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28/07/2025

MR Matthew Thomas
- 43 Careel Head RDGE
Avalon Beach NSW 2107
[redacted]

RE: DA2024/1091 - 5 / 1 Careel Head Road AVALON BEACH NSW 2107

The Response to Traffic & Vehicular Access Contentions have not provided any updated information regarding traffic generation and impact during the ACTUAL peak periods. The original traffic study was based on a mid-winter time period. I spoke at the onsite meeting regarding this and made comment that the traffic study was also done on a cold rainy mid-winter weekend which would have resulted in the lowest possible traffic volumes for the location. In short, the traffic numbers on which the data was based was not in any way reflective of actual peak traffic flows. Anyone with a modicum of understanding of the local area would know the traffic data presented in the original submission were based on flawed information and are manifestly inadequate. That the applicant has not made any attempt to address this issue after it was clearly raised in both submissions and at the community meeting shows an outright contempt for local residents.

The traffic study makes the incorrect assumption that 25% of the "target population" lives north of the site. This is completely incorrect. The only suburbs north of the site are Palm Beach (1652) and Whale Beach (315), Avalon Beach (10372), Bilgola Beach (251) and Clareville (822) are both South of the site. Therefore only 15% of the target population resides north of the site. This number excludes the populations of Bilgola Plateau (3650) and Newport (9659) who will undoubtably also visit the site and are also located to the south. This again shows absolute disregard for the facts surrounding traffic generation.

Despite the incorrect assumption of population living north of the site during peak summer periods it can be expected that any out of area visitor traffic heading home after a day at the beach wanting to pop into Dan Murphys for a bottle of wine will, per the report, access the site from Surf Road, Whale Beach Rd and Careel Head Rd. Again, it is clear the consultant has not actually attended the location and driven this route, it is narrow, congested due to parked cars, and during summer Whale Beach Rd between Surf Rd and Careel Head Rd is an exercise in patience and often times pulling into a driveway to allow a vehicle coming the other way to pass. 8 vehicles per hour is clearly a large underestimate for the peak periods.

Perhaps the most telling claim is that a development hosting an alcohol superstore (and 2 other retail sites) is expected to reduce traffic volumes by 24 vehicles per hour on the weekend according to the traffic study. Does the applicant actually expect anyone to believe that less customers will visit the site on the busiest retail trading days? The traffic data presented in support of the application is clearly junk and should be thrown out and the applicant required to conduct a realistic study that is reflective of the actual peak period traffic volumes.

It is also worth noting that during peak periods the council asks visitors to park at Careel Bay Oval and take a bus to Palm Beach such is the congestion. To add to this is an unacceptable impost on residents. On summer weekends residents rely on vehicles on Barrenjoey road to let them turn out of or into both Whale Beach Rd and Careel Head Rd, adding to traffic volumes will only make that situation worse.

If the traffic study does not consider the actual peak traffic periods (summer weekends) it will not be taking into account the vastly higher traffic flows that actually exist during the summer months to which the development will add a further 90,000 cars per annum. The residents of Burrawong Road and any resident accessing Barrenjoey road from Careel Head Road will bear the brunt of this. Additionally, any resident (or visitor) heading south on a summer weekend afternoon will have to contend with even heavier traffic as a result.