

Name: James Phimister

Address: [REDACTED]

Name of the application: **Loreto Normanhurst School Redevelopment (Concept Proposal and Stage1) (SSD-8996)**

Statement on "Object or support": **OBJECT:**

Political donation in the last two years: I have not made a political donation in the last two years.

OBJECTION:

I have previously objected on the grounds of totally unacceptable traffic congestion that would result and after reviewing Loreto's 'Response to Submissions' am even more certain that the Traffic management plan is completely unworkable and will result in chaos in Osborn Road at pick up and drop off times which would effectively render me unable to enter or exit Osborn Road during these periods.

The Traffic report runs to 66 pages. The "Operational Traffic Management Plan" runs to 25 pages and the Green Travel Plan (unenforceable and the targets are pure fantasy) 24 pages. 115 pages.

This is only a very small section of the 52 amendments included in the amended proposal.

Whilst Loreto's consultants might be commended for their attention to detail, it is clear the strategy is to provide such a volume of information (reports/projections/modelling et al) that community residents will be so overwhelmed that they will simply give up. Well, we will not.

Volume of data does not equate to quality of data.

As a resident of [REDACTED] I feel rather like Darryl Kerrigan in the iconic Australian movie "The Castle" where a working-class family is being told to sacrifice their family home for infrastructural expansion.

The Traffic consultants TTW engaged by Loreto conclude:

'A provision has been made within the concept plan for a future carpark providing up to 200 spaces located at the P3A carpark' - 'The Osborn road/Pennant Hills Road/Normanhurst Road intersection is shown to perform at an acceptable level of service in the concept plan post development model'ⁱ

This is utterly implausible. Spreadsheets and modelling driven by consultants for an outcome required by their client have come up with this rubbish.

At current size Loreto is already 'right on the edge' of community assent to operate (their Social license). This is the license granted to a company (Loreto in this case) by various stakeholders (the residents in this case) who may be affected by the company's activities. Such a license is based on trust and confidence. Hard to win and easy to lose.

Loreto would not have social license to operate in this community if the expansion at the proposed scale and scope is allowed to proceed. A very much more modest proposal (perhaps a 10 % expansion) may receive community assent but even that is now questionable given the current proposal and complete disregard Loreto has shown to surrounding residents feedback.

I object to this proposal in the strongest possible terms.

James Phimister

ⁱ Source: Taylor Thomson Whitting, Response to submissions, 4.3 Parking supply, p13 and 5.5 Trip distribution, p20

Following are a series of images of the traffic chaos experienced by residents with the school at its current size. **The proposed “solutions” offered in the amended proposal with a 74% increase in student numbers (1150 to 2000) and car parking increased to 433 spaces to fix this chaos are utterly implausible.**

These images can also be found in:

Safe Osborn Action Group Objection to Loreto SSD-8996 and Traffic Analysis Report submitted September 25th, 2020.

23 September 2020 – Graduation Day



Osborn Road parked cars from top to bottom.

VW only able to squeeze through between parked Volvo and stationed BMW.



No emergency vehicle could pass through.

Over 20 stationed cars backed up to the top of Osborn Road waiting to drive into Gate 4 (O4) to pick-up students.

9 September 2020



Traffic standstill from bottom of Normanhurst Rd to PHR.



Both lanes on Normanhurst Rd are at stand still.



Bus pulling out from left lane to right-hand turning lane, afterwards turning left onto PHR blocking around stationed car.



Car follows bus turning to overtake car in front and turning left onto PHR.



Car waiting for light to turn green to cross into Osborn Rd.



... more and more cars following example of bus.

Traffic congestion on Normanhurst Rd and dangerous illegal left turning in front of stationed car caused by chaos from Osborn Rd and cars not being able to cross PHR to enter Osborn Rd.

11 May 2020



Cars parked from bottom to top on Osborn Rd.



Traffic congestion during pick-up from turning off at traffic light on the intersection of PHR and Osborn Rd all the way into Loreto Normanhurst oval.

18 May 2020



Traffic banking up from PHR traffic light to Loreto drop off and back up to traffic light.



Traffic banking up from PHR traffic light to Loreto drop off and back up to traffic light.



Distance of traffic queue to traffic light = 100mtrs +



DANGER - Bus rapidly changing to middle lane to overtake standing traffic. 4WD with trailer breaking hard and starting to slip in wet conditions.



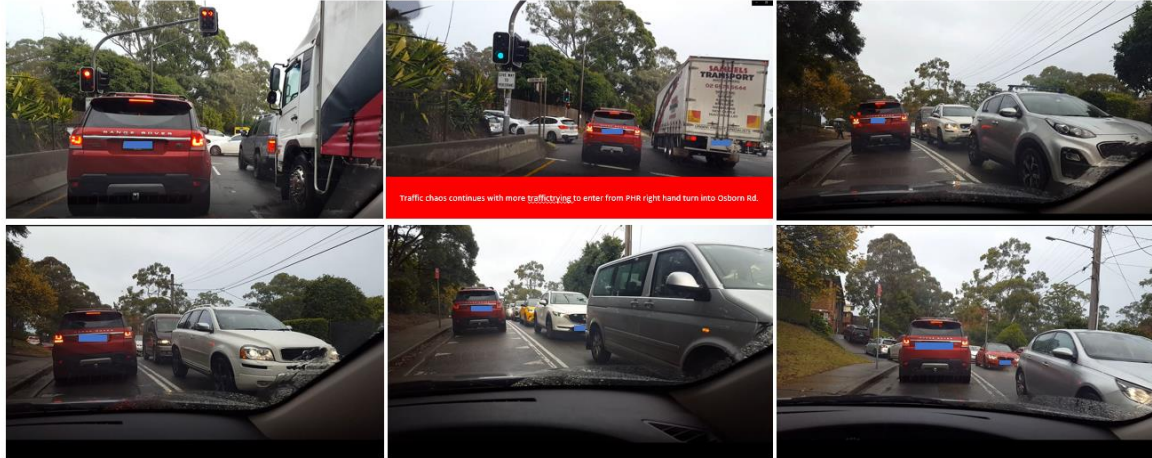
Two (2) Loreto school buses exiting Osborn Rd.



3rd bus exiting Osborn Rd.

Traffic congestion during drop off on PHR left turn and Osborn Rd.

18 May 2020



Traffic congestion during drop off on PHR left turn and Osborn Rd.

25 May 2020



Traffic congestion during pick up Osborn Rd.

19 October 2019 – Sports Day



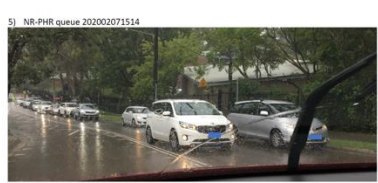
Traffic congestion during sports day. It became so bad that drivers became aggressive with each other claiming they had right of way.

15 September 2020 – Garbage truck



Traffic congestion during waste pick up.

7 February 2020



Traffic congestion during afternoon pick-up,

7 February 2020



Traffic congestion during afternoon pick-up.

Traffic congestion, Various

