

  
5 March 2021

Dear Madam,

**Attention: Director - Social and Infrastructure Assessments  
SSD-8996 Loreto Normanhurst, 91-93 Pennant Hills Road, Normanhurst**

### **Objection to SSD-8996 (Concept and Stage 1)**

I have reviewed the application for a concept plan for Loreto College Normanhurst and strongly object to the proposal for a number of reasons.

Generally, the Concept Masterplan seeks approval for:

- Establishment of new building envelopes across the site for education and ancillary uses including student accommodation;
- Increase of the student number cap by 850 students from 1150 to 2000 students with a staged approval in Stage 1 of 1650 students
- The open space and landscape design;
- Pedestrian and circulation arrangements; and
- Increase carparking provision to 433 spaces with 133 spaces being provided as part of Stage 1.

### **General comment**

It is noted that a school has been on the site since the 1890s however in recent years there has been considerable growth both in the number of students and of facilities. In recent years there have been development applications for:

- DA 140/82 for a gymnasium - approved
- DA455/07 for a swimming pool complex and additions to the gymnasium. This DA also capped the number of students at 850 - approved
- 1018/03 for community use and change of operating hours for the gymnasium and swimming pool in 1997 - approved
- 1067/04 for a new 60 space car park in Osborn Road - approved
- 1151/04 for a new learning hall - approved
- 1277/04 for a new school building, music facilities - approved
- 1277/04/A S96(2) modification to increase the number of students from 850 to 915 - approved
- 1277/04/B to increase student numbers to 1150 -approved
- 1277/2018 for an 80 place early learning child care centre

Whilst the addition of facilities and replacement of school buildings is as I have previously commented expected, since 2004 the student numbers have increased by 300 or almost 40%, however in that time there has been no commensurate attempt to mitigate the impact of the increase and associated increase in traffic on the surrounding area. This concept plan represents a further increase to 2000 students.

## Specific Objection – traffic

The revised traffic report is lengthy but it is considered still does not adequately address the potential impact on the adjacent residential precinct particularly on Osborn Road.

The traffic report submitted focusses on the functioning of the intersections and traffic flow on Pennant Hills Road. The SIDRA modelling report is summarized in Table 5.1 (p16) but no indication is given as to when the assessment was actually undertaken. It may be correct that the intersection at Osborn Road functions at an acceptable level at some times during the day however during peak periods as soon as the queue to Pennant Hills Road clears another forms immediately.

Table 5.1 also shows an overall LOS of B despite the fact that two legs are shown to operate at level E - only one level above F.

Tables 5.3 and 5.4 show Detailed Development Application and Concept Plan Modelling Results "With and Without Development". The "Detailed Development Application" table shows an improvement in LOS for Osborn road southbound to D with no development and E with development. The current LOS in Table 5.1 is E. There is no explanation how this can improve to Level D when there is no indication that there will be less traffic in Osborn Road. Similarly, the "Concept Plan" both with and without development is also shown as Level D for southbound traffic exiting Osborn Road but no detailed explanation is given as to how this is feasible given an increase in student numbers. The tabulated results appear to rely a lot on what "may" happen as a result of Northconnex – paragraph 1 page 20 – "Changes to traffic flow as a result of Northconnex **may** result in changes to the signal phasing as Pennant Hills Road experiences reduced traffic. This **may** result in better performance for the minor legs of the intersection including Osborn road and Normanhurst Road".

It is noted that on page 34 the report indicates that updated SIDRA models had been prepared that rely on SCATS volumes from Thursday 7 November 2019 while "the school was in typical operation". The 7<sup>th</sup> November 2019 was during the HSC exams so the school would not have been in "typical operation".

In regard to pick up and drop off demand on page 21 it is stated that "From site observation and discussions with the school, the morning peak is concentrated from 8.00 to 8.20 am and the afternoon peak from 3.15 to 3.30 pm." It would have interesting to know when the site observation was carried out and it might also have been useful to discuss with local residents Both peaks last for considerably longer than that stated.

Between 3.30pm – 4.00pm Monday to Friday on school days it is almost impossible to enter/exit my driveway due to the queue of southbound traffic. The result is, if I try to enter my driveway traffic backs up behind me onto Pennant Hills Road. This applies to my neighbours also.

Similarly, the morning peak lasts longer than 20 minutes – usually to 9.00am and there is also no mention of Saturday sport. When sport does occur on Saturday morning it can take 3 phases of lights for me to be able to actually reverse onto Osborn Road.

I have previously approached Hornsby Council requesting signage and linemarking advising drivers not to block driveways as this would not only facilitate entry to my and my neighbour's driveway but would also assist in reducing traffic congestion with cars queuing behind us. To date Council has not been supportive however with the increase in traffic proposed as a result of this application it is requested that this matter again be considered.

On page 25 in response to an Item raised by Hornsby Council and in relation to traffic queuing onto Osborn Road it is commented that "shifting the Osborn Road facility further south will also

provide greater departure length from the Osborn Road/Pennant Hills Road intersection which will prevent queues from blocking vehicles entering Osborn Road."

Similarly, on page 28 in response to an Item raised by DPIE the traffic report states " The relocated Osborn Road pick-up and drop-off and proposed additional through site link facility will increase the queuing capacity by 5 times what it is currently" and, as previously stated "Shifting the Osborn Road facility further south will also provide greater departure length from the Osborn Road/Pennant Hills Road intersection which will prevent queues from blocking vehicles entering Osborn Road."

Relocating the facility further south on site may reduce southbound queuing in Osborn Road but outbound or northbound queuing to Pennant Hills Road is not addressed.

In regard to the possible installation of traffic signal at the intersection of Mount Pleasant Avenue and Pennant Hills Road it is noted that TransportNSW does not currently support an additional signalized intersection in proximity to Osborn Road.

The approximate distance between those intersections (scaled at intersection midpoint ) is 220m. Between the intersection of Pennant Hills Road and the F1 and Pennant Hills Road and Beecroft Road there are already 8 signalised intersections where the distance between is similar:

- Hinemoa Avenue to F1 263m
- Jasmine Avenue to Hinemoa Avenue 90m
- Duffy Avenue to Loch Maree parade 203m
- The Commenara Parkway to Bellevue Street 107m
- Bellevue Street to Wells Street 260m
- The Crescent to Yarrara Road 130m
- Yarrara Road to Trebor Street 227m
- Trebor Street to Boundary Street 213m
- Boundary Street to Beecroft Road (north intersection) 219m

Given the above it is considered that a precedent has already been set and this matter should be actively pursued with TransportNSW.

In conclusion it is still considered that while the amended plans have attempted to ameliorate the impact of the proposed development and the concept plan on the adjoining residential precinct there are still matters not adequately addressed and there is still reliance on things that **may** happen such as modified phasing of the lights at Osborn Road and Pennant Hills Road following the completion of Northconnex.

The summary to the traffic study states;

*A relocated pick up and drop off facility, and additional provision through the inclusion of a through site link are proposed to better manage the current pick up and drop off demand, as well as provide for future pick up and drop off demand projections. These two facilities provide a significant increase in internal queuing area within the School campus, eliminating the need to queue onto external roadways.*

As indicated previously in this submission, this only addresses queuing of southbound vehicles collecting students and does not address potential queuing in Osborn Road due to vehicles leaving the site. Further,

*The key intersections adjacent to Loreto are currently prioritising through movements on Pennant Hills Road. Following the completion of NorthConnex, reduced vehicle traffic is anticipated on Pennant Hills Road which may provide the ability for future intersection improvements such as modified phasing or signalisation of the intersection of Mount Pleasant Avenue/Pennant Hills Road. These improvements will require further discussion with Roads and Maritime Services and Hornsby Shire Council throughout the staged development. The provision of a through site link*

*will further distribute traffic flows generated by the School, reducing its impact*

There is no evidence that modified phasing of the existing intersection will occur and matters that **may** happen should not be relied upon as grounds to support an application. On page 33 in response to community comments regarding delays for traffic exiting Osborn Road, the report says "With the reduction in the Pennant Hills Road through volumes, there is less demand on the phase of the intersection catering for this movement. As a result, greater green time can be provided to side roads from pennant Hills Road." Yes, it is possible that greater green time could possibly be provided but there is no guarantee that this would happen so is an inadequate response.

## **Conclusion**

Consequently, I object to the application as proposed in SSD 8996 as I believe it will have a significant detrimental affect on the surrounding residential precinct and while revisions have been made to ameliorate the impact of the proposal on the adjoining residential precincts it is considered that there are still matters particularly in relation to traffic which have not been adequately addressed.

It is indicated that the Concept Plan is a plan to 2047. Usually when a concept or masterplan is prepared the associated infrastructure required is clearly delineated and committed to the project before it commences.

That is not the case in this instance. The Concept Plan is predicated on numerous assumptions and while the various stages of the Plan will/would be reviewed at development application stage it is concerning that at this time there are some essential components such as a clear traffic plan that are missing

If this proposal proceeds I repeat my previous request that Hornsby Council be approached to install signage and linemarking advising drivers not to block residents' driveways as this would not only facilitate entry to mine and my neighbours' driveways but would also improve safety and assist in reducing traffic congestion with cars queuing onto Pennant Hills Road behind us.

## **DECLARATION**

I have not made any reportable political donations in the previous two years.

