

Natalie & Leon Burzacott
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Normanhurst NSW 2076

Dear Department of Planning, Industry and Environment

Attention: Director – Social and Infrastructure Assessments
Application Number SSD-8996

As a neighbouring landowner I **strongly object** to the proposed development **SSD-8996** for Loreto Normanhurst.

Firstly, we would like to express our disappointment that we were not included in the EIS issued between 28 June 2019 and 25 July 2019.

As long term residents and landowners of xxxxxxxxxxxxxxxx, we have experienced the impact Loreto's expansion has placed on local residents. When Loreto commenced classes for Years Five and Six the following issues were immediately evident:

1. Year 5 & 6 teachers started parking along Mount Pleasant Avenue so they could have easy access to their classrooms
2. Increased number of parents parking along Mount Pleasant Avenue for pick up & drop off
3. Increased number of Year 12 students parking on Mount Pleasant Avenue

I **strongly object** to the proposed development SSD-8996 for the following reasons:

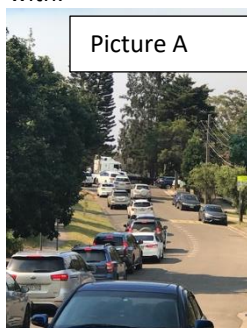
1. Deception – drone traffic reports provided in a separate development plan **D07613498 - DA/1227/2018 for an ELC** - have been taken on days when Loreto has not been operational, thus data collected is not a true representation of local or school traffic conditions
2. Traffic arrivals and departures – **EIS Appendix S Traffic Report 1, Page 20**, states that morning peak has 331 arrivals and 125 departures, with the afternoon peak having 129 arrivals and 285 departures. The proposed development **SSD-8996** expands the school to include students from Kindergarten to Year 4 or 850 students, this action would result in a dramatic increase in the number of arrivals and departures in the morning and afternoon peak. As a teacher and acknowledged by **EIS Appendix S Traffic Report 1, page 36**, 100% of children in Kindergarten – Year 4 use private transportation rather than the public transport system. Therefore, it is highly likely traffic movements each morning and afternoon peak would increase. For example, if there were 370 children in the junior school, there could be an increase in 370 traffic movements per morning and afternoon. Even if 50% of the children used private transport that is 185 traffic movement per peak period.
It is unreasonable to expect local residents of Osborne Road (and other adjoining streets) and Mount Pleasant Avenue to be burdened with this traffic increase.
3. Traffic - I strongly disagree with the following statement in **EIS Appendix S Traffic Report 1, page 58** "SIDRA intersection analysis indicates that the performance of the intersection would not materially change between now and 2026, with the queues and DOS slightly improving and AVD and LOS remaining consistent". My point is how could traffic stay the same or improve when there is an increased number of traffic movements per day? Traffic movements will greatly increase during the proposed building phases and continue as the school commences new classes.
4. Traffic management - as stated in **EIS Appendix S Traffic Report 1, page 57** "The School is also seeking approval for an Early Learning Centre (ELC) which is subject to a separate Development Application, with the ELC traffic impacts have been considered in a separate assessment." I would like to highlight that traffic flow from Mount Pleasant Avenue will be negatively impacted should the expansion (ELC and Stage 1 Proposal) take place. As referenced by **EIS Appendix S Traffic Report 1, Development Application D07613498 - DA/1227/2018 - Additional Traffic Statement** suggests that upon completion of the ELC, Mount Pleasant Avenue traffic would not be able to turn right but would '**select an alternative route to gain access to the road network**'. As a resident the above recommendation is inadequate because it requires traversing past 3 schools and narrow local streets in order to make your way back to Pennant Hills Road to continue a north bound journey.

I believe traffic management and the impact of developments undertaken by Loreto Normanhurst must be considered and addressed for all developments - Proposed Stage 1 and **DA/1227/2018**. Each Loreto development compounds the impact of traffic on Osborne Road (and surrounding streets), Mount Pleasant Avenue, Pennant Hills Road and the local road network during the construction and completion phase and long into the future therefore all developments/proposals should work to find an adequate solution to traffic flow that has minimal disruption to neighbouring streets.

The Loreto developments not only impact the immediate surrounding roads (Osborne & Mount Pleasant) but also roads surrounding Normanhurst Public School and Normanhurst Boys High School because of the increased traffic and proposed left only turn from Mount Pleasant Avenue that are required to find an alternate route to head in a northerly direction.

5. Contractor parking - **EIS Appendix S Traffic Report 2, page 24 section 3.3** states that contractors will be encouraged to use public transport or utilise public car parks within the school grounds. First, builders need their work tools in order to complete their job so it is highly unlikely contractors will use public transport. It is more likely they will use parking within the school grounds (which is already at full capacity) which will overflow onto surrounding streets

The following pictures are examples of traffic conditions residents of Mount Pleasant Avenue have to contend with.



Picture A



Picture B

Pictures A and B were taken on 5th December 2019 at 4:05pm. These pictures show high volume traffic on Mount Pleasant Avenue trying to join three congested lanes of traffic on Pennant Hills Road. Further pictures (1, 4 & 5) show a line of traffic on Mount Pleasant avenue from the beginning of the road to house number 51.

Please note this traffic situation is deeply concerning should emergency vehicles be required to attend any properties or the retirement village/nursing home at the end of the street.

Also note the amount of traffic congestion on Pennant Hills Road hindering traffic on Mount Pleasant from continuing with their journey or leaving Mount Pleasant Avenue. Development Applications (**DA/1227/2018**) is proposing to make Mount Pleasant Avenue a left hand turn only intersection to solve traffic issues created from their proposed development application

however, it is evident from the pictures that left hand turns are also difficult to achieve when joining Pennant Hills Road.



Picture 1 (5th Dec 2019)



Picture 2 (2nd Dec 2019)



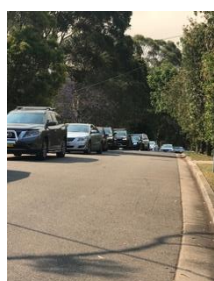
Picture 3 (2nd Dec 2019)

When cars are parked on both sides of Mount Pleasant Avenue, only one car is able to safely make their way along the road as made evident by pictures 1, 2 & 3.

This situation is dangerous as cars are unable to see oncoming traffic because of the bend in the street at house number 33 which hinders drivers from having a clear line of sight.



Picture 4 (5th Dec 2019)



Picture 5 (5th Dec 2019)

Pictures four and five highlight the amount of traffic on Mount Pleasant Avenue. Picture 4 & 5 demonstrate traffic banked back from the Mount Pleasant Avenue intersection to house number 51.

Finally, I have not, ever made any reportable political donations. We also strongly object to the development

Kind regards

Natalie and Leon Burzacott

