

Submission for SSD-8996 Loreto Normanhurst School Redevelopment - Modification 2

I Object to the Modification.

I object to the proposed modification on the grounds that the Traffic Impact Statement (TIS) continues to ignore the development's impact on the surrounding streets. In particular, the impact on Mount Pleasant Avenue, Osborn Road, Normanhurst Road, Fraser Road and Denman Parade.

Current and earlier TIS

The Traffic Impact Statement in SSD 8996 MOD 2 Proposed Changes states that no additional traffic modelling to that contained in MOD 1, is considered necessary. However, both statements largely address the onsite parking needs and the Green Travel Plan.

The traffic flow is discussed in the Revised SSD-8996 TIS: where the solution to the failed Pennant Hills Rd / Mount Pleasant Ave intersection is to ban the right-hand turn from Mount Pleasant Ave.

“It is noted that as for the existing model, the poor performance of Pennant Hills Road/Mount Pleasant Avenue is due to the right turn movement out of Mount Pleasant Avenue. As noted in Section 2.1.3, there is an existing consent condition related to SSD 07_166 (Wahroonga Estate) that requires installation of No Right Turn signage at Mount Pleasant Avenue. This is likely to result in better performance of this intersection, however there is no timeframe for the completion of these works and therefore the intersection has been modelled in its normal operation with right turns permitted”.

Note that the traffic analysis is limited to the Osborn Rd and the Mount Pleasant Ave intersections with Pennant Hills Rd.

For surrounding streets, this creates present-day problems, let alone problems in the future. Some current problems are highlighted below.

Also, MOD 2 TIS Sec 8.2 “The site workers will be encouraged to utilise carpooling”: There is little evidence of carpooling based on the number of construction related vehicles parked on both sides of Mount Pleasant Avenue.

MOD 2 TIS Appendix A: Green Travel Plan is designed to reduce traffic in the future, but there is no mechanism to implement the plan, nor any consequences if the plan is not

implemented. It is not anyone's responsibility. I have to wonder if this is just kicking the can down the road.

Current experience with the Pennant Hills Rd / Mount Pleasant Ave intersection:

- We stopped turning right at this intersection.
- Where possible, we travel outside peak traffic times.
- The view of the oncoming traffic in the southbound curbside lane on Pennant Hills Rd is obscured by the brick wall of the corner house.
- When in the Mount Pleasant Ave left turn lane, vehicles in the right-hand turn lane totally obscure vision of the traffic southbound on Pennant Hills Rd.
- Often, we have to wait for a break in the traffic that is created by the lights at Jasmine Rd / Hinemoa Ave. This is so that we can get into the Pennant Hills Rd right-hand lane to enable a turn right at Normanhurst Rd.

Allowing a U-Turn on Pennant Hills Rd at Normanhurst Rd Intersection

- Allowing a U-turn from the Pennant Hills Rd right turn bay while driving southbound on Pennant Hills Rd may be worth considering. This would be restricted to the right turn arrow green phase.
- Some drivers do this already, ignoring the legal consequences.
- Conflict with traffic turning left from Normanhurst Rd onto Pennant Hills Rd would have to be resolved. This turn is allowed in that green arrow phase.
- This U-turn would eliminate joining the traffic chaos in Normanhurst Rd and Fraser Rd, particularly during school pickup and drop off times.

Further comments about current experience at high traffic times

- During Pickup/Drop-off, cars and buses are queued on Normanhurst Rd from the Public-School gates to Denman Pde.
- Cars are parked on both sides of Fraser Rd, and it can take several minutes for drivers to sort out who goes first along the narrow street. The other car having to pull into a driveway.
- At times we used Buckingham Ave to make the turn into northbound Pennant Hills Rd - only to be caught up in the delays created by traffic waiting at the Malsbury Rd stop sign. In this situation traffic was backed up into Denman Pde and Buckingham Ave.

- Quite a few cars come down Buckingham Ave and have to queue at the intersection with Denman Pde. The resulting queue on Denman Pde would be longer if it wasn't for the courtesy of the Buckingham Ave drivers letting the Denman Pde drivers make the turn.
- Turning right at Denman Pde from Normanhurst Rd, then right onto Edwards Rd leads to a difficult left hand turn onto Pennant Hills Rd with the view of northbound traffic restricted by the topography.
- Turning left onto Edwards Rd, then onto Unwin Rd takes you into Barker / St Leo's school traffic.
- Traffic congestion gets worse on rainy days, also reducing safety.

For the above reasons, I repeat my objection to the proposed modification on the grounds that the Traffic Impact Statement (TIS) continues to ignore the development's impact on the surrounding streets.

I look forward to your response to the above problems. I'm keen to hear your views on the suggestion of a signed U-turn on Pennant Hills Rd at the Normanhurst Rd intersection.

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Resident

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