

Our Ref: CC190065

7 April 2021

Contract Properties Pty. Ltd.
ABN 44824277207 ACN 053926284
C/O Nordon Jago Architects
Level 4, 111 Devonshire Street
SURRY HILLS 2010

Dear David and Tony,

Eco Tourist Development, 71 Fig Hill Lane, Dunmore – access road requirements

This letter has been prepared to confirm my assessment of the access requirements for the proposed Eco-Tourist Facility at 71 Fig Hill Lane, Dunmore.

Access between the proposed development and Riverside Drive is via Fig Hill Lane which is constructed along a Right of Way through the adjacent property at 471 Riverside Drive. As Fig Hill Lane is not a public Road, it functions as an access driveway into the property. Consequently, the carriageway width would be in accordance with Section 3.2.2 of Australian Standard AS/NZS 2890.1 requiring a width of 5.5 metres to allow two opposing vehicles to pass each other.

Furthermore, according to Austroads *Guide to Road Design Part 3: Geometric Design*, a single lane carriageway 3.7 metres wide may be adopted in situations where traffic volumes are less than 150 vehicles per day. The Traffic Impact Assessment prepared for this development has estimated that it will generate up to 14 trips per hour during peak periods. Assuming that the peak hour volume represents 10% of the daily volume, the development would be expected to generate up to 140 vehicles per day. A 3.7m wide carriageway would therefore be sufficient for this volume of traffic.

In order to meet the AS/NZS access width requirement of 5.5 metres, an unsealed shoulder width of 0.9 metres each side of Fig Hill Lane would be sufficient. The engineering survey conducted for the site has indicated that the existing formation of Fig Hill Lane is generally 3.7 metres wide, requiring only the provision of 0.9 metre wide unsealed shoulders to be provided as a maintenance treatment to ensure sufficient width for two opposing vehicles to pass each other.

An investigation of the survey plan for the site has demonstrated that a 5.5 metre width can be achieved generally along Fig Hill Lane without any conflict with existing roadside infrastructure or natural features including trees. While the horizontal alignment of Fig Hill Lane is generally straight, there are two sharp bends located 365 metres and 395 metres from Riverside Drive. At this point the carriageway narrows to around 3 metres which is still sufficient for one lane of traffic.

The likelihood of two opposing vehicles meeting at this location simultaneously is very low, due to the low traffic volumes and the time separation of several hours between guests departing and other guests arriving. However, as an additional safety measure it is recommended that "Road Narrows" signs (W4-3) be installed prior to each bend and a "Give-Way" sign (R1-2) be installed in one direction at one of the bends.

If you need any further information, I can be contacted at the BRS Central Coast Office on 4325 5255 or by email at robert@brs.com.au.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'R. Day', with a stylized flourish at the end.

Robert Day | Traffic and Transport Manager
Barker Ryan Stewart Pty Ltd