

**Ms Aditi Coomar**

Ian Cowell

Normanhurst NSW 2076

7<sup>th</sup> March 2021

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

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

**Objects**

I object to the following aspects of the proposed project:

- 1) Increased traffic at Mount Pleasant Ave intersection.
- 2) No solution presented by anyone for an intersection that is already at a Failure Level of Service.
- 3) Proposed No Right Hand Turn on exit from Mount Pleasant Ave.
- 4) No one has considered pedestrian traffic crossing Mount Pleasant Ave at the Pennant Hills Rd intersection.

Below are some comments on the proposed project.

Attachment 1 is a series of photos that illustrate the congestion at the intersection of Pennant Hills Rd, Osborn Rd, and Normanhurst Rd on 7 Feb 2020. The congestion was due to a heavy rain event.

**Traffic Report**

The traffic reports are a distinct improvement on the previous reports.

While I can argue with some of the conclusions and ask for more detail on the source of some of the data, it is evident that considerable thought has been given to the matter of the traffic and that the points are coherently put.

However, there is a fundamental problem.

Namely that the intersection of Mount Pleasant Ave and Pennant Hills Rd is already a Failure Level of Service from the point of view of Mount Pleasant Ave.

Further, none of the interested parties has the power to solve the issue by themselves.

- 1) Loreto: can only ameliorate the situation by providing off street facilities for PUDO and parking. They cannot change the state of the intersection.
- 2) Residents have no direct control over the issues. They can only have influence through representations to: Loreto, Dep. PIE, Hornsby Shire Council, and Members of NSW Parliament.
- 3) Hornsby Shire Council has control only over Mount Pleasant Ave. It cannot instigate action that will solve the problem. It does not have the power to refuse consent of the development to force a solution to be presented.
- 4) TfNSW (RMS) has responsibility for the traffic conditions on Pennant Hills Rd. It has a fundamental interest in maximising the flow of traffic on Pennant Hills Rd. It is clear that TfNSW has no interest in solving access problems for Mount Pleasant Ave residents.

### **Green Travel Plan**

The expectations of success seem to be optimistic. Currently, the development of rainy weather causes a significant change in parental behaviour with respect to using car transport to and from school. Osborn Rd becomes clogged with queues extending into the through traffic lanes of Pennant Hills Rd.

### **No Right Hand Turn**

The statement in Section 5.5 that implementing a No Right Hand Turn on exit from Mount Pleasant Ave will ease the intersection condition is optimistic. Residents will still need to travel north. They will still have to wait until it is safe to move to the centre lane of Pennant Hills Rd to prepare to turn right into Normanhurst Rd.

No consideration has been given to the impact on Normanhurst Primary School and to Normanhurst Boys High School.

### **North Connex**

While traffic flow has improved because of the reduction in trucks, the car traffic volume and speed still means that exiting traffic from Mount Pleasant Ave have significant waits for traffic gaps on Pennant Hills Rd. This is true for both left hand and right hand turns.

### **Car Parking & Through Site Link Road**

There is some confusion in identifying the car parks – particularly P1A, P3A & P4A. P1A & P4A are new sites and P3A is a modification of the existing P3 site.

What happens to the car parking demand while P3 is modified to P3A? Is this work to be done outside school term time?

The stage during which the Through Site Link Road is to be implemented is sometimes listed as stage 1 and sometimes as stage 2. Perhaps this is historical, in that stages have been expanded from stage 1 to stages 1 to 5. I presume that the correct staging is listed in Table 3.1, which lists it as being stage 2. Is this correct?

### **C6\_View Analysis Images Stage 1**

The images show almost no cars parked in Mount Pleasant Ave. This presents an unrealistic viewpoint. They also, for the most part, do not show fences.

### **Pedestrian Traffic**

No one has considered pedestrian traffic crossing Mount Pleasant Ave at the Pennant Hills Rd intersection.

At the intersection of Mount Pleasant Ave / Pennant Hills Rd vehicles turning into Mount Pleasant Ave must slow from 70 Kph to about 30 Kph to make sure they do not go over the centre line in Mount Pleasant Ave. Many vehicles do not reduce the speed sufficiently.

Many pedestrians also cross over Mount Pleasant Ave at this intersection on their way to Normanhurst Station, Normanhurst shops, Loreto Bus stop and three Schools (Loreto Primary and Senior; Normanhurst Primary Public, Normanhurst Boys High). School children are particularly at risk here. There is no pedestrian crossing.

My suggestion would be:

- Move the No Stopping sign on both sides of Mount Pleasant Ave further to the south.
- Add a pedestrian crossing across Mount Pleasant Ave on the northern side before the new location of the stop signs.
- Locate pedestrian barriers at the existing Mount Pleasant Ave / Pennant Hills Rd intersection to direct pedestrians to the crossing.

Or preferably

- Install traffic lights.
- Add a pedestrian crossing.

End of submission