

Ms Aditi Coomar



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Mr Lisle BROWN



NORMANHURST, NSW, 2076

27th 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

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:

- **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

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

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.

The current traffic chaos during the drop off and pick periods will not be improved by any of the proposals. It can only get worse. The increased number of students and staff will mean more cars using Osborn Road and Mount Pleasant Avenue at these times.

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

Yours sincerely,

Mr Lisle Brown

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