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23 January 2008

Elderslie Property Investments
c/- The Turnbull Group Pty Ltd
30 Bilga Avenue
BILGOLA NSW 2107

Attention: Mr Peter Le Bas

Dear Peter

Re: Bushfire protection matters, Dolphin Point, Stages 2, 3, 4 & 5

I have reviewed the access issues related to the development design and confirm that I am confident that one of the following options could be approved by the NSW Rural Fire Service with regard to the need for an alternate egress. Each option provides a level of bushfire protection consistent with Planning for Bushfire Protection 2006.

Option 1: Alternate egress to the east

This option provides alternate egress through the proposed subdivision to the east and onto Dolphin Point road.

Option 2: Alternate egress to the north

An egress northwards from Stage 2 over the dam wall provides alternate egress for residents living within Stages 1 - 3. This option does not provide an alternate egress for a length of road of about 225 m within Stage 1 (See Figure 1).

The acceptable solutions within Planning for Bushfire Protection 2006 require alternate egress for road lengths of greater than 200 m. The 200 m length is indicative of the distance over which a single egress is acceptable for a dead end road. Although an extra 25 m is not normally a concern in this instance the number of potential users of the 225 m length of road would be much higher than that for a 'dead end road' of 200 m in length.

Thus the issue is not considered to be about road length but about traffic congestion during a bushfire emergency e.g. when evacuation is required. If mass evacuation of Stages 1, 2 and 3 were to occur it would probably take at least 4 hours to complete and as evacuation needs to occur well before the arrival of a bushfire any mass evacuation of the development would need to occur the day prior to the arrival of a bushfire or at least 6 hours prior to its arrival. With such advanced planning the congestion or failure of the 225 m length of road to provide ingress/egress is considered insignificant as firefighters will not be required to access the development to suppress fire and residents will not be all leaving at precisely the same time.

The real issue is whether the 'one access road' of 225 m length is adequate around the time of a fire front arriving at the western or north-western perimeter of the development. In these situations firefighter ingress and egress occurs at the same time as ingress and egress requirements of residents, however, apart from the first short period of time, Police could be expected to control traffic in and out of the development. Police control of the ingress and egress of traffic would in my opinion be very effective given the roading plan of the development. Traffic can be readily diverted away from the areas adjoining the hazard which is the primary place where firefighters require access.

During the first minutes of bushfire attack where advanced evacuation is not possible, residents are best to stay with their homes. This is the advice of all fire authorities in Australia, provided the homes are well prepared and residents are capable of performing basic 'first aid' fire protection action. In this case the development is very well designed to withstand bushfire attack with best practice Asset Protection Zones and building construction standards.

Some residents will nevertheless wish to leave the site at the same time as firefighters wish to access it and they will need to pass on the 225 m length of single access. As this section of road is 8 m wide and is bordered by a row of houses either side it will not be exposed to flames or radiant heat. Smoke and strong winds may cause some concern during a 'last minute' egress however as the road is 225 m in length and does not have curves the chance of problems arising is considered very small. If traffic were to bank up at the intersection of the two egress routes the traffic would not be in a location exposed to the bushfire attack. Furthermore, the problem fire front would be located over 200 m to the west with a lesser potential fire front over 80 m across the Princes Highway to the northwest.

These considerations and others will form an appropriate argument for an 'alternate solution' to the lack of alternate egress for the 225 m length of road.

Option 3: Alternate egress to the north east

A fire trail egress linking the development with Dolphin Point Road will meet the performance standard under PBP for an alternate egress. This trail can be located in such a manner as to minimise environmental impacts e.g. following same route as the sewer line.

Conclusion

Options 3 provides a very high degree of certainty of approval, Option 2 offers a moderate to high degree of certainty and the potential of Option 1 is unknown as it is dependent on the subdivision to the east.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Rod Rose', with a stylized, cursive script.

Rod Rose
Managing Director

To: Peter Le Bas

23.1.08

~~None~~
Rod Rose
BES

++ preferred
fire trail
route to NE
(least F&F impact)
eee



Service Elements

Conservation Area

1.65 ha

Possible Emergency
Bushfire Escape
Routes

Stage 5 Boundary