

19 May 2021

17074

Jim Betts  
Secretary  
Department of Planning, Industry and Environment  
GPO Box 39  
Sydney NSW 2001

Dear Mr Betts

**Loreto Normanhurst Concept Plan and Stage 1 Works – SSDA 8996  
Response to Submission**

A Response to Submissions and Amended Concept Proposal and Stage 1 Application of Loreto Normanhurst was publicly exhibited for 28 days ending on 25 July 2019. In total, seven agency submissions were received. 81 submissions were received from the public. The key issues raised in the submission can be broadly grouped in the following categories, parking and traffic, landscaping and built form.

The attached response to submissions sets out the proponent's response to issues raised in the submissions, as well as the request for further information from the Department of Planning, Industry and Environment.

The response table should be read in conjunction with the following attached documentation:

- Traffic Response to Submission Report prepared by Taylor Thomson Whitting (**Attachment A**)
- Civil Engineering Report prepared by Taylor Thomson Whitting (**Attachment B**)
- Capital Investment Value statement prepared by MBM (**Attachment C**)
- Cut and Fill Drawing prepared by Taylor Thomson Whitting (**Attachment D**)
- Landscaping drawings prepared by Allen Jack + Cottier (**Attachment E**)
- Staging Letter and Plan prepared by Ethos Urban (**Attachment F**)
- Boarding House Schedule prepared by Allen Jack + Cottier (**Attachment G**)
- Boarding House before/after photomontages prepared by Allen Jack + Cottier (**Attachment H**)
- Sun's Eye Diagram prepared by Allen Jack + Cottier (**Attachment I**)
- BASIX Certificate prepared by Stantec (**Attachment J**)
- Boarding House graphic prepared by Allen Jack + Cottier (**Attachment K**)

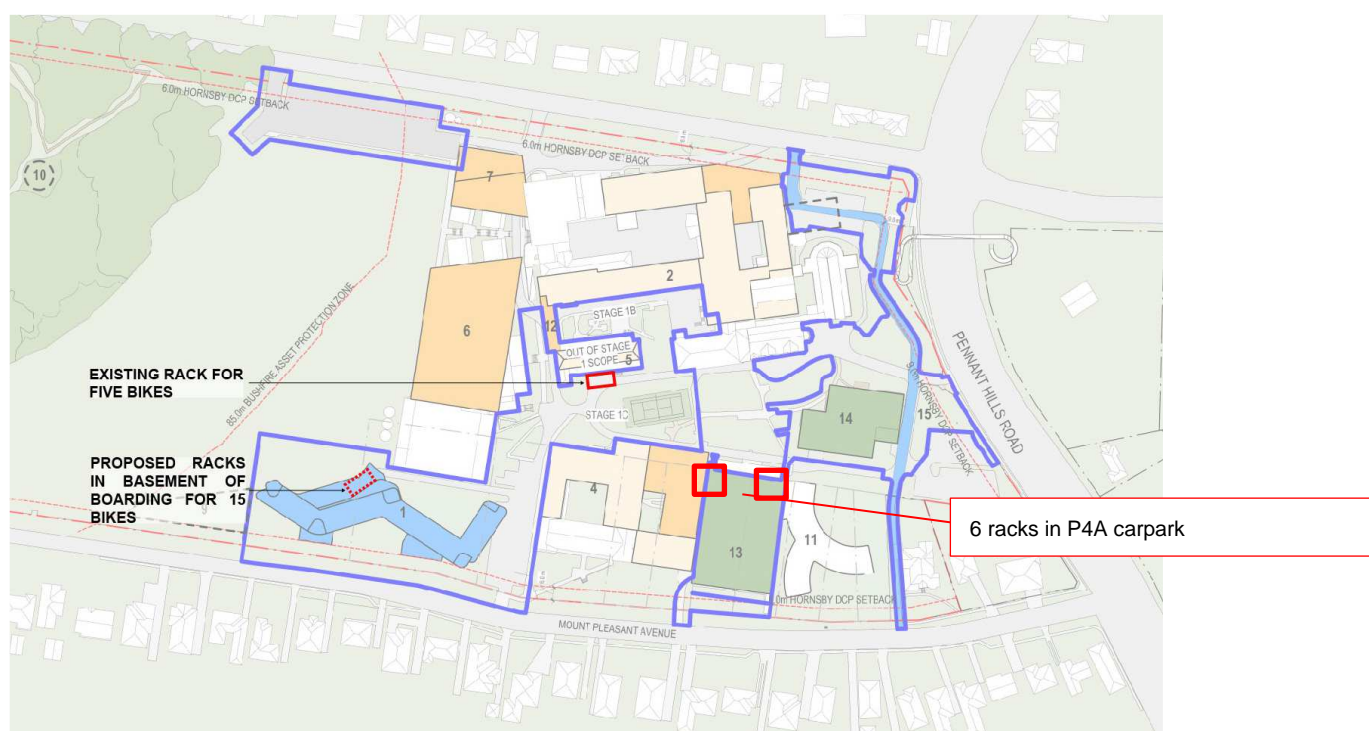


It is noted that Council's requirement is per rack of bike parking and does not specify the number of spaces within a rack.

Bicycle parking requirements for the Concept and Stage 1 DA are outlined at **Table 1** below and discussed in further detail at **Appendix A**. Accordingly, the project will satisfy bicycle parking requirements.

**Table 1 Staging of Works and Resultant Bicycle parking requirements**

Infrastructure work stages	Stage 1	Stage 2 (2a and 2b)	Stage 3	Stage 4	Stage 5
Increase in Total Student Enrolments	+100	+0	+150	+250	+350
Increase in Full Time Equivalent Staff	+0	+0	+12	+24	+35
Additional Bicycle Parking Requirement	3.5 racks	0	6 racks	10 racks	14 racks
Racks proposed	5 racks	0	6 racks	Location subject to detailed design. A condition is recommended to require installation of 10 racks.	Subject to future detailed DA in accordance with the Concept Plan



**Figure 2 Proposed bicycle parking facilities**

Source: AJC Architects

### Stage 4 Bicycle Parking

Stage 4 will increase the school population cap from 1,400 to 1,650. No physical works are proposed or required to enable this growth as supporting infrastructure (through site link, car parking etc) will be delivered in Stages 1-3. However, to ensure the required bicycle parking racks are installed during with the Stage 4 population growth it is recommended a condition of approval be applied requiring the installation of 10 bicycle racks within the campus. This requirement is proposed to form part of the proposed condition (see Section 5.4.3 of the RTS and Amended Concept and Stage 1 Application Report by Ethos Urban dated 8 February 2021), as below:

**Recommended condition**

A maximum total of 2,000 students is approved. The school cannot increase its student population above the number set out in the table below until an occupation certificate is issued for the corresponding infrastructure in the table :

Application	Required Infrastructure Works	Maximum Students
Stage 1 DA	<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> <li>New through site link including pick up and drop off</li> <li>Additional P1A car park</li> </ul>	1,250
	<ul style="list-style-type: none"> <li>Additional P4A car park</li> <li>Installation of an additional 10 x bicycle racks</li> </ul>	1,650
Concept Proposal	<ul style="list-style-type: none"> <li>Envelope 8 car park</li> </ul>	2,000

### 1.3 Uniform Shop

Please confirm the location of the uniform shop during the site preparation of Stage 1 works

**Response**

The uniform shop is a demountable building. A temporary building will be provided on the future site of the ELC until the ELC building is completed, and at which time the uniform shop will be located to another building within the Campus. See **Figure 3** below.



**Figure 3** Proposed location of Uniform Shop

### 1.4 Queuing Analysis

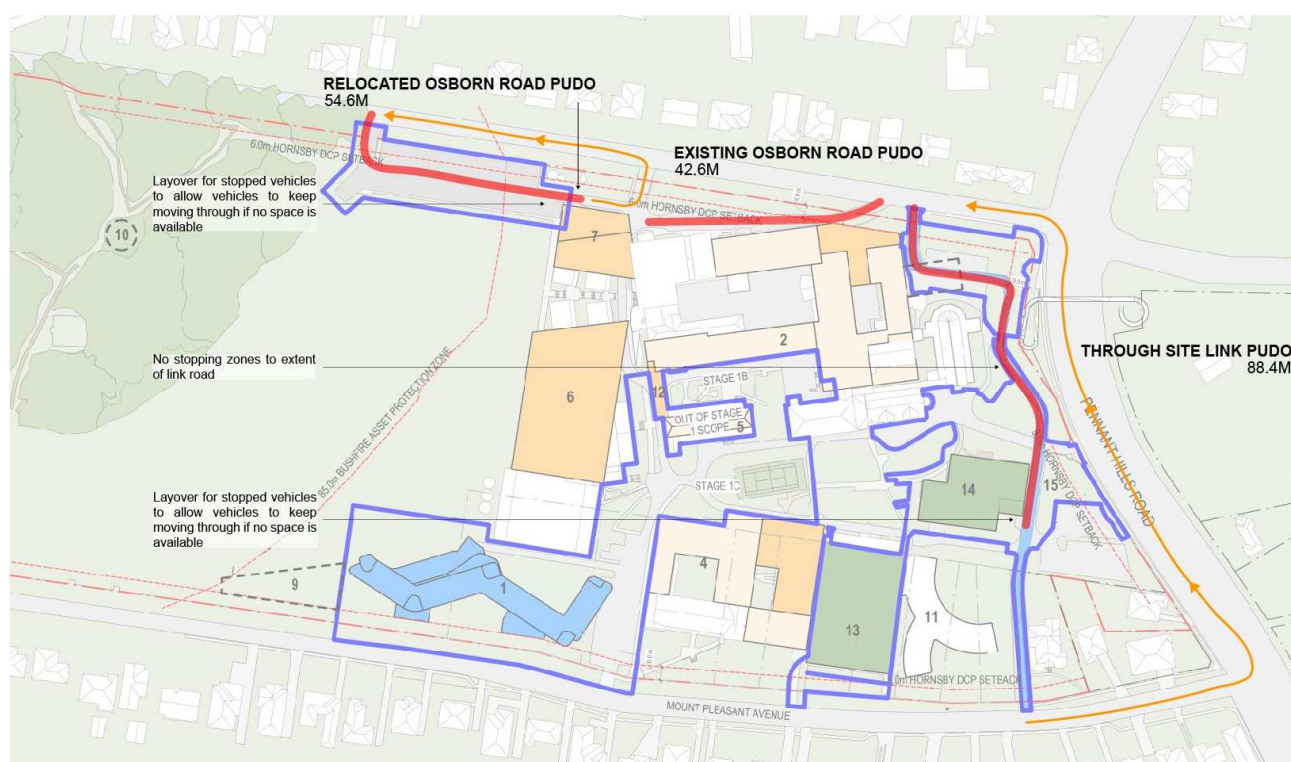
Queuing length resulting from pickup/drop off facilities should be included in the volumes of Figure 6.1 sic [of the Traffic Report]. Determine if there will be any extensive queues line up during sharp peak times (8am-8:20am and 3:15pm-3:30pm). Results should also relate to spill back into Osborn Road The statement "It was observed on site that some queuing can occur during peak periods as a result of the above geometrical constraints and driver behaviour." in s 6.1.2 needs to be quantified



## Response

The volumes in Figure 6.1 of the original Traffic Report dated 15 January 2020 included in the first response to submissions provide movements into and out of the existing pick up and drop off facility and has been used to project the future demands of the pick-up and drop-off facility. The proposed pick up and drop off facility will provide through lanes to enable recirculation and will be marshaled to prevent queuing onto adjacent streets.

As stated in the current Traffic RtS Report (**Appendix A**), the existing pick up and drop off facility is insufficient in terms of length for drop off and has existing geometry that discourages recirculation by drivers. For this reason the relocation of this drop off is proposed as part of the Stage 1 works. Refer to **Figure 4** for proposed queuing locations. As part of the ELC approval process, drone surveys were undertaken in September 2019 of the intersections of Osborn Road and Mount Pleasant Avenue with Pennant Hills Road to review queue lengths within Osborn Road. These surveys identified a 9 vehicle queue, refer to Appendix B in the Traffic Report for a copy of this report.



**Figure 4 Proposed Queuing locations**

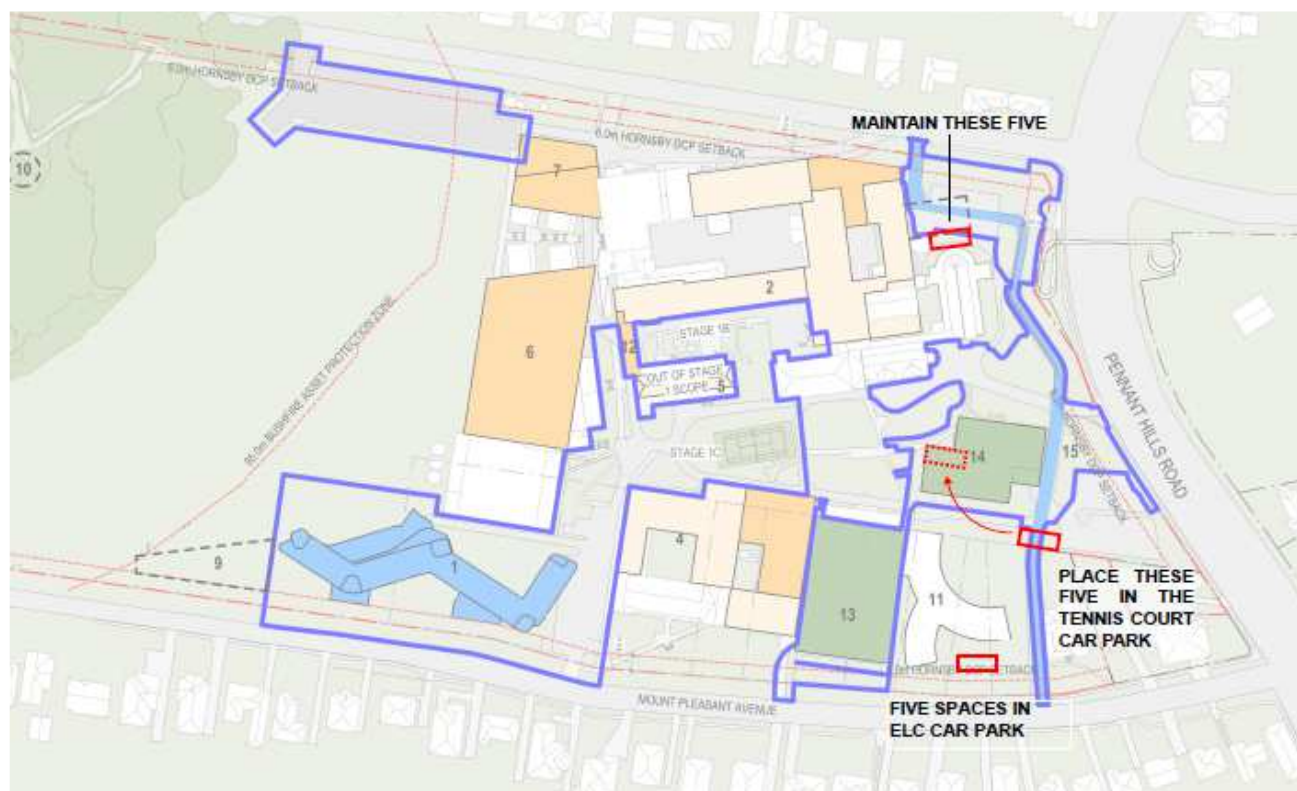
Source: AJC Architects

## 1.5 Location of ELC Car Parking

Please confirm the location of the 15 car parking spaces to be dedicated for Early Learning Centre use.

## Response

The 15 spaces required for the Early Learning Centre development application will be located within the spaces shown in Figure 1 in the Transport Response to Submission (RtS) Report, once the P1A carpark and through site link is constructed, the parking spaces that will be impacted by the works (at location 'B' and 'D' in figure 1 of the Traffic RtS Report) will be located within the P1A car park. These spaces will be clearly line marked as well as indicated to staff as part of the staff allocation discussed in Section 6.2.1 of the Operational Traffic Management Plan. See **Figure 5** below and **Appendix A** for further details.



**Figure 5 ELC Car Parking diagram**

Source: AJC Architects

## 1.6 Split of Primary and Secondary Students

Please clarify the existing and proposed maximum number of students separately for primary and secondary school

### Response

It is noted that the below details are indicative only and could change slightly due to enrolments.

**Table 2 Primary and Secondary Student details**

	Existing (2020)	Maximum (Concept Masterplan - Stage 5)
<b>Primary (K-6)</b>	104	450
<b>Secondary (7-12)</b>	996	1550
<b>Total</b>	<b>1100*</b>	<b>2000</b>

\*Note Current Enrolment Cap is 1150 & only grades 5 & 6 in primary

## 1.7 Bus parking

Please provide further clarification on the existing/proposed bus parking

### Response

The school has 2 x bus stops currently operating on the right of the internal road. The project seeks to convert the existing pick up-drop off spaces opposite (on the left side of the road) to 2 x bus parking spaces (on the right side of the road) without the need for any works (see **Figure 6**). The change is an operational change without the need for physical works.

The Architectural plans (S1-003 and S1-004) have been updated to reflect the above operational changes. The staging Plan has also been updated to reflect the change in Stage 1 scope.



**Figure 6** Proposed bus stop location (Stage 1 works plan S1-004)

Source: AJC Architects

## 2.0 Conclusion

The proponent and project team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions has been provided within the accompanying documentation.

We trust that the responses provided above will enable the Department to finalise their assessment of the SSD DA. Given the environmental planning merits (and the ability to suitably manage and mitigate any potential impacts) and significant public benefits proposed, it is requested that the Minister approve the application.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or [cmcgillick@ethosurban.com](mailto:cmcgillick@ethosurban.com).

**Chris McGillick**  
Principal Planner