

**LORETO NORMANHURST SCHOOL REDEVELOPMENT (CONCEPT PROPOSAL & STAGE 1) Application
No SSD-8996**

RESIDENT SUBMISSION: I object to three aspects of the project as detailed on the following two pages on the basis of 1) TRAFFIC, 2) SIZE OF BOARDING HOUSE, 3) INCREASE IN STUDENT NUMBERS.

1) TRAFFIC STAGE 1

Mount Pleasant Avenue has a long recognised dangerous intersection with Pennant Hills Road. In meetings the RMS has acknowledged this but stated that they will not install traffic signals because of the likely impact on traffic flow in Pennant Hills Road. I object to any major proposal while this dangerous intersection with slow turning times exists.

Importantly, The College also has a current development application before Hornsby Council for an Early Learning Centre (ELC) for 80 children with access and egress via the Mt Pleasant/Pennant Hills Road intersection. Stage 1 and the ELC combined will add extra load on the intersection. Traffic numbers relating to the ELC are not included in this application. The State Member Alister Henskens wrote to Council asking that the ELC be delayed until difficulties at the intersection are resolved. The same should apply to Stage 1 boarding house development.

Traffic Report by Ason Group Appendix S Part 1 p24 states that Mount Pleasant Avenue ‘connects to the north via a signalised intersection’. There are no traffic signals at the intersection with Pennant Hills Road.

Mount Pleasant Avenue is a dead end street and the only access for residents is via this intersection. With cars parked on both sides of Mount Pleasant Avenue, it is dangerous and difficult for cars to pass each other – let alone trucks!

Ason Group Appendix S Part 2 drawing 01 Swept Path Analysis: shows ingress to Mt Pleasant Av where incoming vehicles keep to their side of the street. However, cars park in the street near the intersection and already cars have to go well over the line to enter the street. This will be exacerbated with large construction trucks and, when completed, trucks for the boarding school loading dock. The swept path analysis does not take into account cars parked in the street.

Ason report claims that that Stage 1 will result only in 3 extra vehicles on Mount Pleasant Avenue. The figure of 3 sounds far too low – does it include the proposed loading dock deliveries for laundry, food etc to the 7 level boarding house and waste/recycling trucks therefrom? And in the meantime during construction, trucks entering and leaving over two years will add significantly to traffic. (two years is a reasonable estimate over the stated 1 ½ years in report).

Ason report Appendix S Part 2, 2.14: the report mentions some current development in Mt Pleasant Av. In addition, a Home4Life group home for intellectually disabled people has been approved for 51A Mount Pleasant Avenue. There is also a subdivision under approval at 53. These will all combine to add to traffic congestion, particularly during the 2 year construction phase when incoming large trucks are driving down Mt Pleasant Ave to access the construction road across the southern part of the oval to exit via narrow Osborn Road.

2) SIZE OF BOARDING HOUSE ALONG MT PLEASANT AVENUE BOUNDARY, STAGE 1

I object to the size and height of the proposed 7 level boarding house which includes 2 basement levels. Even with excavation, the AJC architectural elevations (ELEVATIONS SHEET 1 DA31013) show at least 4 levels above Mt Pleasant Avenue ground level, plus extra height on the roof due to services etc. The south west elevation, visible from Mt Pleasant Avenue, shows 6 levels above ground level of the site. This height and bulk of building is out of keeping with the surrounding residential area comprising one and two storey family homes.

In earlier meetings with residents, the College foresaw a three storey building partially below ground. To be in keeping with the surroundings and residential zoning, I believe the building should not exceed two storeys above ground level to reduce its dominating visual impact on Mt Pleasant Avenue.

3) INCREASE IN STUDENT NUMBERS

I object to the Master Plan's proposed increase in student numbers from 1150 to 2000 (an increase of almost 75%). This is out of line with projections of student numbers supplied by Loreto College when making previous development applications. It would lead to a large increase in pedestrian and motor traffic and have a detrimental impact on the amenity of residents in the two surrounding residential streets. Obviously, the current staff of 300 would also increase adding to the impact.

Thank you for considering this submission.