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URBIS

CONSULTATION SUMMARY REPORT

Loreto Normanhurst

Prepared for

CTPG ON BEHALF OF LORETO NORMANHURST

27 November 2020

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GLOSSARY AND ABBREVIATIONS

Table 1 – Glossary and abbreviations

Term of Abbreviation	Description
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
IAP2	International Association of Public Participation
LGA	Local Government Area
SEARs	Secretary's Environmental Assessment Requirements
SSD	State Significant Development
SSDA	State Significant Development Application
Urbis	Urbis Pty Ltd

1. CONSULTATION SUMMARY

This community consultation summary report has been prepared by Urbis on behalf of Loreto Normanhurst in relation to their State Significant Development Application (SSDA), known as SSD-8996.

1.1. CONSULTATION PURPOSE

During August – November 2020, Urbis consulted with residential neighbours in relation to Loreto's proposed master plan and SSDA. This proponent-led consultation has informed a response to submissions following public exhibition of the SSDA.

The consultation process aimed to:

- Provide accurate information about the master plan and planning process
- Provide an update on traffic management initiatives under the master plan and obtain information from local residents to inform those initiatives
- Provide open and transparent communication channels for the community to access.
- Document key feedback as part of the response to submissions.

1.2. CONSULTATION ACTIVITIES

Consultation was undertaken with near neighbours, with a focus on consulting those people who are most impacted by the proposal. Issues of primary interest for neighbours are traffic management, access and parking, and the school's projected enrolment growth.

Urbis and Loreto Normanhurst reviewed feedback previously provided to the school by near neighbours and invited those stakeholders to a facilitated meeting to discuss their concerns. To ensure that broader neighbours were also reached, all neighbours within a 1km radius were provided with information updates in the form of fact sheets and all stakeholders were able to access enquiry lines (phone and email) managed by Urbis.

A summary of consultation activities and participation is outlined in the table below and the activities are described in the sections following.

Table 2 – Overview of consultation activities

Feedback mechanism	Number
Stakeholder meetings:	1
Attendees:	20
Fact sheet:	
September 2020, number of households reached	868
November 2020, number of households reached	868
Enquiry lines (1800 and email)	
Number of people who contacted Urbis	26

1.2.1. Neighbour meeting

On 21 August 2020, a meeting invitation was sent from Loreto Normanhurst to 20 residents who live in Osborn Road, Mount Pleasant Avenue, and surrounding streets including Currawong Avenue, Dunbar Close, Nepean Avenue, Wendy Avenue and Rivertop Close, Normanhurst. Residents were selected based on proximity to the school because they are most impacted by traffic movements, access and parking in relation to the school's master plan.

On Thursday 3 September 2020, between 5:00pm – 6:30pm, 20 near neighbours attended a meeting at the school. The meeting was facilitated by an independent facilitator and meeting notes and actions were documented by Urbis.

At the time of sending the meeting invitation, COVID-19 restrictions allowed for 20 residents to be safely accommodated in the school meeting room. Based on this, Urbis and Loreto prioritised residents who had previously contacted the school with traffic concerns and lived closest to the school.

Residents who were unable to attend as a result of social distancing requirements were invited to submit written or telephone feedback to Urbis. Two residents provided written feedback to Urbis prior to the meeting.

Since Loreto Normanhurst lodged its master plan with the NSW Government in June 2019, Loreto has undertaken additional traffic studies and identified a series of initiatives to streamline pick-up and drop-off, better manage traffic flows on the school campus, and create additional on-site parking. Based on a review of resident correspondence to the school, the focus of the meeting was to hear further feedback on local experience of traffic conditions, to present to neighbours the options the school is considering, and to better understand resident perspectives so that these could inform traffic management initiatives.

A summary of the feedback from this activity is outlined in Section 2 of this report.

1.2.2. Fact sheets

A fact sheet was distributed on 18 September 2020 to the mailboxes of approximately 868 households in Normanhurst.

The fact sheet provided an overview of the proposal, proposed traffic management initiatives, and an update on the planning process. The fact sheet invited members of the community to provide feedback through the enquiry lines managed by Urbis.

A second fact sheet was distributed on 13 November 2020 to the same catchment area.

This fact sheet provided an update on the SSDA, including changes made by the project team addressing feedback to traffic initiatives, clarification of enrolment numbers and project timing and the process for providing further feedback.

A copy of each fact sheet is provided in Appendix A.

Figure 1 – Fact sheet catchment (showing GPS confirmation of delivery)



Source: Distribution and Display

1.2.3. Enquiry lines

Members of the public were invited to contact Urbis through a dedicated phone number and email address.

A total of 26 people have phoned or emailed to provide feedback or seek further information during the period from 21 August – 23 November 2020. A summary of feedback is included in Section 2 of this report.

2. FEEDBACK AND RESPONSES

Key themes identified during the consultation process undertaken by Urbis are outlined in Table 3 below.

Table 3 – Summary of feedback received

Feedback	Response
Project sentiment	
<ul style="list-style-type: none"> Many residents living in Osborn Road, Mount Pleasant Avenue and the surrounding streets including Currawong Avenue, Dunbar Close, Nepean Avenue, Wendy Avenue and Rivertop Close reported frustration and safety concerns about the current traffic conditions in Normanhurst as a result of pick-up and drop-off traffic at Loreto Normanhurst. Enquires about the demand to increase student numbers at the current school site. Many residents living in Osborn Road and the surrounding streets oppose any increase in student numbers on the basis that this will increase traffic. Enquires about whether the School will consider lodging a Development Application to enable traffic management initiatives to be implemented if the master plan is not approved. Feedback the proposal does not provide public benefit beyond the students and families attending Loreto Normanhurst. Some residents suggested opening the school grounds for residents and widening Osborn Road as possible public benefits the school could provide. Overall, the residents consulted expressed low levels of confidence the proposed traffic strategies will improve traffic flow. 	<ul style="list-style-type: none"> Loreto Normanhurst acknowledges there is a need to address traffic and parking on and around the school site, and this is a major focus of the School's master plan. In response to feedback from the community, Loreto hired new traffic consultants to undertake a peer review of the traffic solutions submitted with the SSDA in June 2019. The updated traffic report provides a new approach and a stronger commitment to improving traffic management immediately and as the master plan is delivered (subject to its approval). The School's growth is planned over four stages delivered across 30 years. The overall proposal aims to increase the student capacity incrementally by 850 students to 1,845 students by the year 2047. Loreto is committing to undertake traffic improvements prior to student growth on the site. Loreto Normanhurst is planning for a 30-year period because there is a growing need for excellent schools and open space in Sydney's north. The proposal is consistent with the strategic planning directions of the Greater Sydney Region Plan and the North District Plan which identify a 20% increase in school enrolments by 2036 within the North District area of Sydney. If the master plan is not approved, Loreto will consider lodging a separate Development Application for the traffic work outlined in stage 1 and 2. As part of its updated traffic analysis, Loreto has prepared a comprehensive Green Travel Plan, which includes options and incentives to encourage the use of public and active transport. A pilot of these initiatives will be undertaken from term 1, 2021.
Traffic and parking	
Traffic issues relating to Osborn Road	
<ul style="list-style-type: none"> Feedback about traffic queuing on Osborn Road during school pick-up and drop-off times. Feedback about that traffic flow is exacerbated given the school is surrounded by residential cul-de-sacs. 	<ul style="list-style-type: none"> To improve the traffic flow on Osborn Road, Loreto is proposing to move the pick-up and drop-off area for cars further inside the school grounds, to the Osborn Road car park. This move will separate car and bus movements and provide double the queuing capacity within the school site. It will also improve the ease of recirculation and remove the need for cars to queue on the existing steep entry driveway on Osborn Road.

Feedback	Response
<ul style="list-style-type: none"> Concerns about emergency service access to/from Osborn Road and surrounding streets. Queries and a strong preference from many residents to widen Osborn Road. People said Osborn Road is narrow and buses are taking unsafe turns into Osborn Road. Feedback about increasing the light cycle at the intersection of Osborn and Pennant Hills Roads. Feedback traffic is often blocked on Pennant Hills Road as a result of Loreto traffic turning left and right into and from Osborn Road. Concern the through-road proposed on the school site is not long enough and will not alleviate impacts on the road network. Request to make the access and egress for the school site from Pennant Hills Road. Recommendation to restrict bus drop-off and pick-up to the existing bus stops on either side of Pennant Hills Road. Queries about utilising Loreto's land at the front and back of the school to assist in parking and traffic management. 	<ul style="list-style-type: none"> Loreto will build an internal road from Osborn Road to Mount Pleasant Avenue to allow cars additional queuing area within the site and spread traffic flow between two pick-up and drop-off areas. This will increase capacity for queuing within the school site up to five times that currently available. This change will also distribute traffic flows from pick-up and drop-off movements across both the Pennant Hill Road/Osborn Road and Pennant Hills Road/Mount Pleasant Avenue intersections. Allocation of pick-up and drop-off movements will prevent an increase in right turns required out of Mount Pleasant Avenue. The School's traffic engineers have investigated widening Osborn Road and believe that this will not be necessary if the above traffic strategies are implemented. Further, the widening of Osborn Road has been investigated and it would require removal of a number of significant trees which would reduce the amenity of the streetscape. Loreto is committed to implementing Green Travel initiatives from term 1, 2021, to reduce the number of vehicle trips to and from the school and reduce impacts on the local road network. The traffic lights at the Pennant Hills Road and Osborn Road intersection are within the remit of Transport for NSW (TfNSW), previously Roads and Maritime Services (RMS). Loreto has made enquires to have the lights' time cycle changed. TfNSW has advised it will not change the cycle at this time. Loreto will continue to work with TfNSW on this matter. Loreto has been advised by TfNSW to close the Heritage driveway on Pennant Hills Road because TfNSW does not want the operational entry and egress on an arterial road. Loreto is required by TfNSW to retain the bus bay on the school site. In stage 2, Loreto will be using land on the Pennant Hills Road frontage of the site to build an internal road from Osborn Road to Mount Pleasant Avenue. In stage 4, Loreto will use some of their back oval to expand Osborn Road car park.
Intersection of Mount Pleasant Avenue and Pennant Hills Road <ul style="list-style-type: none"> Feedback about the safety of both right and left turns from Mount Pleasant Avenue onto Pennant Hills Road. Feedback that the intersection of Mount Pleasant Avenue and Pennant Hills Road should be signalised. Queries about where the proposed school internal road will intersect with Mount Pleasant Avenue. 	<ul style="list-style-type: none"> Loreto is proposing two pick-up and drop-off locations to share traffic movements between Osborn Road and Mount Pleasant Avenue. An operational plan will be put in place to allocate the Osborn Road pick-up and drop-off to those travelling to/from the north to avoid further demands on the right hand turn out of Mount Pleasant Avenue. Signalisation of Mount Pleasant Avenue and Pennant Hills Road is in the remit of TfNSW. Loreto has raised this matter with TfNSW, who will not install lights at this time. During the staged development of the school,

Feedback	Response
<ul style="list-style-type: none"> ▪ Queries about whether Loreto will be increasing traffic in Mount Pleasant Avenue. ▪ Queries if Loreto is prohibiting right-hand turns to and from Mount Pleasant Avenue and Pennant Hills Road. 	<p>Loreto will continue to discuss the potential signalisation of this intersection with TfNSW. With the changes to Pennant Hills Road as a result of Northconnex, future signalisation may be possible.</p> <ul style="list-style-type: none"> ▪ The internal road will be roughly 90m from Pennant Hills Road, located near the existing driveway at 4 Mount Pleasant Avenue. ▪ The right-hand turn on Mount Pleasant Avenue and Pennant Hills Road will not be removed. This decision is in the remit of TfNSW.
<p>Parking</p> <ul style="list-style-type: none"> ▪ Feedback traffic from Loreto is currently parking on Osborn Road and surrounding streets. ▪ Concern about increasing parking resulting in more cars on the road. ▪ Request for Loreto to provide direct access to parking areas from Pennant Hills Road. ▪ Request for Loreto to work with Council and the respective authorities to install no parking signs along Osborn Road and Mount Pleasant Avenue and other neighbouring streets. 	<ul style="list-style-type: none"> ▪ A key component of the master plan is to improve traffic flow and parking to minimise impacts on Loreto's neighbours and to ensure the ongoing safety of neighbours, students, parents and staff. As a result of increasing the provision of parking and pick-up and drop-off will reduce the incidence of parking and pick-up and drop-off occurring on local roads. ▪ The master plan is a long-term vision of 30 years and will be delivered in alignment with student enrolment. Loreto is proposing to build an additional 234 car parks delivered across 30 years in a staged approach, with the later stages (stages 3 and 4) triggered by student growth. This includes: <ul style="list-style-type: none"> – Stage 1: 23 car spaces – Stage 2: 30 car spaces. – Stage 3: 65 car spaces – Stage 4: 116 car spaces. ▪ While provision has been made in the master plan to fully account for car parking on site, Green Travel Plan initiatives will be put in place to aim to reduce private vehicle use and impacts on surrounding streets. In future stages, travel patterns at Loreto will be reassessed and provision of additional parking will be proposed to meet the demand requirements based on travel mode surveys. ▪ Installing no parking signs on surrounding residential streets is in the remit of Hornsby Council. Loreto will not object to this decision Council install no parking signs.
<p>Green travel plan and use of public transport</p> <ul style="list-style-type: none"> ▪ Desire to see Loreto take a leadership role in traffic management and encouraging the use of public transport. ▪ Feedback about the need for Loreto to reduce private vehicles as a transport option. Suggestion for Loreto to consider: <ul style="list-style-type: none"> – Encourage the use of public transport, through shuttle bus students from 	<ul style="list-style-type: none"> ▪ Loreto currently operates six bus services and will include additional services as required as stages of the master plan are constructed. By relocating the Osborn Road pick-up and drop-off, additional capacity for these bus services will be provided at the Osborn Road slip road. ▪ Loreto is required to provide bus and car pick-up and drop-off on site.

Feedback	Response
<p>Normanhurst train station or bus stops on Pennant Hills Road.</p> <ul style="list-style-type: none"> – Smaller buses to reduce the impacts of bus circulation. – A permit system for parents driving children to school – Financial incentives for parents who use public transport. – Entry barriers or closing school gates to limit the current number of drop-offs. – Suggestion to lobby for construction of bike paths in this area. – Build drop-off / pick-up grounds away from Loreto. 	<ul style="list-style-type: none"> ▪ From Term 1, 2021 Loreto will implement a green travel plan to reduce staff, students, and parents' use of vehicles. This will include: <ul style="list-style-type: none"> – Research with a view to establishing a shuttle bus to and from a local station to encourage train travel. – Subject to regulatory approval, install Opal card top up station. – Encouraging carpooling by allocating 5 car share spaces on site, (subject to Covid-19 safety protocols). – Distributing a travel guide to educate parents, staff, and students about public transport options. – Increasing the information provided to incoming families and new members of staff about green travel plans.
Student capacity	
<ul style="list-style-type: none"> • Site suitability ▪ Queries about the capacity of the school site to support enrolment growth. ▪ Concern about increase of student capacity resulting in an increase of traffic. ▪ Feedback Loreto should consider a second campus on another site. 	<ul style="list-style-type: none"> ▪ Loreto will be implementing a Green Travel Plan to reduce dependence on car use. ▪ Loreto's master plan will be delivered over a 30-year period and staged so that important traffic infrastructure upgrades are delivered before an increase in student numbers. ▪ Loreto's plans respond to the growing need for quality education in Sydney's north. The School's growth is planned over three stages, with a proposed increase of approximately 20% over the first decade and 70% over the following two decades (2030-2047). Loreto Normanhurst can accommodate up to 2000 students. Subject to approval, in the year 2047 Loreto will have 24.9 square metres of open space per student, more than double the State's current requirements of which several Sydney schools are falling short.
Planning process	
<p>Traffic analysis</p> <ul style="list-style-type: none"> ▪ Queries about whether the traffic analysis takes into consideration the surrounding schools, a future expansion of the Adventist Retirement Village in Mount Pleasant Ave and the North Connex road upgrades. ▪ Queries about the student attendance being recorded on days of traffic counting throughout Covid-19 where attendance may have dropped. ▪ Queries about whether the project population growth and increasing number of 	<ul style="list-style-type: none"> ▪ The analysis of road network is employed through traffic modelling. There are several modelling techniques that can be used. The traffic analysis for Loreto takes into consideration the surrounding road network and uses an updated a lane-based congestion modelling tool, known as SIDRA modelling, which relies on the Sydney Coordinated Adaptive Traffic System (SCATS) volumes from Thursday the 7th of November 2019 while the School was in typical operation. ▪ The Wahroonga Estate Project has been approved in concept only as part of the master plan. When the

Feedback	Response
<p>subdivisions in the area is considered in the traffic analysis report.</p>	<p>detailed development approval is undertaken, a traffic impact assessment will be required to review the operation of the intersection of Mount Pleasant Avenue and Pennant Hills Road post development.</p>
<p>Consultation process</p> <ul style="list-style-type: none"> ▪ Clarification on engagement process and time periods, request for further information. ▪ Request for further consultation and information as the master plan and SSDA progresses. 	<ul style="list-style-type: none"> ▪ The consultation process is outlined in section 1 of this report. ▪ The updated plans will go on public exhibition. DPIE will inform near neighbours when the updated plans are available on public exhibition. ▪ If Loreto's master plan is approved, Loreto would only have approval to develop stage 1-3. Loreto would apply for further Development Applications (DA) to build subsequent stages and this will require community consultation.

DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

FACT SHEETS

A community update from Loreto Normanhurst



September 2020

For more than 120 years, Loreto Normanhurst has been part of the Hornsby Shire community with a 400-year mission to educate, encourage and inspire young women.

Over recent years, Loreto Normanhurst has been developing a master plan to guide planning of the campus for the next 30 years.

The existing school campus was established in 1897 and has evolved in an organic manner. A new campus wide planning approach offers the opportunity to strategically review and plan for the future in a sustainable way.

In June 2019, a State Significant Development Application (SSD-8996) was lodged with the Department of Planning, Infrastructure and Environment (DPIE) for the master plan.

The application is currently in the response to submissions phase, during which the project team must respond to and action items raised by community members and authorities.

As part of this process, Loreto Normanhurst has undertaken additional traffic analysis and is proposing a new approach to managing traffic on and around the school campus.

A key component of the master plan is to improve traffic flow and increase parking to minimise impacts on neighbours and to ensure the ongoing safety of neighbours, students, parents, and staff.

A new approach to managing traffic flow



Bringing forward traffic solutions to stage one

Subject to approval, Loreto Normanhurst is bringing forward traffic solutions to stage one, prior to any increase in student numbers or any development on the campus. This will address the immediate traffic issues from day one. Subject to approval, stage one will commence as soon as practical.



Implementing a green travel plan

Loreto Normanhurst is developing a comprehensive Green Travel Plan, to reduce the use of private cars at the site by senior students, staff and parents dropping off and picking up students.

As part of the Green Travel Plan, the School will commit to sustainable travel initiatives. The Green Travel Plan will include options and incentives to encourage the use of public transport and active walking or cycling.

A recap on what is proposed in the master plan

- A series of new buildings across the site for education and ancillary uses, including a new boarding house.
- Increased car parking spaces.
- Improvements to traffic and pedestrian flow.
- Improvements to landscaping and open space across the site.
- Stage 1 DA for a new boarding house and modifications to the existing boarding house building.
- These changes will enable Loreto Normanhurst to grow in a sustainable and planned manner, from a cap 1,150 today, to 2,000 students over a 30-year period.

Loreto Normanhurst is designing travel initiatives in consultation with key stakeholders, including feedback from near neighbours. Some of the ideas Loreto is considering include:

- A Transport Access Guide, outlining information about public transport, walking and cycling routes
- Priority parking for staff car pooling
- Provision of bicycle end of trip facilities, such as lockers and showers
- Provision of an Opal card top-up facility for staff and students
- Establishment of a 'walking school bus' program established for younger students. This is a program with two (or more) parents walking a route to school that stops off at other student's houses and 'picks them up' along the way
- Promotion of 'Ride 2 School Day' and other events.

The School will be lodging the full Green Travel Plan as part of the response to submissions with the Department of Planning, Industry and Environment. This will go on public exhibition later in the year.



Increasing car parking

Loreto Normanhurst acknowledges a key part of improving traffic flow is reducing the use of private vehicles. However, for those who do need to drive, Loreto will be increasing car parking to reduce the impact on surrounding streets.

In the current master plan, Loreto proposed 37 additional staff parking spaces by 2027, and 40 additional staff parking spaces by 2047.

The School is increasing this to 221 car spaces (to a total of 408 car spaces on the campus) delivered in a staged way, in response to enrolment numbers.

IN



Closure of Pennant Hills driveway to staff and students

Loreto Normanhurst has been advised by Roads and Maritime Services (RMS) to close the Heritage gates because they are on an arterial road.



Separating car and bus movements

Loreto Normanhurst will utilise the existing pick-up and drop-off area for bus movements only.

Hornsby Council, Department of Planning Industry and Environment, RMS and Transport for NSW require Loreto maintain on the existing site loading and unloading of buses. Therefore, Loreto cannot relocate the bus bay onto a public street.

The pick-up and drop-off area for cars will be relocated into the Osborn Road car park. This will provide double the queuing capacity of the existing site, reducing the queuing on Osborn Road. It will also improve the ease of recirculation and remove the need to queue on the existing steep entry driveway.

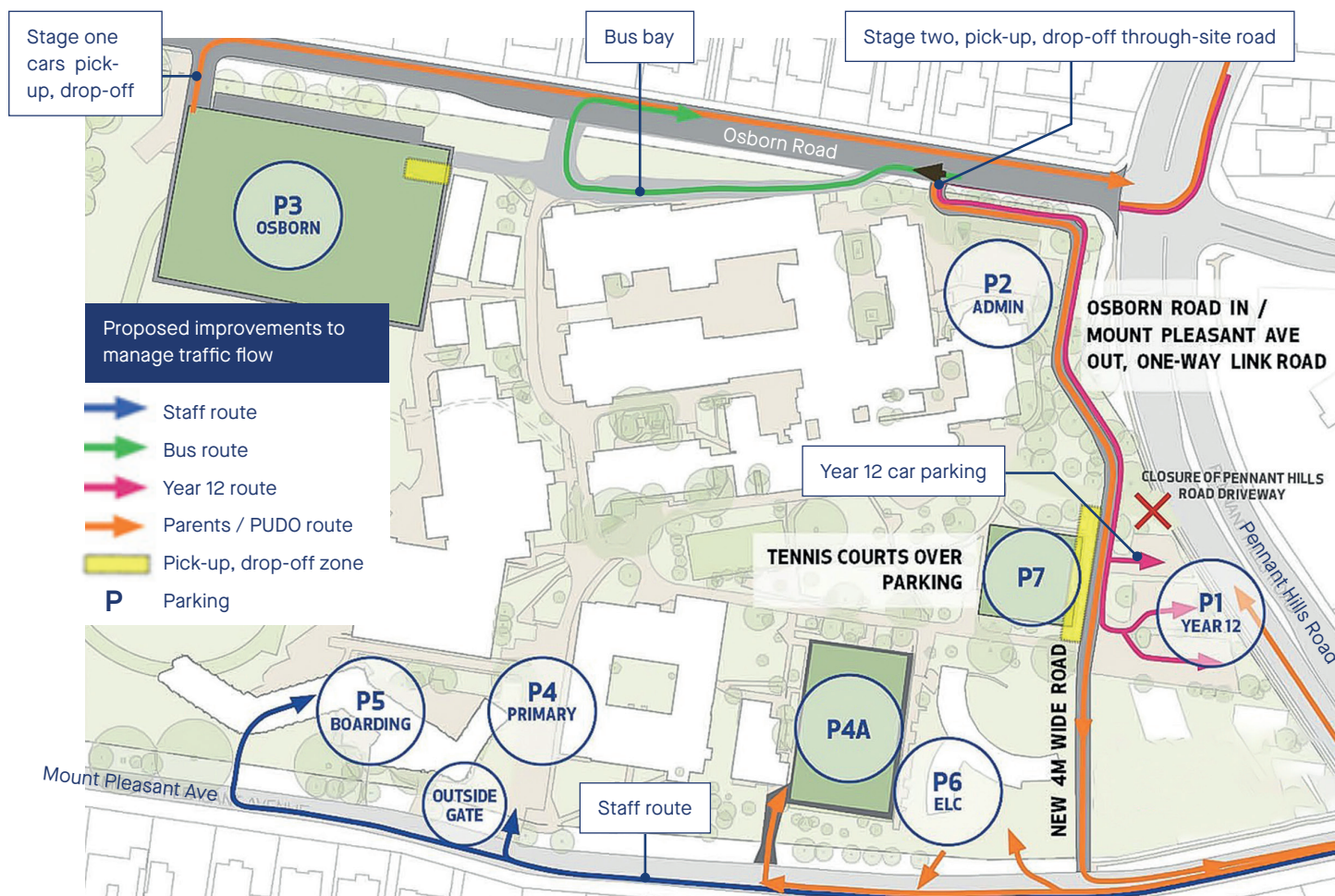


Building a through-site link

In stage two, Loreto Normanhurst is proposing a through-site road. This will increase capacity of pick-up and drop-off up to five times what is currently available. The through-site road will distribute pick-up and drop-off movements across both the Pennant Hill Road/Osborn Road and Pennant Hills Road/Mount Pleasant Avenue intersections.

Your feedback

Urbis, a community engagement company, is collecting feedback. You can contact the Urbis Engagement team on 1800 244 863 or email engagement@urbis.com.au for further information or to provide feedback.



Next steps

The master plan (SSD-8996) is currently in the response to submissions phase.

Loreto Normanhurst will lodge a response to submission in 4-6 weeks' time. This will include an updated Traffic Report and Green Travel Plan.

The updated plans will go on public exhibition later this year.

DPIE will inform near neighbours when the updated plans are available on public exhibition.

A community update from Loreto Normanhurst

November 2020

For more than 120 years, Loreto Normanhurst has been part of the Hornsby Shire community with a 400-year mission to educate, encourage and inspire young women.






Over recent years, Loreto Normanhurst has been developing a master plan to guide the next 30 years.

In October, the School provided you with an update on proposed changes to traffic management. This newsletter provides an overview in response to recent feedback from neighbours as well as further information on our master plan, traffic management initiatives and future growth strategy.

Immediate steps

We heard from the community that traffic flow needs to improve. From Term 1, 2021 Loreto will implement a pilot of green travel initiatives to reduce staff, students, and parents' use of vehicles.

Our immediate steps include:

-  Research with a view to establishing a shuttle bus to and from a local station to encourage train travel.
-  Subject to regulatory approval, install Opal card top-up facilities at the school.
-  Encouraging carpooling by allocating 5 car share spaces on site, (subject to Covid-19 safety protocols).
-  Distributing a travel guide to educate parents, staff, and students about public transport options.
-  Increasing the information provided to incoming families and new members of staff about green travel plans.

Planning for the future

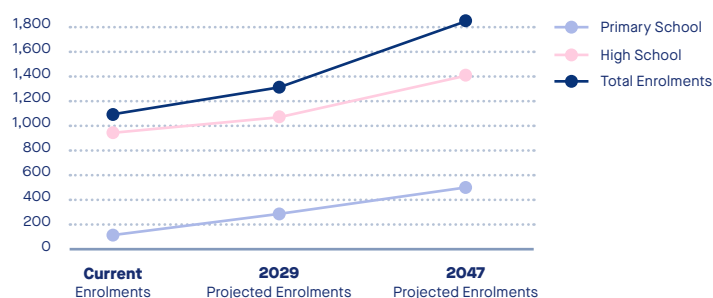
Loreto Normanhurst is planning for a 30-year period because there is a growing need for excellent schools and open space crucial for students to learn and play in Sydney's north.

The proposal is consistent with the strategic planning directions of the Greater Sydney Region Plan and the North District Plan which identify a 20% increase in school enrolments by 2036 within the North District area of Sydney.

The school's growth is planned over four stages delivered across 30 years. The overall proposal aims to increase the student capacity incrementally by 850 students by the year 2047.

The NSW Department of Education guideline for minimum play space is 10 square metres per student. Several Sydney schools are falling short of minimum play space requirements.

Loreto Normanhurst has 39.5 square metres of open space per student. Subject to approval, in the year 2047 Loreto will have 24.9 square metres of open space per student, more than double the State's current requirements.



About the planning process

A master plan is a long-term planning document that provides a conceptual layout to guide future growth and development. A master plan is not approval to develop.

In June 2019 Loreto lodged a master plan. If this master plan is approved, the School would have approval to develop the traffic strategies outlined in stages 1-3.

Master plan stages

Loreto has staged student growth so that improvements to traffic flow, are delivered before any increase in student numbers.

Stage 1

Timeline: Subject to planning approval, this stage will be delivered as soon as practical.

Student capacity: No growth in student numbers.

- Pilot Green Travel Plan to reduce car use.
- Close Pennant Hills Road driveway to staff and students (on the direction of NSW Roads and Maritime Services).
- Expand the Osborn Road car park (P3 on the map) by 23 spaces.
- Relocate pick-up and drop-off to the Osborn Road car park (P3 on the map). This will double the on-site capacity and reduce queuing on Osborn Road.
- Reconfigure the primary school car park and construct a new boarding house car park (with 15 additional spaces).

Stage 2

Timeline: Prior to Primary School Expansion and/or growth in student numbers.

- Constructing a through-site access road. Resulting in a five-fold increase in on-site queuing capacity.
- Constructing a new car park which will provide approximately 30 additional spaces, above the tennis courts (P7 on the map).

Stage 3

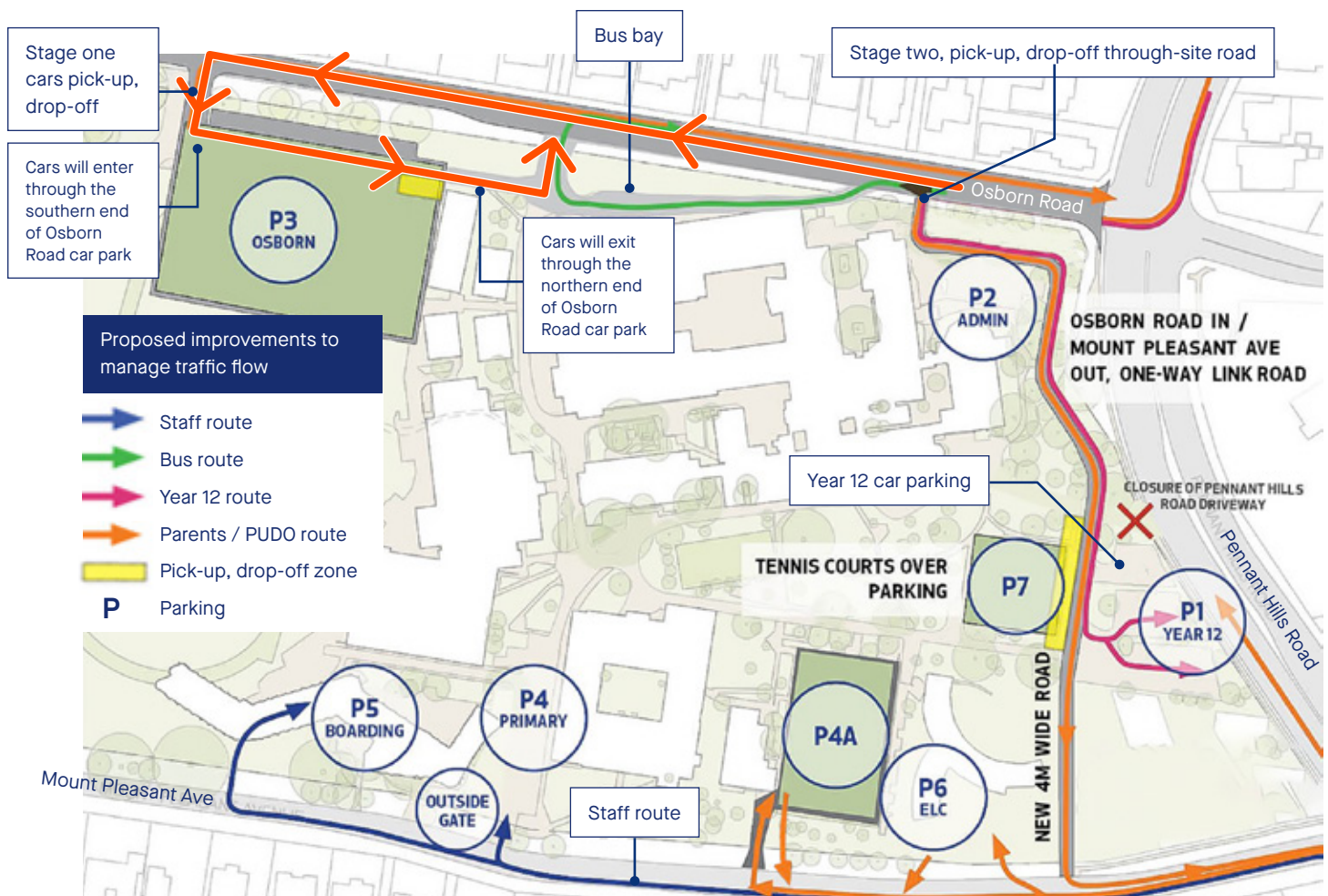
Timeline: At 50% Primary School growth

- Provision of basketball car park for approximately 60 car spaces.

Stage 4

Timeline: At 50% high school growth.

- Osborn Road car park expansion for approximately 116 car spaces.



Next steps

Loreto Normanhurst will lodge a response to submissions with the Department of Planning, Industry and Environment (DPIE) in the coming weeks.

The updated plans will go on public exhibition later this year. DPIE will inform near neighbours when the updated plans are available on public exhibition.

Your feedback

Urbis, a community engagement company, is collecting feedback. You can contact the Urbis Engagement team on 1800 244 863 or email engagement@urbis.com.au for further information or to provide feedback.



