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8 June 2021

Mr Robin Dornauf  
Hillwood Berries  
139 Hillwood Road  
HILLWOOD TAS 7252

Dear Mr Dornauf,

**RE: Proposed extension to Berry Farm – 3HA Site**  
**South side of Hillwood Road with access across Hillwood Road**  
**– Traffic Assessment**

This report is provided as a traffic assessment for the proposed extension to the Berry Farm by developing a 3 hectare site on the south side of Hillwood Road to the west of the existing berry tunnels with access across Hillwood Road to the proposed development on the opposite side of the road at present under Council consideration.

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 3 hectares of undeveloped rural land on the south side of Hillwood Road opposite the western edge of the proposed 20 hectare northside development.

The Hillwood Road boundary extends east for a distance of some 235 metres from the western side boundary some 150 metres east of Hillwood Jetty Road.

Access to the development is proposed close to the east side boundary.

**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 at the east side of the lot. Generally access for the farm activity will be by use of internal farm lanes with vehicles and pedestrian workers crossing Hillwood Road.

The Berry Farm activity is labour intensive for the planting, maintenance and picking of berry fruit. The operation will require traffic movements on 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 with the major pedestrian movements generally between 6am and 6:30am with return between 3pm and 3:30pm.

### **3. Hillwood Road**

The section of Hillwood Road to which this proposal 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, Hillwood Road is constructed with a sealed pavement width some 5.0 to 5.4 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 with the profile a downgrade toward the east at some 5% to a crest some 60 metres further on to a downgrade of some 8%.

Sight distance at the existing access lane is some 300 metres to the west and in excess of 200 metres to the east.

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 40 (off-season) two-way movements to some 100 two-way seasonal use vehicle movements per day past this site.

- Road Crossing

Indications are that vehicles crossing Hillwood Road to access this proposed south-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 east to west 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

This extension is to increase the area under cultivation with a commensurate increase in off-road activities. No significant increase in traffic using Hillwood Road is expected, as per the assessment for the north-side farm extension no traffic efficiency issues are predicted

#### ii) Safety

##### (a) Road Traffic

Sight distance at the existing east side access to the lot, minimum some 200 metres, is in excess of the table E4.7.4 value of 140 metres for a 70 km/h speed zone. The sight distance provides a road crossing gap time in excess of 10 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 crossing 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 pedestrian pathway some 2.5 metres wide separate to the laneway vehicle crossing.
2. 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.
3. Seal the sections of pathway within the road reserve.

4. Install pavement TGSI, outer edge to be aligned some 1.0 metre back from the edge of the sealed road pavement.
5. Install pedestrian signs “W6-1” and “W8-23” B size on both Hillwood Road approaches some 40 metres distant from the crossing point.
6. Install W6-8 signs at the pathways

Layout similar to that shown on the concept plan attached to the recent traffic assessment for the north-side land.

E4.7.1 A1	The access location is 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 a 3 hectare site on the south side of Hillwood Road with access at the existing eastern side access point indicates compliance with Section E4.0 of the Georgetown Interim Planning Scheme provided consideration is given to installing road access driveways in compliance with Georgetown Council guidelines and standards and with provision of pedestrian facilities as outlined in this report to facilitate the movement of farm workers crossing Hillwood Road.

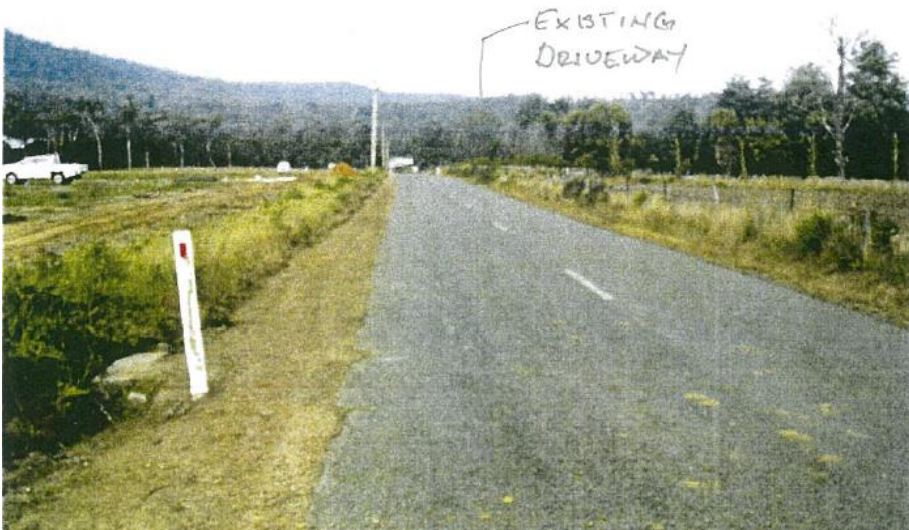
**Terry Eaton**

# Attachments

## Photos



View to West



View to East

