

Natalie and Leon Burzacott  
55a Mount Pleasant Avenue  
Normanhurst  
4 October 2021

**Attention: Commission**

Dear Commission,

**LORETO NORMANHURST SCHOOL REDEVELOPMENT (CONCEPT PROPOSAL AND STAGE 1), 91-93 PENNANT HILLS ROAD NORMANHURST (SSD-8996) - OBJECTION**

Declaration - I have not made a political donation in the last two years.

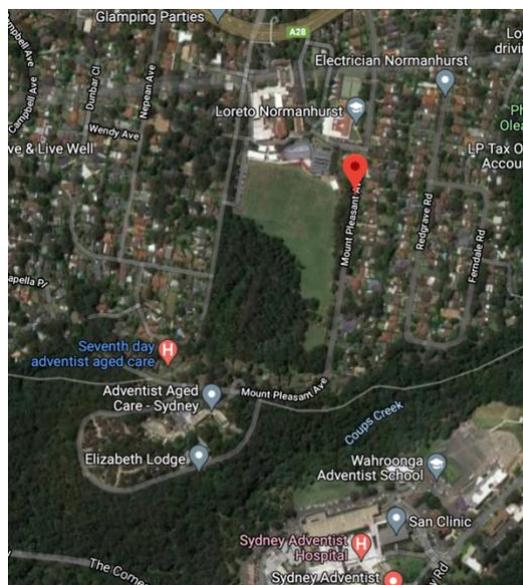
I write this email in response to SSD-8996.

I write to **object to proposal SSD-8996 in the strongest possible terms.**

**I object to the proposed increase of student numbers by 74% (from 1150 to 2000 students) and proposed increase of 433 on-site car spaces** which will directly impact traffic flow and amenity of residents of Mount Pleasant Avenue, Osborne Road and the wider community including Normanhurst Boys High School and Normanhurst Public School.

I am a long-term resident of Mount Pleasant Avenue and have experienced the negative impact that Loreto's previous expansions (swimming pool complex and Years 5 & 6) have had.

It is important to remember Mount Pleasant Avenue is a skinny, no-through suburban street with private homes, protected bush, a high-care disability home (51 Mount Pleasant), and an aged care facility (Adventist Aged Care - freestanding villas, apartments, 24/7 residential care including a specialist dementia unit). Visitors and workers for the two care facilities on Mount Pleasant Avenue create considerable traffic, particularly at shift change-over which coincides with beginning/end school times.



The burden Loreto's proposed expansion will place on the road network is enormous and in my opinion has not been fully understood and this is demonstrated by:

1. Continued lack of monitoring by Loreto of parents parking on Mount Pleasant for drop off/pick up (including parents consistently disobeying parking signs and parking over driveways) and Saturday sport.



Above: Year 12 school parking - not adequately used  
Below: Year 12 & staff street

2. Continued lack of monitoring of Year 12 student parking (student's have dedicated onsite parking space within the school grounds but students choose to not use this, preferring to park on Mount Pleasant). Student's park nose to curb on Mount Pleasant impacting safety of cars traversing the street (I have witnessed multiple dangerous events).



3. Street width - when cars are parked on Mount Pleasant the street is only wide enough for a single car to navigate the street. This situation impacts street traffic flow on a daily basis even during covid times (when traffic movements are reduced). I am deeply concerned how the proposed



Above: only one car can traverse street at a time

increase in school numbers and proposed traffic flow onto Mount Pleasant will impact residents. As a resident I do not have another route I can take to exit my street and I should be able to exit my street safely and within a reasonable time frame/at any time throughout the day, I am however, very aware this will not be possible when the school directs traffic onto Mount Pleasant. In my opinion Loreto and others do not have an understanding of how the street works and the impact added traffic burden will have, this is disappointing considering Loreto is a Christian school and proports they uphold social justice and community.

4. If the proposed exit from Loreto onto Mount Pleasant is approved there will be an immediate negative impact. Mount Pleasant will turn into a grid-locked street and no cars will be able to enter/leave the street as demonstrated by the photographs to the right.

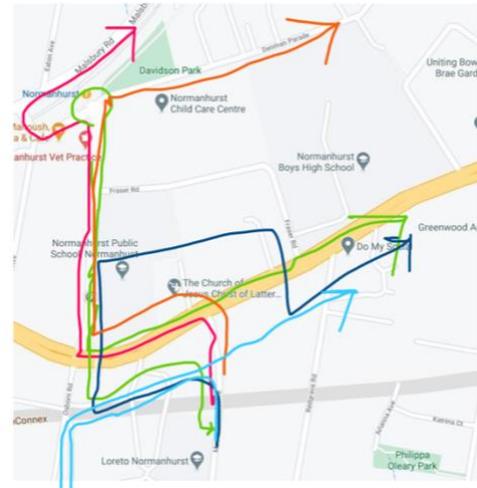


Above: Loreto parent gridlock. This is what Loreto and others expect residents to accept multiple times each day, 6 days per week.  
NOTE: On this day it took 45 minutes from the time a car entered Mount Pleasant until the f car arrived at their driveway, a direct result of the street being wide enough for 1 lane of traffic when cars are packed curbside.

5. Builder parking - the Daily Telegraph article on 2/9/2021 stated it is likely 555 construction workers would be employed to carry out the proposed expansion program at Loreto. I am wondering what genuine contingencies have been put in place to limit the impact of worker vehicles parking on Mount Pleasant and surrounding streets. Loreto has stated the builders would use public

transport to get to work - this is aspirational as independent construction workers have tools and other equipment they are required to bring to site. It is important to note, that the NorthConnex project was very considerate of the local community and the impact of workers, constructions deliveries and essential traffic movements had on the local community. NorthConnex was required to abide by very strict rules (eg, number of heavy traffic movements per hour)

6. Potential banning of right hand turn from Mount Pleasant due to Loreto traffic - residents of Mount Pleasant Avenue rely on the right hand turn onto Pennant Hills Road in order to travel north (Hornsby/Wahroonga and surrounding suburbs). Street residents are aware that if the right turn is banned, they will have limited ways to travel north, many of which require travel past schools, endangering students.



7. Trees - I strongly object to Loreto's request to removal 102 trees. Trees are important to our environment and form an integral component of our streetscape. Many of these trees are advanced and support the ecosystem of the area.
8. Boarding house - I object to the bulk and scale of the boarding house. It is not in keeping with the streetscape of which the local council has been very protective. The proposed building structure is 150m long and 5 stories high which is not in keeping with the streetscape and will have a negative impact on local residents.
9. Loreto suggests students will rely on public transport, this is aspirational as an Australian longitudinal study of student travel to school from 1971-2003 (Van de Ploeg, 2008) found:
  - 5-9 yrs **66% driven to school in a car**
  - 10-14 yrs **47.8% driven to school in a car**

The above research is further supported by the South Australian Department of Planning, Transport and Infrastructure (2016) which outlines reasons why Australia parents choose to drive their children to school including:

- Keeping their child safe
- Age - parents prefer to drive young children rather than other modes of transport (many of the new students will be driven including children attending the long day care, Kindergarten - Year 4)
- Socio-economic status - parents with high socio-economic status (eg, Loreto parents) are more likely to drive students to school
- Metropolitan living - parents living in metro areas are more likely to drive their children to school

Thus, this research demonstrates Loreto's proposed green buses are aspirational and not supported by Australian research and the true impact that parent drop off/pick up will have on local street residents is severely underestimated.

I strongly object to the entirety of the Loreto development. The impact to residents will be severe and irreversible and there is no credibility to the plans proposed by Loreto to mitigate the impact of the development to residents during construction and after the completion of the project.

Thank you for your careful consideration.

Kind regards

Natalie and Leon Burzacott

Garrard, J. 2016. Walking, Riding or driving to school: what influences parents' decision making? (Prepared for the South Australian Department of Planning, Transport and Infrastructure.

van der Ploeg, H. P., Merom, D., Corpuz, G., & Bauman, A. E., 2008. Trends in Australian children traveling to school 1971-2003: Burning petrol or carbohydrates? Preventive Medicine 46(1): 60-62.