

SUBMISSION RE SSD-8996

AMENDED STATE SIGNIFICANT DEVELOPMENT APPLICATION – LORETO NORMANHURST SCHOOL REDEVELOPMENT (CONCEPT PROPOSAL AND STAGE 1)

OBJECTION TO PROPOSAL

I object to the Development proposal for the following reasons:

1 Traffic and intersection dangers

2 Streetscape and size of Boarding House (Envelope 1)

1 – TRAFFIC AND INTERSECTION DANGERS

As a resident of Mount Pleasant Ave (MPA) I have greater knowledge of the difficulties in our street than in Osborn Rd (OR) but know that the impacts on both of our non-through streets are significant. I will therefore concentrate on MPA.

In this section I am looking at:

- (a) extra parking generated
- (b) extra car and service vehicle movements
- (c) the intersection of MPA and Pennant Hills Rd (PHR)

(a) Extra parking generated:

- As I have discussed in earlier submissions, it is likely that the ELC will add extra parking to MPA with 25 car spaces allocated on site for staff and parents. With 80 preschoolers being helped out of their cars in the mornings then picked up in the afternoons and strapped back into their car seats, this is not a quick operation. The 25 spots will likely have a queue forming in MPA and will need parking spaces. Although the ELC has been passed, it should be taken into consideration with this development when looking at parking in the local streets.
- Year 12 students: in TTW – Structural Civil Traffic Facade Response to Submissions (15.1.2020) p10 4.2.2 “The current student driving rate indicates that a greater number of students are driving than are provided with student parking permits no increase in student parking permits (is) proposed throughout the concept plan.”
Already MPA can have 20+ student vehicles parked in the street and the increased student enrolment will exacerbate this problem.
- Boarding House visitors: in Access Review Funktion (18.12.2020) p14 –“Accessible Paths of Travel –Boarding House”
“Parking: Parking is proposed for 32 cars in basement. Visitor parking is provided externally and on-street parking on Mount Pleasant Ave”.

(b) Extra car and service vehicle movements:

- There are 3 new parking areas proposed which have both entrance and exit into MPA: P5 (Boarding House – 32 cars), P4A (64 cars) and P1A (yr 12 students – 42 cars). This as well as the Link Rd which will have all cars exiting near the MPA/PHR intersection right near the ELC. As stated in TTW Operational Traffic Management Plan (8.12.2020) p12 4.2.2: “To access the ELC drop off, vehicles will enter from Mount Pleasant Ave” and therefore have to leave the same way.
This is an extra 138 exits from MPA + ELC car movements + Link Rd movements + visitors to the school.
- Service vehicles for Boarding House loading dock (food delivery, laundry, garbage collection etc) will also have access and egress via MPA
- No mention has been made in the report about heavy vehicle movements during the construction phase.
- Total extra vehicle movements in MPA are therefore estimated at:
138 + ELC vehicles + Link Rd vehicles + visitor vehicles + service vehicles (with possibly the addition of construction vehicles with heavy machinery for all stages of the development)

(c) The Intersection of MPA and PHR

- Danger at intersection - As raised already in my objection to DA/1227/2018 (Early Learning Centre for 80 children), Hornsby Council has been well aware since 1997 of difficulties and danger at the intersection of Mount Pleasant Ave (MPA) and Pennant Hills Rd (PHR) when the ARAP traffic studies rated the right turn at the intersection an “F”. Since that time the left turn has deteriorated significantly.
- Number of vehicles - The current traffic count put forward by Loreto was conducted on one day (25 June 2020) which cannot be seen to provide reliable statistics of “normal” traffic patterns in either MPA or OR or even on PHR.
- Traffic Route - The proposed plan is to have all the school traffic exiting MPA turn left at the MPA/PHR intersection. This is an unsignalled intersection with poor visibility. If there was concern at the danger of turning left on red at the signalled intersection of OR/PHR with far greater visibility, how is it less dangerous or the movement freer at the MPA/PH intersection?
This plan obviously does not work as neither the street nor the intersection can cope with such an increase in numbers! On 11 May 2020, Loreto brought school pickup traffic from the school oval gates onto MPA for exiting with a left turn onto PHR from MPA. The attached picture shows part of the congestion. The line of cars was stopped for an estimated half a kilometre along MPA. Cars wishing to pass in the opposite direction to reach their homes or the Adventist Retirement Village were unable to move. Consequently traffic was queued in lane 1 of PHR leading up to MPA. Cars wishing to leave their properties to drive towards PHR were also unable to do so.

(See photo below)



- The situation at both MPA/PHR and OR/PHR intersections is most unlikely to improve over time. In fact TfNSW has stated that, within 5 years of the NorthConnex tunnel opening, the expectation is for traffic on PHR to return to the high vehicle volumes experienced prior to the opening of the NorthConnex Tunnel and prior to COVID.
- The MPA intersection also carries a high pedestrian volume used by students from Loreto College, Normanhurst Public School, Normanhurst Boys' High, Turrumurra High (the Loreto bus stop is used by various schools including Turrumurra High School), residents and staff of the Adventist Aged Care facility, train commuters and

those accessing the Normanhurst shops. A pedestrian crossing is needed for the safety of all these people (with significant numbers of young children and the elderly) but this is really possible only if lights are installed at the intersection. This will also protect drivers, including the Loreto College P-plate holders, young families, the aged from the Adventist Aged Care facility, residents and the staff from both Loreto and the Adventist Village.

- TfNSW knocked back the submission for lights in 2012 after painting service lines at the intersection and the workmen announcing to residents that lights were forthcoming. We requested that the lights be synchronised with those at OR/PHR intersection to alleviate any disruption to the traffic flow along PHR. The reason given for not installing lights was most baffling: (a) MPA intersection was too close to OR/PHR intersection and equally (b) MPA intersection was too far from the OR/PHR intersection
- Conclusion
The intersection of MPA/PHR must be signaled and synchronized with the lights at OR/PHR for the safety of all drivers and pedestrians. Until such time as this is done we residents feel that Loreto College must not put extra traffic onto our roads and intersections

2 - STREETScape AND SIZE OF BOARDING HOUSE (ENVELOPE 1)

I would like to commend Loreto's decision to delete from the plans the erection of Building 3 (Pennant Hills Rd Facility) and Building 9 (The Pavilion).

I understand the need for a modernised boarding school. However, even though one floor has been deleted from the original plan of the Boarding House, this building remains far too overpowering for the surrounding houses in the street. The height is too great and the length and design completely out of character with the residences in the street and the older buildings in the school.