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[REDACTED]
NORMANHURST NSW 2076

27 February 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

We 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 Normanhurst Response to Submissions (RtS) and amended materials, we noted the following statements¹ 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 our 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. Please refer to Appendices 1 to 12 that provide photographic evidence provided by residents showing the traffic chaos caused by Loreto Normanhurst.
- **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

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

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, we **object to the Loreto Normanhurst amended proposal**. In addition, we ask for The Hon. Robert Stokes, MP to **request a public hearing of SSD-8996 with the Independent Planning Commission** to enable the local community to express their points of objection.

The proposed redevelopment will destroy the character of the residential area, cause increased traffic chaos and strain existing parking for residents, negatively impact on the safety of pedestrians, and negatively impact on property prices of many homeowners who invested to live in this, still, beautiful neighbourhood.

Declaration

We have not made a political donation in the last two years.

Yours sincerely,

Gunter Haeussler & Natasha Scott-Haeussler

² 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

APPENDIX 1 – Traffic congestion, Osborn Rd, Emergency blockage

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.

APPENDIX 2 – Traffic congestion, Normanhurst & Pennant Hills Rd

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 steering 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.

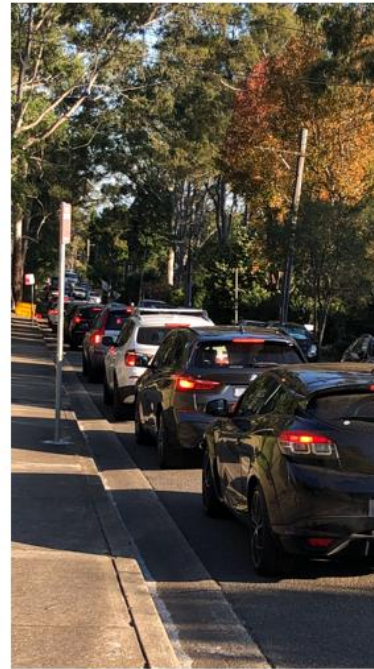
Traffic congestion on Normanhurst Rd and dangerous illegal left turning in front of stationed car caused by chaos from Osborn Rd and cars not being able to cross PHR to enter Osborn Rd.

APPENDIX 3 – Parking and traffic congestion, 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.

APPENDIX 4 – Traffic congestion, Pennant Hill & Osborn Rd (1 of 2)

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.

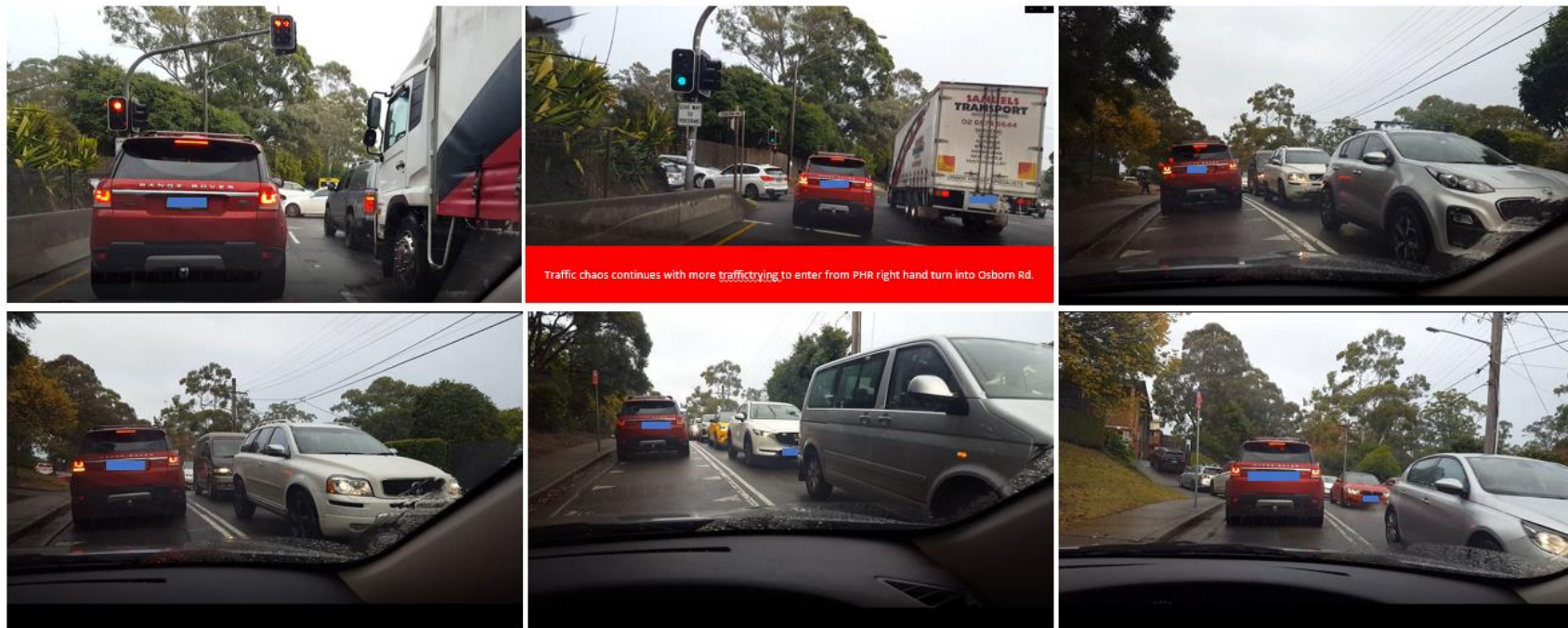


3rd bus exiting Osborn Rd.

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

APPENDIX 5 – Traffic congestion, Pennant Hills & Osborn Rd (2 of 2)

18 May 2020



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

APPENDIX 6 – Traffic congestion, Normanhurst and Osborn Rd

25 May 2020



(Top) Traffic from bottom of Normanhurst Rd to PHR.
(All other photos) Traffic chaos on Osborn Rd.



Traffic congestion during pick up Osborn Rd.

APPENDIX 7 – Traffic congestion, Currawong Ave, Sports Day

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.

APPENDIX 8 – Traffic congestion, Currawong Ave, Garbage truck

15 September 2020 – Garbage truck



Utility car had to park to give way to garbage truck.



Garbage truck finally passes through Currawong Avenue.



Traffic congestion during waste pick up.



Photo showing that a garbage truck just passes between parked cars and right hand kerb.

APPENDIX 9 – Traffic congestion, Osborn, Normanhurst, PHR and Fraser Ave (1 of 3)

7 February 2020

1) OR-PHR 202002071514



2) OR-PHR queue across PHR 202002071514



3) OR-PHR queue across PHR 202002071514 a



4) OR-PHR RT queue 202002071514



5) NR-PHR queue 202002071514



6) NR-PHR queue 202002071514 a



Traffic congestion during afternoon pick-up,

APPENDIX 10 – Traffic congestion, Osborn, Normanhurst, PHR and Fraser Ave (2 of 3)

7 February 2020

7) NR-PHR queue 202002071514 b



8) NR-PHR queue 202002071515



9) FrazerRd-NR queue 202002071515



10) FrazerRd-NR queue 202002071515 b



11) FrazerRd queue 202002071516



12) FrazerRd cars turning to avoid queue 202002071519



Traffic congestion during afternoon pick-up.

APPENDIX 11 – Traffic congestion, Osborn, Normanhurst, PHR and Fraser Ave (3 of 3)

13) FrazerRd cars turning to avoid queue 202002071521



14) FrazerRd cars on verge to avoid queue 202002071522



15) FrazerRd cars on verge to avoid queue 202002071523



16) FrazerRd cars on verge to avoid queue 202002071523 b



17) FrazerRd cars moving left to pass 202002071524



18) At FrazerRd-PHR intersection 11min from OR-PHR (650 metres) 202002071525



Traffic congestion during afternoon pick-up.

APPENDIX 12 – Traffic congestion, Various

