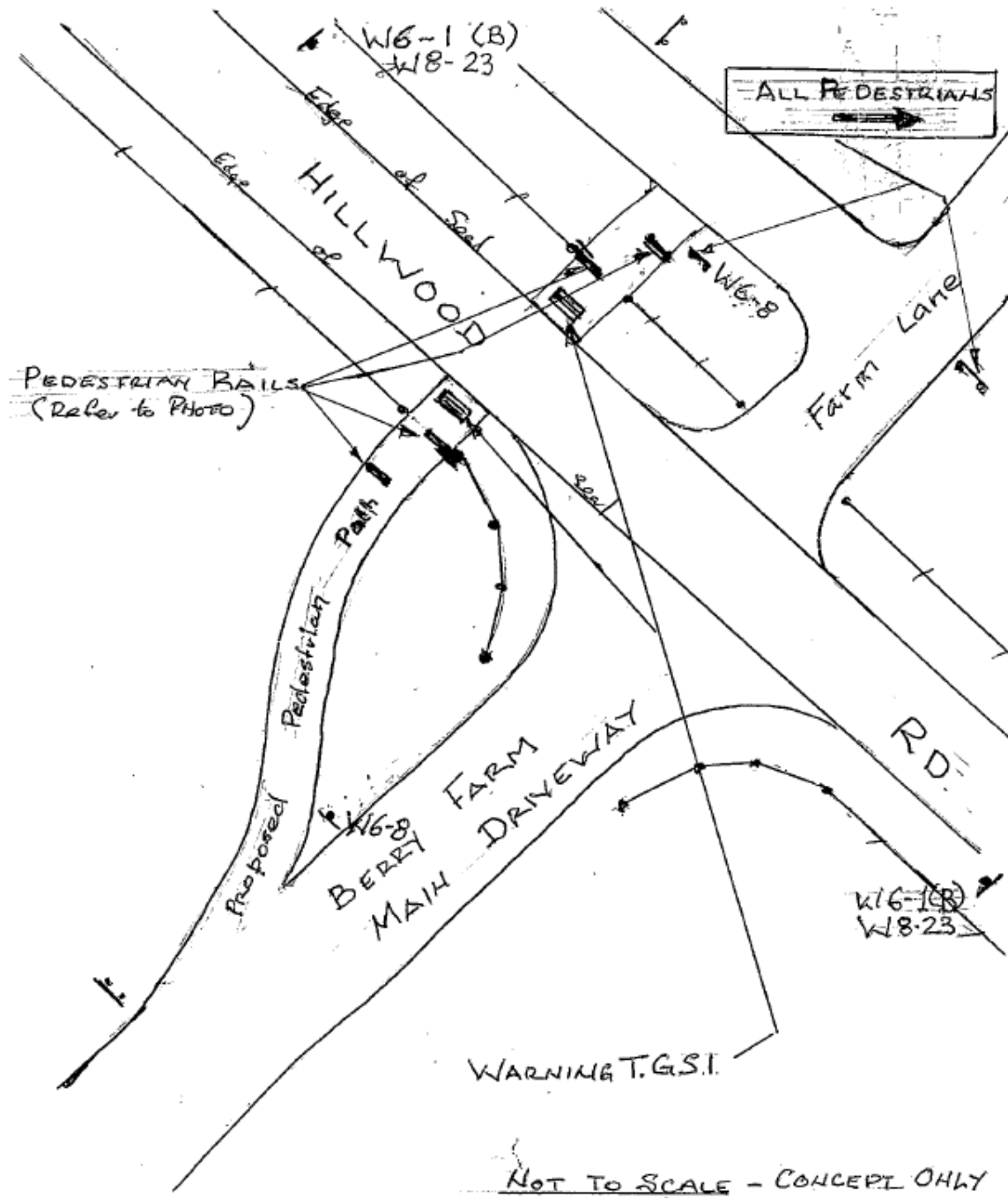


View to North



View to South

# Suggested Pedestrian Facilities Concept Plan



SUGGESTED PEDESTRIAN FACILITIES

11.5.2015/201

## Pedestrian Facilities



Pedestrian Rails

Warning TGSi should:

- Have a profile that complies with AS/ NZS1428.4.1 – 2009
- Be positioned 0.3 m away from the hazard or target
- Extend across the entire width of the walkway
- Be a minimum of 0.6 m to 0.8 m deep
- Be colour contrasted against the surrounding pavement
- Be set perpendicular to the direction of travel or approach



W6-1

W8-23



W6-8

### Warning TGSi

### Standard Warning Signs

### Facility Details