

Michael Wensley

Normanhurst NSW 20176

31 January 2020

The Hon Rob Stokes MP
Minister for Planning
GPO Box 5341
Sydney NSW 2001

Also via Portal with attention to: Aditi Coomar

Objection to SSD-8996 Loreto Normanhurst Redevelopment

Dear Mr Stokes and Ms Coomar,

Loreto has firmly shifted its focus to business profit. That would be its own business if it happily covered all the costs that align with its profits. However, over the last few decades, the costs have been progressively pushed onto surrounding residents in the form of unacceptable traffic issues.

I object to this current proposal, which would further seek to transfer value from residents to Loreto's expanding business interests.

The proposal notes a possible future underground carpark (location M on the SEARS drawings). I ask that any approval include two pre conditions being (a) a large capacity improvement at the existing Osborn Road traffic lights, and (b) a suitably large onsite carpark.

Attachment 1 below (originally provided to the NSW Planning Panel hearing on the Loreto child care proposal) details how, with Loreto's cooperation, it is easily possible to improve the Osborn Road traffic lights without interfering with Pennant Hills Road efficiency.

Faithfully,

Michael Wensley

ATTACHMENT 1

Access fully-via-Osborn-Road-only

With Loreto cooperation, it is easily possible to have all access via the existing Osborn Road traffic lights. This would enable the removal of all Mount Pleasant Avenue entries to the site (leave the existing double retaining walls in place).

The components required are:

1. Provide new signage for the Child Care business at the intersection
2. Move the lights on Pennant Hills Road to widen the Osborn Road intersection
3. Excavate existing Loreto land down to street level to create two additional lanes at the mouth of Osborn Road



4. Continue to have one incoming lane (albeit now slightly farther east)
5. Create two left-turn exit lanes and two right-turn exit lanes. The pre-existing through traffic misalignment can be corrected by allowing a lane 3 to either go straight or turn right

6. Increase the capacity (within the existing lights cycle times) for cars to exit onto Pennant Hills Road by lengthening the area with marked lanes for cars queueing
7. Allow two way traffic to the western side of the Proposal via a widening of the existing internal road



8. Consider an extension of the pedestrian overhead bridge over the internal road