

[REDACTED]  
Hornsby NSW 2077

7 July 2020

Director, Social and Infrastructure Assessments, Planning and Assessment  
Department of Planning, Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Attention: John Doubleday, Parramatta Planning Officer

Dear John

**Proposed Development of 1 Rosemead Road Hornsby**  
**SSD - 10444 Blue Gum Community School**

My wife and I live in [REDACTED] Hornsby and have done so for over 35 years. During this time and having previously lived in Lockinvar Place at the end of Rosemead Road for 9 years prior to moving to [REDACTED] the area has been a quiet and safe residential one, something that has attracted us to living in the area for over 45 years.

[REDACTED]  
Our house is located on [REDACTED] to abovementioned property at 1 Rosemead Road. As it is not possible to turn a vehicle around at the bottom of our driveway, for safety reasons we choose to reverse down our driveway into our carport so that when leaving our house, we can drive straight out onto Rosemead Road. If we did not do that we would have to reverse up our driveway and onto Rosemead Road which at busy times would be quite challenging, due to limited visibility in regard to vehicles travelling west along Rosemead Road. There is currently much on-street parking from the start of Rosemead down to the William street intersection. Whilst the speed limit is 50kmph (no signs actually designate what the speed limit is) some cars travel over that speed limit along that stretch of road and there is the risk of a collision.

In this day and age, on-street parking is a major issue for all residential areas as many houses have more than one car. For example, one of our neighbours has 4 cars and often 3 of those are parked on Rosemead Road. In regards to house Nos 4, 6 and 8 there can be a total of 7 vehicles parked on the street at any one time, three of which are large SUVs. Further along Rosemead past William Street, regularly there are at least 6 vehicles parked on the street.

William Street is significantly worse as there are many more cars regularly parked on that street (from Rosemead to Lisgar Road) including a large campervan, a large SUV with a boat and trailer attached and a large SUV with a trailer. There is so much on-street parking in that section of the road, including by people commuting by train, when driving down William Street towards Hornsby you need to slow down in case someone is trying to turn out of Lisgar Lane. Visibility for them is limited due to on-street parking. In addition, in some spots two cars cannot safely pass each other and I have often stopped to let through a vehicle travelling up William Street.

We strongly object to the proposed development in regards to 1 Rosemead Road for the following reasons:

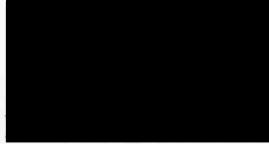
- the section of road from Dural Street along Rosemead Road to the William Street intersection has been a unique and quiet residential area for over 100 years;
- it is my understanding that this part of Hornsby is designated as a heritage area and the development application is about trying to impose a commercial operation on a long established and very serene habitat, for personal gain.
- the establishment of a commercial operation in the form of a school would substantially increase the volume of traffic along that section of road and surrounding streets, leading to a significantly increased risk of an accident including personal injury, or even a potential fatality of a child. Is that a risk worth taking?
- there will be occasions where a parent in a hurry or just being neglectful, will let their child out of a car on the opposite side of the entrance to No 1 and for that child to then run across the road in front of another vehicle. Rosemead Road is narrow at the point where it changes from Dural Street to Rosemead and vehicles as they come around the bend are virtually making a sharp left turn with limited visibility. It is not often, but occasionally someone coming along Rosemead and wanting to go down Dural, who is unfamiliar with that section of road, will cut the corner;
- on garbage collection/recycling days, there is little space or vision when drivers are trying to go around the large trucks performing the contracted service in that part of the street;
- there would be significantly more traffic travelling in both directions along William Street which already handles not only residents who live in Rosemead Road but also those who live in Lockinvar Place and Valley Road. During week days when there is much commuter parking, it is difficult to drive along William Street, necessitating having to pull over and let oncoming cars through. To do otherwise runs the risk of having your car damaged;
- it would be difficult for parents trying to turn right into a newly created driveway from William Street into the backyard of 1 Rosemead. Parents attempting to do so, would bank up in their cars along William Street as they wait for an opportunity to make a righthand turn into the proposed driveway. Given the limited visibility in this narrow section of the road, it would lead to an increased risk of an accident at busy times (due to cars turning without care or blocking oncoming traffic);
- cars leaving No 1 after dropping off or collecting a child will head along Rosemead, to either turn left into William or continue along Rosemead Road. That means for drivers who want to turn right from William into Rosemead, there will be much more traffic approaching from the right to contend with. In fact, I have had a few near misses making that righthand turn, as sometimes vehicles travelling quickly along Rosemead from your right, cannot be seen until the last few seconds. Visibility is restricted not only because of parked cars but also because of the angle of that section of Rosemead (there is a bend in the road). My prediction is that if traffic volumes are substantially increased, there will be an increased risk of accidents at that T-intersection, due to drivers being unfamiliar with local conditions;
- being on top of a ridge and exposed to strong winds, the area has a very high bushfire risk classification and if a bushfire threat emerged quickly it would take some time to evacuate the school especially in the context of all residents in the area particularly those living in the valley below trying to get to safer ground. With communities faced with more extreme conditions these days, such an event cannot be discounted.

Summing up, our main concern is that if the proposed development application is approved it will lead to a significant increase in traffic volumes at peak times not only in the first section

of Rosemead Road but more importantly, the major thoroughfare of William Street. Given the narrowness and poor visibility of that early section of Rosemead Road, there will be a high risk of serious injury, even possibly a fatality, given the very real likelihood of a child crossing the road during busy periods.

I would hope that such a tragedy can be avoided by rejecting the development application.

Yours sincerely,

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Owner

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Hornsby

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