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Director Strategic Assessments
Department of Planning
GPO Box 39
SYDNEY 2001

RE: CATHERINE HILL BAY SUBDIVISION - PROJECT APPLICATION (MP 10-0204)

TRAFFIC AND TRANSPORT REPORT by HALCROW

The Traffic and Transport information as presented in the Application appears to be much the same as previous reports presented with little or no updating to previous reports.

I object to the above Project Application and would like to make the following comments in relation to the Transport Report by Halcrow -

1. In the first paragraph it gives Site Location. In it, it states that 42 cottages and a hotel remain in the town. This should be corrected to say that the 42 cottages and hotel remain in Main Camp, at the southern end of Catherine Hill Bay.
2. Pacific Highway Traffic Volumes – Refers to a study conducted in December 2003. This is 7 years ago. To make the assumption that traffic is similar now in the access streets to Catherine Hill Bay needs to be backed up with hard facts. A considerable number of new residences have now been built in surrounding areas with many of the new occupants making regular trips the Beach at Catherine Hill Bay.
3. The survey seems to be based on traffic flows that might be experienced for a normal suburban location for a suburb the size of Catherine Hill Bay. It does not seem to give any significance to the fact that it is a beach area with the beach being **the only patrolled surf beach in the area**. As such one of the major attractions to the area with more and more people using it to swim, ride surfboards or go fishing as it becomes better known. It is becoming part of a tourist route with more and more tourist buses making regular trips to the Catherine Hill Bay. Therefore to provide a chart such as shown in Table 2.2 of the Halcrow Report showing peak weekday traffic flows makes **no sense** particularly as the peak beach traffic takes place around 7am each day – and is highest at weekends. It is obvious then that the estimates given in Table 2.2 showing Weekday Peak hour traffic Flows needs to be verified particularly in relation to

flows along Flowers Drive. These figures seem very low when beach traffic is considered.

4. The count results shown in Table 2.3 verifies that peak traffic volumes are experienced at weekends – by beach goers.
5. Clause 3.3 mentions forecast traffic growth. What is that growth likely to be?
6. Section 4 talks of impacts of the proposed Subdivision on the area and in it, it mentions Future Traffic volumes. This really addresses only part of the traffic issues.
 - a. First it talks of weekday traffic volumes – not weekend likely traffic volumes
 - b. In providing traffic volumes – all traffic generated in the area must be considered. The Coal and Allied development proposal will create extra traffic which will have an impact on the area as will the population growth in the general area as a result of the opening up of new subdivisions. Catherine Hill Bay will be the main beach attraction to the several thousand people who will become new residents in the area. Weekend traffic will grow enormously and must be catered for.
7. Access to Moonie Beach seems poorly serviced. Only one road access to the track is provided and – no parking. Pity the poor people who buy land in the area. The streets will be clogged with surfers parking their cars.
8. The increased traffic volumes will detrimentally impact on the amenity of residents in both Main Camp and Middle Camp at Catherine Hill Bay. Clarke Street, Hale Street and Flowers Drive are local roads in a rural context with intermittent traffic flows. With few exceptions, dwellings are sited with zero setback to front boundaries, at a distance of 5m from vehicles on the carriage way. The historic miners' cottages are light-weight timber framed construction with little noise attenuation and bedrooms located at the street frontage. There is no possibility of increasing noise insulation of the structures and any change in traffic volumes will cause significant adverse noise impacts on residents. As we have noted in submissions, the noise impacts of the proposed development exceed recognized standards and would have a severely negative impact on the amenity of the village.
9. In order to ensure pedestrian safety and residential amenity, it is going to be most important to provide strict speed limits through the town that are very slow. This will require both strictly controlled speed limits and the implementation of local area traffic management measures.

Conclusion

We believe that the road and traffic report needs to be presented again as it does not represent the reality of traffic flows that will be generated in the area in the coming years. The report needs to be more comprehensive. **It in no way addresses the traffic that will be generated to the area by the increase in local population of at least 15,000 people that will be housed in the new developments in Catherine Hill Bay, Nords Wharf, Gwandalan, Murrays Beach, Warnervale and Munmorah.**

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