

I object to the proposal as outlined below:

- The increase in student numbers from 1150 to 2000 would lead to additional stress on what is already an unsustainable amount of traffic on Osborn Road, where the drop off zone and access to sport ovals are located.
- It should also be noted that Osborn Road is the only access point for 5 other streets to and from Pennant Hills Road and has increased traffic as a result.
- Whilst Loreto advises against parking in Osborn Road due to being 'a narrow street with high volume of traffic' (<https://www.loretonh.nsw.edu.au/life-at-loreto/facilities/parking-information/>), this is presently ignored as students, teachers and/or parents illegally park or stop across driveways, blocking access to residential homes. The proposal is anticipated to increase these issues due to insufficient on-site parking. In particular, this causes significant safety concerns for residents on battle-axe blocks on Osborn road, who have no other access to and from their properties in an emergency.
- Cars parked on this narrow street already cause blind spots for residents leaving their driveways. With the proposed increase of traffic, it is only a matter of time before there is a serious accident.
- Queues at the Osborn/Pennant Hills Road Intersection are currently prolonged due to the amount of traffic turning right, without an arrow, onto Pennant Hills Road. It is a regular occurrence for vehicles going straight into Normanhurst Road to illegally use the left-turn lane, to avoid delays due to the right-turn queued traffic. Additionally, the lack of right-turn arrow makes this intersection dangerous to navigate. With the proposed increase of traffic, it is only a matter of time before there is a serious accident.
- The proposal provides no real incentive for students and teachers to commute using public transport to the school, and with 90% of teachers driving to the school currently (according to the EIS Traffic Report), insufficient on-site parking is provided for in the proposal.
- The EIS Traffic Report notes some 'AM Capacity Restraints', however the study does not appear to be conducted on a typical term day with student drop-offs, thus understating the issue. The study also does not account for traffic due to Saturday sport facility usage, of which there are already traffic concerns.
- The resident's objections due to traffic are echoed by the concerns from Department of Planning, Industry and Environment (letter dated 21 August 2019), highlighting that the proposal does not demonstrate accommodation of additional vehicle movements and parking on the site.

Additionally, I am highly concerned to not receive original notification of the proposal and request for submissions, nor be invited to any community consultation to date.

I request the following options to be taken into consideration:

- Reduction in the planned increase in enrolments at the school.
- Improved access for student drop-off/pick-ups is completed via Pennant Hills Road, instead of Osborn Road or Mount Pleasant Avenue.
- Tangible incentives are provided to promote public transport usage for students and teachers.
- Sufficient parking is provided on-site for any increased enrolment and staffing numbers.
- Access to Pennant Hills Road is reinstated via Nepean Avenue, to relieve increased local traffic on Osborn Road.
- Timed parking is introduced on Osborn Road Monday to Friday, to discourage offsite parking of teachers and students.

- Longer traffic light cycles are provided at the Osborn Road/Pennant Hills Road intersection to clear the queue of motorists driving straight or turning-right.
- A right-hand turn arrow and/or slip lane is provided for traffic exiting Osborn Road to Pennant Hills Road.
- Retention of the left-hand turn after stopping for traffic exiting Osborn Road to Pennant Hills Road, as this assists in clearing queues in peak times.
- Regular council patrols at peak traffic times to fine illegal offences from motorists.
- Traffic lights are re-considered for Mount Pleasant Avenue, given the unresolved safety concerns at this intersection.