

28 April 2021

Public Submissions

Issue Raised	Response
Student Increase and Growth of School	
Concerns about the increase in student numbers from 1150 to 2000	The proposal responds to the strategic planning directions of the Greater Sydney Region Plan and the North District Plan which identify the need to accommodate a 20% increase in school enrolments by 2036 within the North District area of Sydney.
Surrounding residential streets will be impacted by the increase in pedestrian and vehicular traffic	The proposal contains traffic mitigation measures to reduce the impact on surrounding streets including internalising vehicle pick up and drop off within the school grounds.
Staff numbers will need to increase to support the student growth. This will create further impacts	The impacts of growing staff numbers are accounted for in the Concept Plan and Stage 1 works.
Local infrastructure such as schools and roads are already at maximum capacity	Greater Sydney Region Plan and the North District Plan identifies the need to accommodate a 20% increase in school enrolments by 2036 within the North District area of Sydney. This proposal is a proactive response to this demand. The internal growth of the school will create new capacity for future enrolments and traffic infrastructure measures are included in the Masterplan.
The proposal does not acknowledge or address student numbers as well as the current and future demands of its neighbouring schools.	Student numbers are included in the application. The demands of other school is not part of the scope of this proposal.
Traffic	
Mount Pleasant Avenue should be signalised, and a pedestrian crossing should be provided.	Noted. Future signalisation of this intersection would be of benefit for the community and Loreto, however with the current use of Pennant Hills Road and proximity of the Osborn Road signalised intersection, it is not desirable from Roads and Maritime Services. Loreto will engage with Roads and Maritime Services regarding a pedestrian crossing should they see the need. However, this will impact the capacity of cars to flow onto Mount Pleasant Avenue and will result in queuing along Pennant Hills Road.
The right turn from Mount Pleasant Avenue should be retained.	Queuing would be significantly worsened if a right turn from Mount Pleasant Avenue was to be retained.
Mount Pleasant Avenue is a dead-end street. It has no traffic lights and hence offers motorists no alternative route to enter and exit the street. Accordingly, the traffic and congestion will worsen with the proposed development.	The removal of the right-hand turn from Mount Pleasant Avenue onto Pennant Hills Road will significantly reduce queuing and improve the flow of traffic.

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The intersection of Osborn Road and Pennant Hills Road needs to be significantly widened to create a dedicated right turn lane, through lane and retain the left turn lane in Osborn Road. The number of lanes on Osborn Road should be increased to at least five lanes.	The Traffic Report has not identified the need for Osborn Road to become a five-lane road.
The left turn lane when exiting Osborn Road to Pennant Hills Road must be retained to alleviate traffic.	The through link will provide a left turn into Pennant Hills Road for vehicles exiting from Osborn Road.
The Traffic Report done in terms of this intersection does not account for the increased trucks (including construction traffic), service vehicles for the boarding house loading dock, and the changes between Osborn and Mount Pleasant Ave.	SIDRA modelling and the traffic report accounts for traffic created through construction of the proposal and accounts for differences between the roads.
Concerns that the road between Osborn Road and Mount Pleasant Avenue will increase traffic and congestion.	The Traffic Report identifies the through link as decrease traffic impacts such as traffic and congestion.
Completion of the link road should be a precondition of the DA being determined to avoid stage two never being completed.	Noted. It is proposed that a condition be applied requiring the link road be constructed before the school population can increase.
More information should be provided above the use of the link road including its capacity, how it will be used, by whom, when and what proportion of the traffic it will handle.	Information is provided in the Traffic Assessment within the original application and further details in the additional Traffic reports at Appendix A .
Pedestrian and Vehicular Safety Concerns about the possibility of traffic accidents along Mount Pleasant Avenue and Osborn Road	The proposal is in accordance with Australian Standards and will not result in changes that would reduce safety or increase risk of crashes.
Traffic calming should be investigated to reducing speeding along Mount Pleasant Avenue and Osborn Road	The proposal introduces the through link and amendments to drop-off and pickup locations that will bring traffic internal to the school, reducing the amount of traffic on surrounding streets.
Timed parking should be incorporated to discourage off-site parking for Loreto staff, students and parents on surrounding streets (excluding local resident).	On-street timing parking does not form part of the proposal. The application seeks to deliver on-site parking suitable for the staff and student population.
Concerns the proposed basement carpark will not meet the needs of the parking demands	Parking demands are established in the Traffic Report submitted with the EIS. The basement car park forms part of the Concept Proposal and would only be required should the School seek to increase population of students above 1,650. A further traffic assessment and Development Application would be required at a future date to enable that.
An increase in traffic will encourage inappropriate parking (e.g. parking across residential driveways).	The application seeks to deliver on-site parking suitable for the staff and student population.
Car parking additions from the boarding house will result in light pollution on residents.	Boarding house car parking is internal and within a basement and will not impact residential amenity.
Emergency vehicle access will be impacted by queuing traffic.	Emergency Vehicles will have unfettered access including ability to access the school via the main entry on Pennant Hills Road should it be required.
Concerns regarding the suitability of the Traffic Assessment	Refer to the detailed response by Traffic Engineers TTW at Appendix A .
Bulk and Scale	

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The proposed buildings possess too much bulk when assessing the characteristics of the area.	The proposed bulk of the buildings have been significantly reduced since the Concept Plan was first introduced. This is clear through the removal of building 3 originally located at the front of the school, adjacent to Pennant Hills Road. The remaining buildings are in character with the surrounding area.
The bulk and scale of the building is out of character with the existing dwellings in the street and the older buildings in the school.	A detailed analysis of the impacts of the bulk and scale of the proposal has been carried out and which has informed the proposal design. Refer to Section 5.0 of the Amended Concept Plan and Stage 1 DA Report.
The finishes of the buildings are not consistent with the streetscape and surrounding area.	The finishes of the building reflect the use of the Boarding House as a Educational Facility and incorporates elements that ensure an appropriate relationship with the nature of the surrounding neighbourhood. .
Concerns the proposal will not respect the heritage and landscape of the surrounding neighbourhood.	A heritage and landscaping report is provided which outlines intended actions and mitigation measures.
New planting proposed in the landscaping will take years to grow.	Tree planting will have an immediate effect on the visual nature of the school and will grow significantly.
Residential Amenity	
Eastern dwelling will lose natural light and enjoyable views of the sunset between 3pm and sunset.	Building setbacks ensure there are no losses in sunlight to residential dwellings.
The proposal inconveniences peace and tranquillity of a residential locality.	Mitigation measures are proposed to reduce the impact on residential amenities such as traffic alleviation, internal parking, underground parking. However, the growth of the school is responding to the growth expected by the Greater Sydney Region Plan and the North District Plan.
Concerns regarding noise impacts on residents.	Traffic alleviation measures internalise the impact on traffic and the associated noise. Construction of the proposal will involve noise mitigation measures. Refer to the Construction and Operation Noise Assessment by Wilkinson Murray dated December 16 2020.
Noise assessment needs to provide clarification in where the receiver locations were located.	Section 2.2 of the Construction and Operation Noise Assessment identifies the location of receivers.
Concerns regarding the noise impacts of the school and boarding house.	School and boarding house noise has been assessed in the Construction and Operation Noise Assessment.
Design of boarding houses will remove privacy on surrounding streets.	The boarding house includes a minimum 6 metres setback which in addition to the road carriageway of Mt Pleasant Ave will ensure there is a significant separation that will mitigate concerns regarding privacy Further, landscaping that includes tree planting will further reduce visual privacy concerns.

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Biodiversity	
Protection of remnant Blue Gum High Forest and wildlife is very important and suggestions in widening Osborn Road would be a ruination of the environment.	<p>The northern part of the site includes clusters of BGHF vegetation communities, however, most of the vegetation clusters at this part of the site are planted species (not remnant). As part of the concept proposal and Stage 1 works, 0.38ha of the planted BGHF vegetation community will require removal. It is however noteworthy that only remnant vegetation communities are listed as threatened ecological communities under the EPBC Act.</p> <p>A Biodiversity Development Assessment Report by Eco Logical involves measures to avoid, minimise and mitigate impacts on vegetation. The widening of Osborn Road has not been identified as a significant impact on the vegetation within the site.</p>
Any trees removed, should be replaced by two local native species of trees in order to replace urban canopy and minimise any biosecurity threat to surrounding bushland.	The proposal seeks a net 1:1 planting replacement (see Section 3.4.3 of the Amended Concept Plan and Stage 1 RTS Report). It is expected that a condition reflecting this will be imposed to the DA.
105 trees will be removed on or near Mount Pleasant Avenue to accommodate the new boarding school, through link road and carparks This will impact the streetscape.	The proposal involves new streetscaping with a replacement rate of 1:1 (expected through a condition).
Other	
New signage should be provided for the school and associated business (swim school, child care, etc) at the Osborn Road intersection.	Loreto will consider signage should they see the need to and follow the relevant provisions of business and building identification signage provided through State Environmental Planning Policy No 64—Advertising and Signage.
Buses along Osborn Road are inappropriate and students should be dropped off on Pennant Hills Road.	This will result in queuing and traffic flow impacts. Traffic mitigation measures have been proposed to reduce traffic impacts on the area, creating better conditions for busses to drop off students.
The bushfire assessment does not take into account the impact the development will have on the bushfire response capability for the surrounding area.	The Bushfire Assessment has considered all relevant impacts such as slope and vegetation.