
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH\8850\jj

Transport Planning
Town Planning
Retail Studies

13 November, 2012

Dolphin Point Pty Ltd
GPO Box 2641
SYDNEY NSW 2001

Attention: Andrew Towzell
Email: atowzell@malbec.com.au

Dear Sir,

**RE: APPROVED RESIDENTIAL SUBDIVISION,
HIGHVIEW DRIVE, DOLPHIN POINT (MP 05 0024)**

1. As requested, we are writing in relation to condition B19 4) of the consent for the above development, which is as follows:

As per the Plan of Proposed Residential Subdivision drawn by Allen Price and Associates 24163-21 Revision 02 dated October 2008 a roundabout is to be provided at the intersection of Dolphin Point Road, Seaside Parade, Highview Drive and Road One. All legs of this roundabout are to accommodate the manoeuvring of a 14.5 m rigid bus. The roundabout is to be provided with an inscribed circle 32m in diameter, containing a 6m wide circulating lane, and a landscaped central island 9m in diameter with a 5.5m wide concrete apron (total island width 20 in diameter).

2. We have previously prepared a report¹ in support of the approved development and subsequent correspondence of 15 October 2008. In our previous report and correspondence, we noted that a roundabout was proposed at the above intersection.
3. East of Princes Highway, Dolphin Point is a self-contained residential area which provides access to a relatively small number of dwellings. There are two access points to the Princes Highway; at Dolphin Point Road, and at a roundabout which has been constructed in association with more recent residential development in the area of the approved residential subdivision. Dolphin Point Road/Highview Drive and Seaside Parade are local streets within Dolphin Point. They are dead ends south of the site and therefore do not provide for through traffic.

¹ Transport Report for Proposed Residential Subdivision, Dolphin Point, May 2007.

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4. Ultimately, the roundabout required by condition B19 4) will provide for bus movements through the new and existing residential areas in Dolphin Point. It will also be required to cater for garbage collection vehicles. Buses and garbage trucks will be the most common service vehicles which will negotiate the intersection. There will be low numbers of buses and garbage trucks using the roundabout.
5. To reduce the area required by the roundabout, and provide a treatment which fits within the land available, Allen, Price & Associates has prepared drawings showing a roundabout with an inscribed circle of some 22 metres, including a mountable central island of some 10 metres diameter. Pedestrian refuges are included on all approaches to the roundabout.
6. The design of the roundabout is based on those found in the Australian Standard AS 1742.13 – 2009 Manual of Uniform Traffic Control Devices (Part 13: Local area traffic management). Figures 3.4 and 3.5 of the standard show roundabouts at the intersections of local streets.
7. The drawings include swept paths of 14.5 metre buses using the roundabout. The swept paths show that 14.5 metre buses will be able to use the roundabout, including the central, mountable island. As garbage trucks are smaller than these buses (being typically some 9.5 metres long), garbage trucks will also be able to use the roundabout.
8. The proposed roundabout is therefore considered appropriate to cater for the types of vehicles which will use it. The requirements of condition B19 relating to a 32 metre inscribed circle and 20 metre diameter island are not considered to be necessary. As noted above, a roundabout of this size would not fit within the available land.
9. We trust the above provides the information you require. Finally, if you have any queries please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD

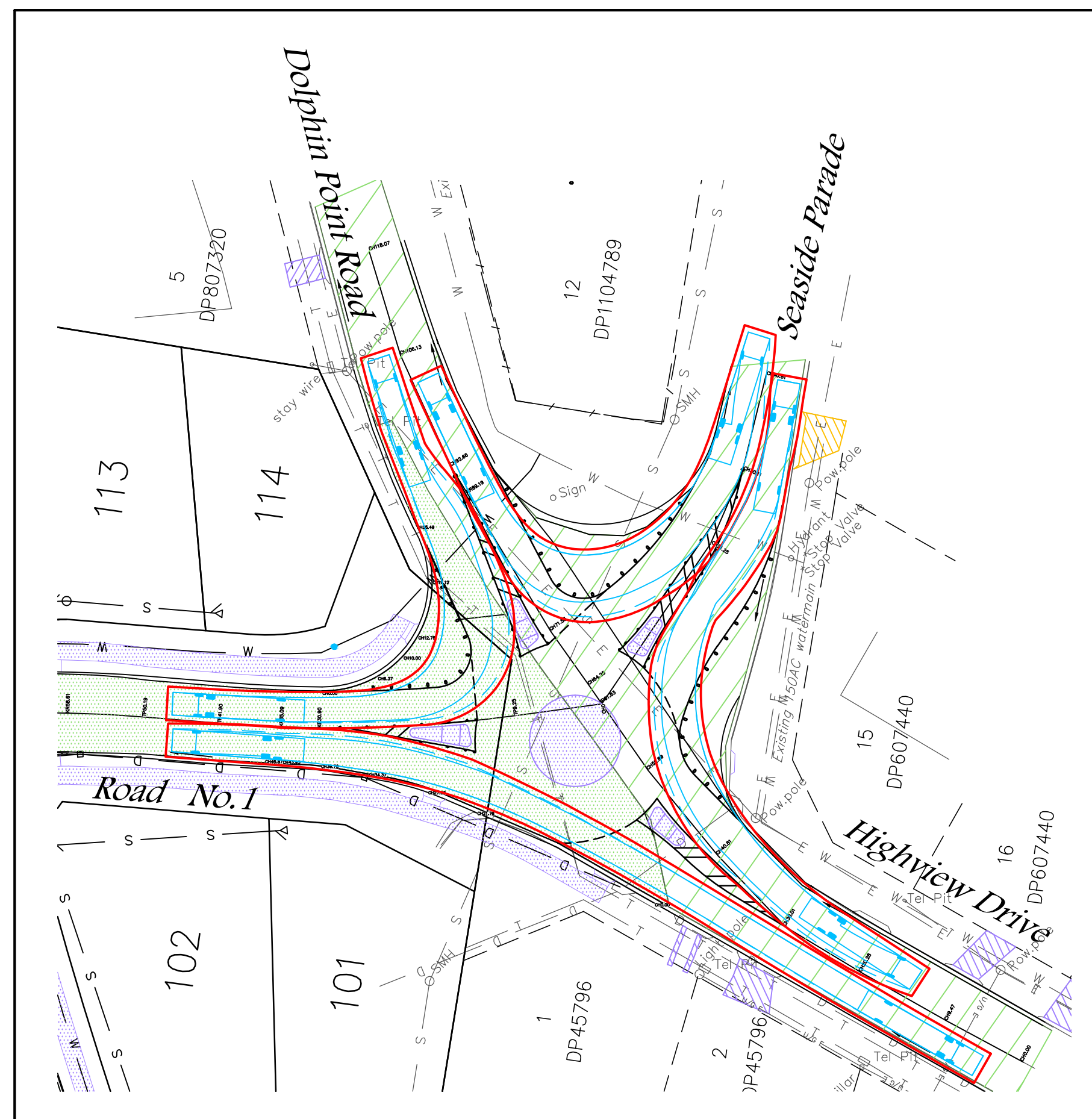


J Hollis
Director

VEHICLE MANOEUVRE LEGEND

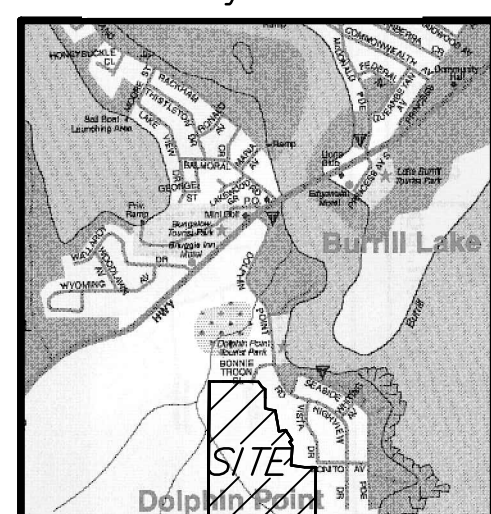
- PATH OF OUTER FRONT WHEEL
- SWEPT PATH OF VEHICLE BODY
- SWEPT PATH 600mm CLEARANCE TO ROAD FURNITURE AND POWER POLES

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21a in conjunction with AutoCAD 2010. The vehicle used is based upon data provided by Austroads 2006 for a 14.5m LONG RIGID BUS generally travelling at 15km/hr (right hand turn into Road 1 from Dolphin Point Road at 10km/hr) and incorporates a reasonable degree of tolerance. However it is not possible to account for all vehicle types/characteristics and/or driver ability.

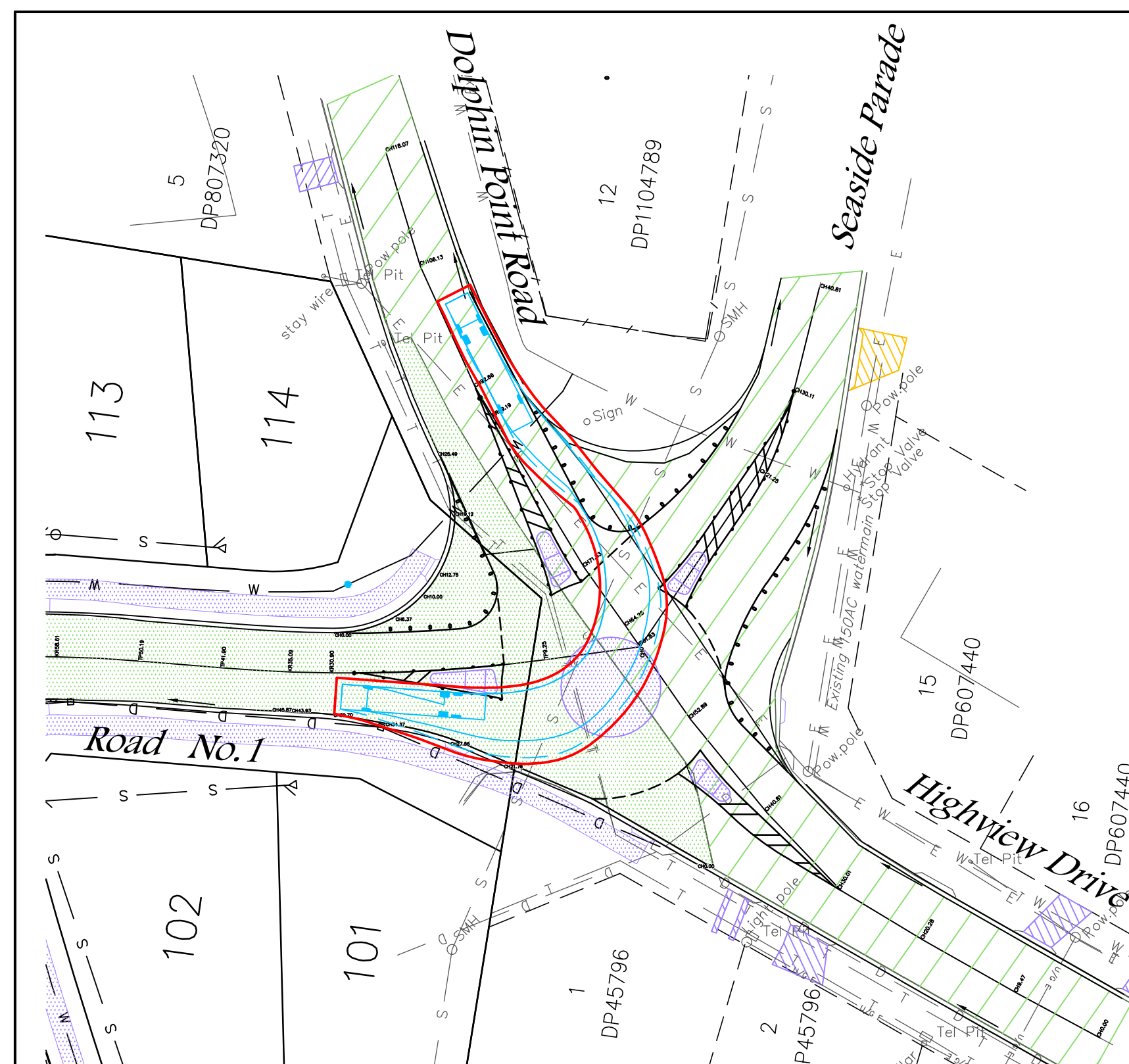
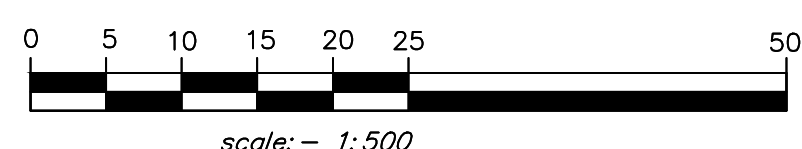


LEFT HAND TURNS

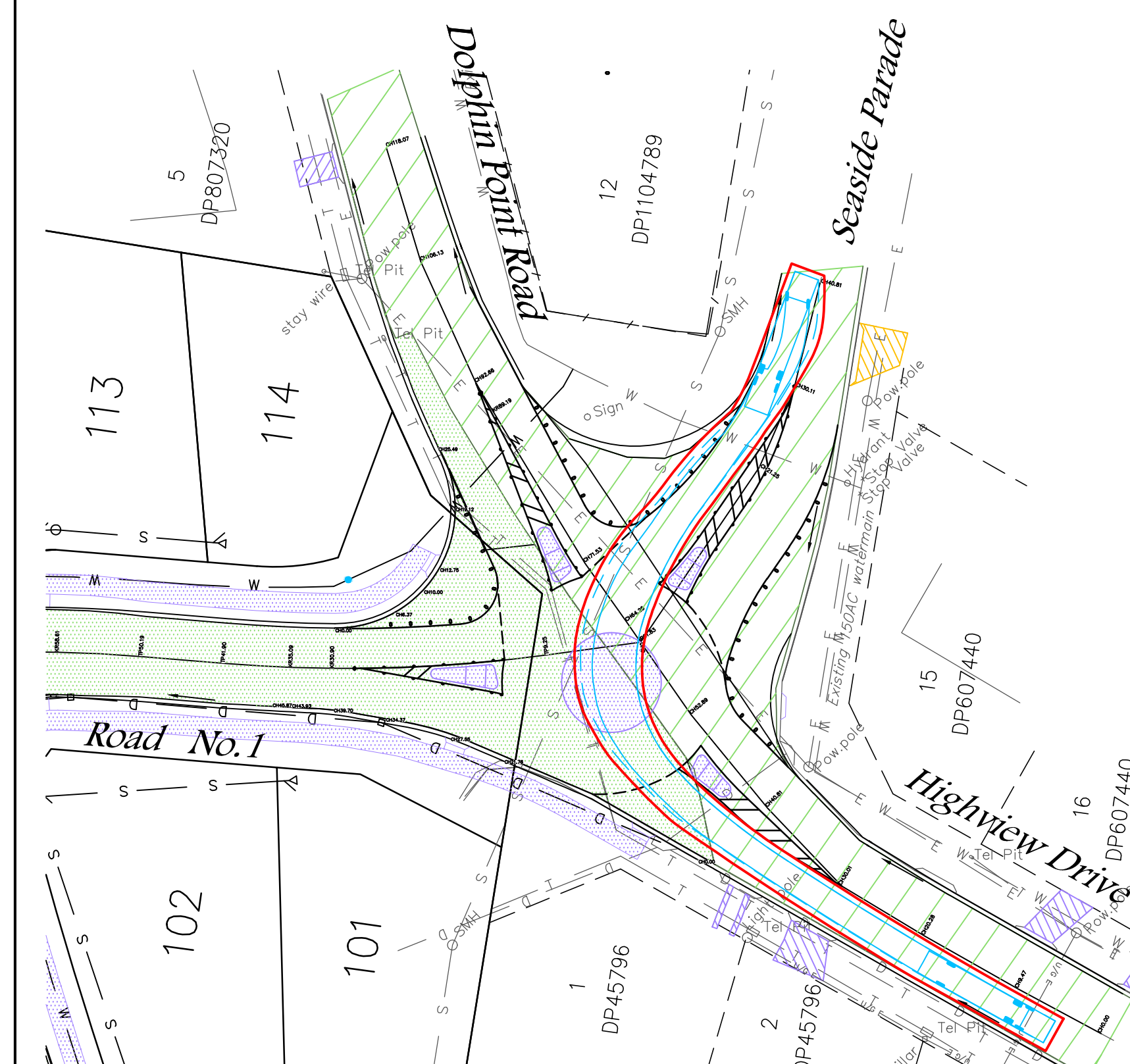
Locality Sketch



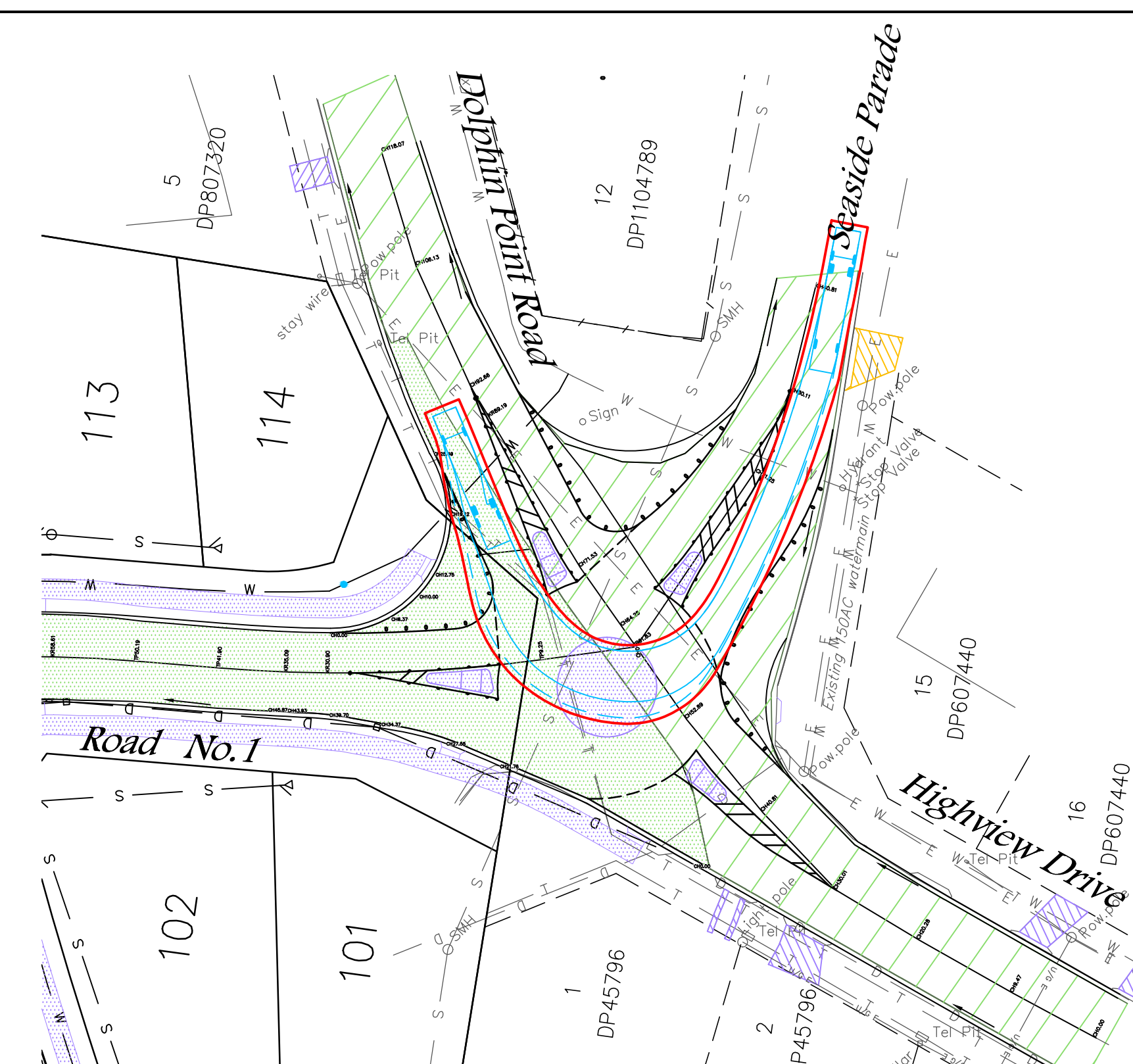
Map drawn and published by Cartodraft Aust P/L



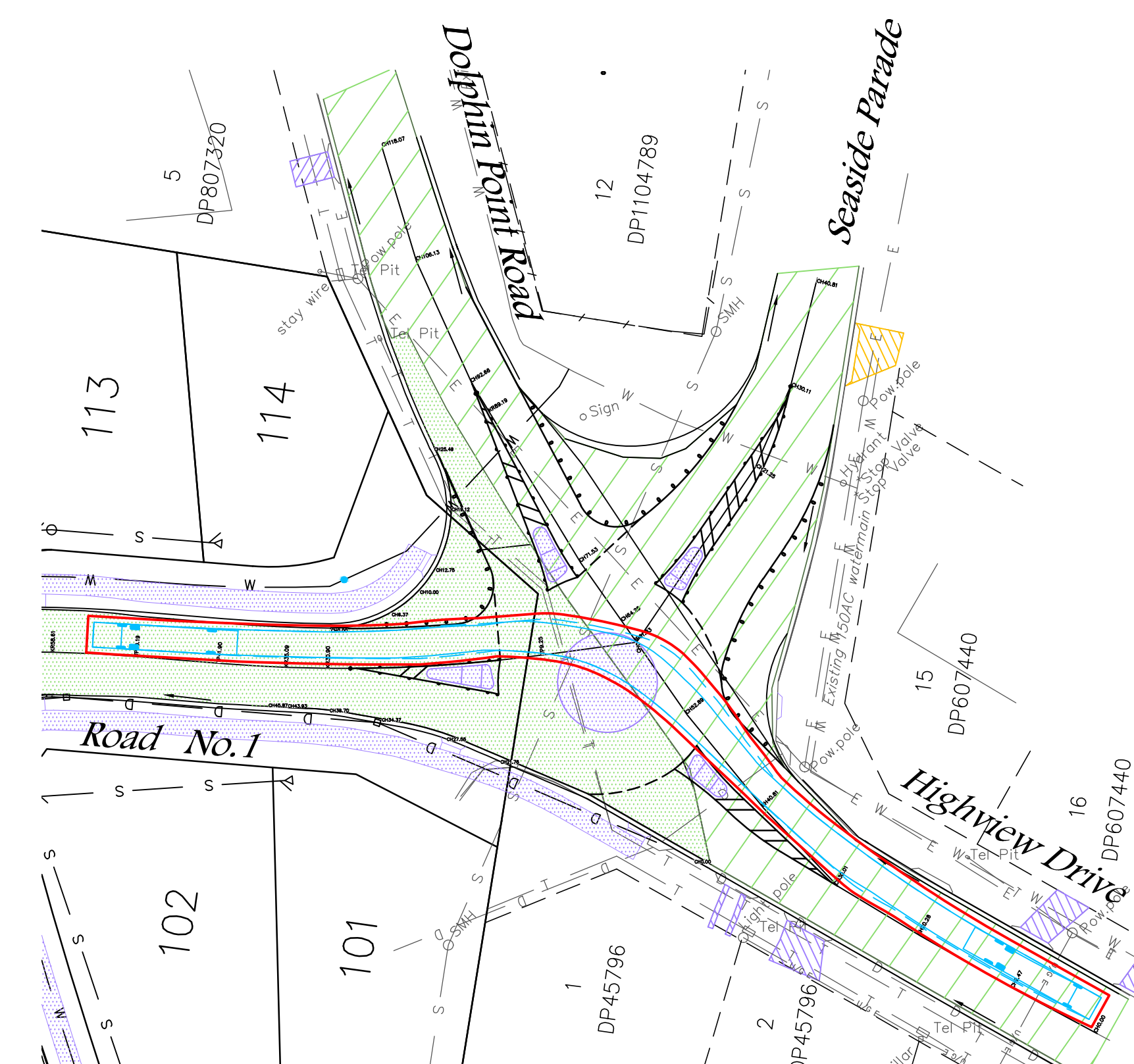
DOLPHIN POINT ROAD -> ROAD No.1



HIGHVIEW DRIVE -> SEASIDE PARADE



SEASIDE PARADE -> DOLPHIN POINT ROAD



ROAD No.1 -> HIGHVIEW DRIVE

RIGHT HAND TURNS

RATIO: 1 : 500 (AT A1 SIZE)	DATUM: AUSTRALIAN HEIGHT DATUM	SURVEY APA	REVISION		BY	DATE
	ORIGIN:	DESIGN CEG	P01	DRAFT FOR DISCUSSION	CEG	10.07.2012
		DRAWN CEG	P02	SMALLER ROUNDABOUT	CEG	02.10.2012
	DATE OF PLAN: JULY 2012	CHECK'D		TURNING AMENDED	CEG	05.10.2012

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PLAN SHOWING BUS MOVEMENTS AND PROPOSED
ROUNDABOUT CONCEPT DESIGN
OVER LOT 171 DP1081810
AT HIGHVIEW DRIVE DOLPHIN POINT
FOR MALBEC PTY LTD

REF. No.	24163-401	
SHEET	1	OF 1 SHEETS
REVISION	P02	



Liability limited
by a scheme
approved under
Professional
Standards
Legislation.