

[REDACTED]

Leon Burzacott

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Normanhurst
7 March 2021

Attention: Director - Social and Other Infrastructure Assessments

Dear Ms Coomar,

**LORETO NORMANHURST SCHOOL REDEVELOPMENT (CONCEPT PROPOSAL AND
STAGE 1), 91-93 PENNANT HILLS ROAD NORMANHURST (SSD-8996) - OBJECTION**

Declaration - I have not made a political donation in the last two years.

I write to you **to object to proposal SSD-8996** in the strongest possible terms.

Loreto redevelopment plans indicate a school traffic link road from Osborn Road exiting onto Mount Pleasant Avenue. Loreto is proposing Mount Pleasant Avenue be left turn only to accommodate their plans.

Loreto's traffic flow plan is flawed due to:

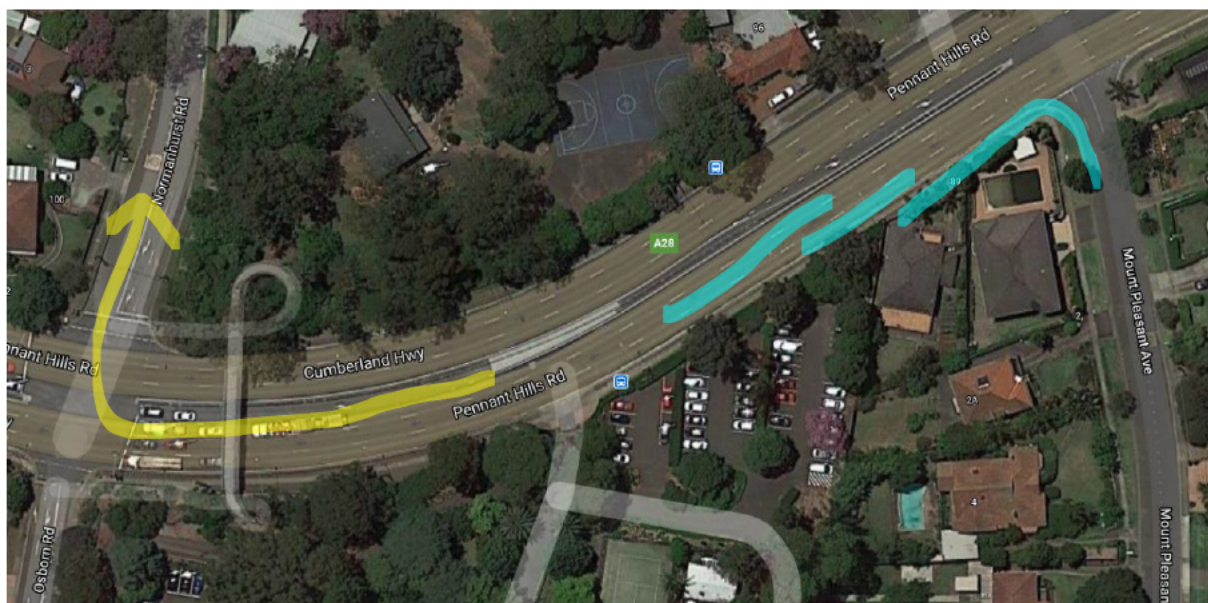
1. Mount Pleasant Avenue is **not designed to accommodate two-way traffic** when cars are parked at the curb side.
2. **Heavy traffic on Pennant Hills Road does not allow for smooth flow of cars** entering from Mount Pleasant Avenue (traffic is often banked back past Mount Pleasant Avenue intersection). This will directly impact the amount of traffic at a standstill on Mount Pleasant Avenue



3. If current right turn remains - when a SUV or other large vehicle (bus, delivery van) wishes to turn right from Mount Pleasant Avenue, the car beside it wishing to turn left from Mount Pleasant Avenue has **ZERO visibility**, thus stopping al left turn vehicles. This will directly impact the amount of traffic at a standstill on Mount Pleasant Avenue. Thus, Loreto's plan to have parents exit the school from Mount Pleasant Avenue is not appropriate, is flawed and demonstrates a lack of local street and local area knowledge.

4. If Loreto's desire for left only turn is allowed -

- all Loreto parents wishing to head in a northerly direction after school drop off have four road options, left turn from Mount Pleasant Avenue then, **traverse 3 lanes, into the right turning lane** (all within 75 meters!) turning onto Normanhurst Road (NOTE: this action will directly impact the amount of traffic at a standstill on Mount Pleasant Avenue, the safety and wellbeing of student's arriving/departing from Normanhurst Public School {Primary} and Normanhurst Boys High School)
- **Route 1** - left onto Mount Pleasant, left onto Pennant Hills Rd, right onto Normanhurst Rd, right onto Fraser Rd, left onto Pennant Hills Rd (driving past 3 schools!)
- **Route 2** - left onto Mount Pleasant, left onto Pennant Hills Rd, right onto Normanhurst Rd, 360 turn at roundabout, traverse Normanhurst Rd, left onto Pennant Hills Rd (driving past 4 schools!)
- **Route 3** - left onto Mount Pleasant, left onto Pennant Hills Rd, right onto Normanhurst Rd, right onto Denman Pde, right onto Buckingham Ave, right onto Malsbury Rd (driving past 2 schools, 1 train station)
- **Route 4** - left onto Mount Pleasant, left onto Pennant Hills Rd, right onto Normanhurst Rd, right onto Denman Pde, right onto Edwards Rd, left Pennant Hills Rd (driving past 3 schools)
- **Route 5** - left onto Mount Pleasant, left onto Pennant Hills Rd, right onto Normanhurst Rd, right onto Denman Pde, left onto Edwards Rd and into Hornsby (driving past 4 schools minimum)



Please note:

- ✪ Left turn from Mount Pleasant Avenue must **traverse 3 lanes within 75 meters** in order to make a right turn onto Normanhurst Road if parent wishing to drive in a northerly direction (Hornsby, Wahroonga and surrounding suburbs)
- ✪ **Pennant Hills was voted the second worst road in New South Wales** (Hornsby Advocate, 2015)
- ✪ Loreto's Development plan will **delete what little relief local residents have experienced from the opening of NorthConnex** with an increase in traffic from out of local area school customers.

As a Mount Pleasant resident, and prior to Covid-19 Loreto parent's demonstrated a high propensity to drive students to and from school. Covid-19 exacerbated the traffic situation with a dramatic increase in parent drop-off and pick-ups each day. It is understandable parents would opt to drive their children, however this increase in traffic highlighted the impact of future car movements should the school increase capacity and traffic be directed to exit school grounds onto Mount Pleasant Avenue.

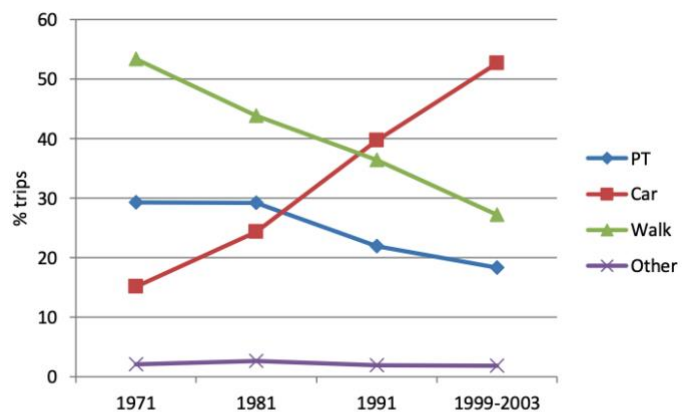


Figure 6: Travel to school, Sydney, age 5-14, between 1971 and 2003
(Source: Van der Ploeg et al., 2008)

Loreto development plans outline the intention for students to use public/school transport however, research by

The Australian Bureau of Statistics (2013), Architectus: Heart Foundation (2018) and Garrard (2016) state **most Australian children are driven to school.**

Please refer to diagrams.

The longitudinal research study conducted by Van de Ploeg (2008) regarding preferred school travel options for Australian children and young people found, in 1971, 22.8% of children 5-9 years were driven to school, this statistic dramatically increased in 2003 with data recording 66% of the corresponding cohort being driven to school by car. Data for young people (10-14) in 1971, found 12.2%

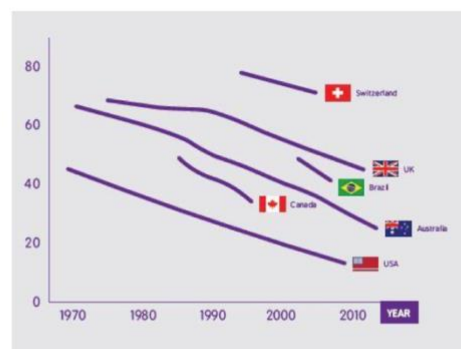


Figure 7: Time trends in the percentage of children and young people who use active transport to and/or from school
(Source: Active Healthy Kids Australia (2015). *The Road Less Travelled: The 2015 Active Healthy Kids Australia Progress Report Card on Active Transport for Children and Young People*. Adelaide, South Australia: Active Healthy Kids Australia.
http://www.activehealthykidsaustralia.com.au/siteassets/documents/ahka_reportcard_2015_web.pdf)

were driven to school in a car, in **2003 this statistic had risen to 47.8% driven to school in a car. In 2021, in a Covid-19 world and beyond what is the likely projected statistic for parents continuing to drive their children to school?**

Therefore, when Loreto Development Plans suggest students will catch public transport/Loreto school buses this statement is not supported by evidence-based research conducted by The Australian Bureau of Statistics, The Heart Foundation, Dr Jan Garrard (South Australian Department of Planning, Transport and Infrastructure) and Van de Ploeg and associates.

I therefore strongly object to Loreto's development plan SSD-8996 due to:

- lack of consideration for local residents on Mount Pleasant Avenue and Osborn Road, both of which are dead end roads
- lack of understanding, awareness or care of parent preferred transport behaviours (preference drive over walk/public transport which are based on Australian Government research!)
- impact of proposed traffic flow on Mount Pleasant Avenue
- impact of proposed traffic flow for north bound parents (please refer to above descriptions which include at minimum **driving past three schools**)
- impact of traffic flow on Pennant Hills Road (2nd worst road in NSW!)
- impact of traffic flow on Osborn Road
- impact of traffic flow/congestion around Normanhurst Public School (Primary) placing students in harms way and at risk of being hit by a car
- impact of traffic flow around Normanhurst Station

The schools lack of respect for local street residents (Mount Pleasant Avenue & Osborn Road) is evidenced by parents and 'p' plate students' continued disregard by:

- ✳ packing over resident driveways,
- ✳ constant disregard parking times and time limits,
- ✳ reckless u-turns and reversing out of resident driveways,
- ✳ reckless driving on the road - when road is one way due to parked cars on street verge
- ✳ illegal parking on the road verge

Please note, documents referred to in this letter have been prepared by state colleagues, South Australian Department of Planning, Transport and Infrastructure, Dr Jan Garrard.

Please find reference list for referred documents at the end of this letter.

Kind regards
Leon Burzacott

Australian Bureau of Statistics, 2013. *Australian Health Survey: Physical Activity, 2011-12*. Cat No. 4364.0.55.004. ABS, Canberra. <https://www.abs.gov.au/statistics/health/health-conditions-and-risks/australian-health-survey-physical-activity/latest-release#pedometer-steps>

Architectus: Heart Foundation. (2018). *Urban design study: Active travel to school*. Heart Foundation. https://www.healthyactivebydesign.com.au/images/uploads/Active_Travel_to_School.pdf

Garrard, J. 2016. Walking, Riding or driving to school: what influences parents' decision making? (Prepared for the South Australian Department of Planning, Transport and Infrastructure.

Hornsby Advocate. (2015). *Worst road in NSW and the ACT in the NRMA's annual survey*. <https://www.dailytelegraph.com.au/newslocal/the-hills/pennant-hills-rd-was-voted-the-second-worst-road-in-nsw-and-the-act-in-the-nrmas-annual-survey/news-story/54fc8bef300f87d03a108aa486ff165a>

van der Ploeg, H. P., Merom, D., Corpuz, G., & Bauman, A. E., 2008. Trends in Australian children traveling to school 1971-2003: Burning petrol or carbohydrates? *Preventive Medicine* 46(1): 60-62.