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ANDREW GEARY

NORMANHURST

NSW 2076

4th March 2021

**Attention: Director – Social and Other Infrastructure Assessments**

Dear Ms Coomar,

**LORETO NORMANHURST SCHOOL REDEVELOPMENT (CONCEPT PROPOSAL AND STAGE 1-2-3), 91-93 PENNANT HILLS ROAD NORMANHURST (SSD-8996) – OBJECTION**

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

Even at the current school size of 1,150 students, residents suffer unacceptable traffic chaos at drop-off and pick-up times, during school ceremonies, and during weekend sporting events. This traffic chaos impacts Osborn Road and its five feeder streets Currawong Avenue, Rivertop Close, Nepean Avenue, Wendy Avenue and Dunbar Close alike.

After reviewing the Loreto response to submissions, I noted the statements below<sup>1</sup> with greatest concern as they are completely unrealistic:

*‘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.’*

The key points of my objection are:

- **More students = more car parks = more drop-offs / pickups = more traffic chaos –** Approving 433 car spaces and replacing the current 60 space Osborn Road main car park with a 200-space car park is beyond comprehension. No through-road, green travel plan or other solution will fix the resulting traffic chaos.
- **Increased queuing on Osborn Road and at traffic lights –** The amended travel plans for school traffic, which include more queue spaces for drop-off and pick-up, are totally inadequate to cope with even a fraction of the proposed increase. Already today, traffic nightmares and long traffic queues on Osborn Road are a regular occurrence. In addition, queues regularly form on Pennant Hills Road (PHR) where left- and right-hand turning traffic approaching Loreto forms queues due to the frequency of the traffic lights which impacts on the PHR traffic flow.

<sup>1</sup> Source: Taylor Thomson Whitting, Response to submissions, 4.3 Parking supply, p13 and 5.5 Trip distribution, p20

- **All school traffic, apart from Early Learning Centre traffic, to be funnelled into Osborn Road** – Doing so will inevitably cause a massive logjam of traffic in Osborn Road, with cars either queuing to take the ‘through road’ or driving to the drop-off/ pick-up P3A carpark. There cannot possibly be any other outcome than traffic chaos despite the modelling and predictions. This is further compounded by the fact that according to NSW road rules legislation, right-hand turning traffic exiting from the P3A car park as well as from the slip road must give way to Osborn Road traffic.<sup>2</sup> Increasing pick-up and drop-off lanes will not alleviate this situation due to the increase in traffic movements generated by increased student intake.
- **Even more traffic in Osborn Road due to closure of Pennant Hills Road (PHR) school gate** – Even before the stage 1 development, more cars will enter/ exit Osborn Road as a result. This will lead to over 80% of current traffic coming into Osborn Road, which places pedestrians and especially the elderly and young children walking at risk.
- **‘Green Travel Plan’ is a complete fantasy** – Whilst Loreto Normanhurst makes the ‘Green Travel Plan’ a key point to change travel behaviour, it is unenforceable. As such, a proportion of school parents, students and staff will continue to commute as they wish, which is most likely by car.
- **Compromising emergency access** – The queuing of traffic in Osborn Road by students and parents waiting to enter and exit P3A carpark could severely compromise emergency vehicle access in the event of bushfires or a medical emergency.
- **Protection of remnant Blue Gum High Forest and wildlife** – Osborn Road is narrow and cannot be widened due to protected remnant Blue Gum High Forest and wildlife.

Subsequent submissions should incorporate the following amendments or additions in order to ensure that the above is addressed:

- **Link Road between Osborn Road and Mount Pleasant Avenue**
  - More information should be provided about the use of the Link Road including its capacity, how will it be used, by whom, when and what proportion of the traffic it will handle (it is my view that the Link Road should handle the majority of traffic flow).
  - Completion of the Link Road should be a precondition of the DA being awarded (to avoid stage two never being completed).
  - The Link Road should form part of **stage one** of the stage one DA, not stage two of the stage one DA as no timeframe has been provided for stage two completion. Stage two of stage one may never be completed.

**Table 6 Project staging**

Application	Stage	Infrastructure Works
<b>Stage 1 DA</b> (Detailed development approval)	Stage 1	<ul style="list-style-type: none"> <li>• Additional car parking to P3A car park</li> <li>• Relocated pick up and drop off to P3A car park</li> </ul>
	Stage 2	<ul style="list-style-type: none"> <li>• New through site link including pick up and drop off</li> <li>• Additional P1A car park</li> </ul>
	Stage 3	<ul style="list-style-type: none"> <li>• Additional P4A car park</li> </ul>
	Stage 4	Nil
<b>Concept Proposal</b>	Stage 5	<ul style="list-style-type: none"> <li>• Envelope 8 car park</li> </ul>

- **Traffic Lights**

<sup>2</sup> Source: NSW legislation, Road Rules 2014, 73 Giving way at a T-intersection, [www.legislation.nsw.gov.au/view/whole/html/inforce/current/sl-2014-0758#sec.71](http://www.legislation.nsw.gov.au/view/whole/html/inforce/current/sl-2014-0758#sec.71)

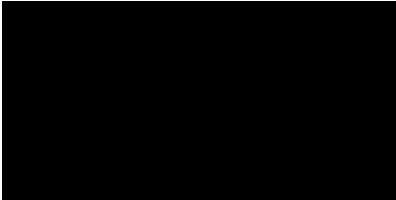
- Osborn Road and Mount Pleasant Avenue lights should allow two lanes to turn right onto Pennant Hills Road
- **Additional Access to Pennant Hills Road**
  - Now that the NorthConnex tunnel has been opened, traffic from Nepean Avenue should be opened up to Pennant Hills road to enable west-bound traffic to avoid queuing at the lights on Osborn Road

In summary, I object to the Loreto Normanhurst amended proposal as the increased traffic would make it even more untenable for residents of Osborn Road and its five feeder streets as well as Mt Pleasant Avenue both of which are cul-de-sac roads.

I welcome further subsequent submissions that address the suggestions that have been made above to ensure the residents are not adversely affected.

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

Yours sincerely,



Andrew Ross Geary