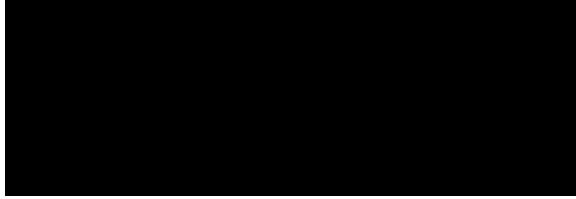


Ms Aditi Coomar



ent

Angela Austin



Normanhurst, NSW, 2076

1/03/2021

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

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 below¹ 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:

- **Safety-** The extra students brings more cars, all these extra cars must be taken off the neighbouring streets. Currently parents, teachers and students are forced to park in the streets and this is not done in some instances legally or safely. I have twice driven down Currawong and only just squeezed through, there is no way a fire truck or larger emergency vehicle would have gotten through. I have tried to be community minded and for 20 years have lived peacefully with Loreto and felt they had a community minded approach. For the last few years this has changed to an us and them mentality and on their part selfish behaviour. Im not about to wait till a chocking baby dies because an ambulance can't get through because of their selfishness.
- **Overload-** There is only one single lane way in and one single lane way out, Hundreds of cars daily can not cope with only one set of timed traffic lights especially in mornings and afternoons. It

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

doesn't matter how many car spaces they build or how many girls they enrol. What does not change is the fact there is only one single lane way in and one single lane way out.

- **Loreto sees neighbouring streets as their overflow carpark-** Currently Loreto allows girls to drive to school but only allocates a small amount of onsite parking for them (30 spaces on a roster). All other girls that drive are parking and filling Osborn Road and Currawong Ave each school day and these spaces could be used for neighbours visitors and school visitors. The neighbouring streets should not be seen as a Loreto overflow carpark.
- **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.
- **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.² 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.

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.

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

Yours sincerely,

Angela Austin

² Source: NSW legislation, Road Rules 2014, 73 Giving way at a T-intersection, www.legislation.nsw.gov.au/view/whole/html/inforce/current/s1-2014-0758#sec.71