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To: [IPCN Enquiries Mailbox](#)
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Subject: LORETO NORMAHURST SCHOOL REDEVELOPMENT SSD-8996 (CONCEPT PROPOSAL AND STAGE 1) - Submission
Date: Monday, 4 October 2021 4:57:53 PM

David Wilkins



Resident submission (Individual)
I am impacted directly by the Project.
I object to the Project.

I spoke at the public meeting 27th September via phone and introduced myself as an engineer and a resident of Osborn Road for 42 years.

Further to that I submit the following in relation to the Application:

I request that the Independent Planning Commission consider the following items in any approval and the conditions of consent include requirements to the effect that the Applicant Loreto:

1. Design and upgrade Gates O1, O2, O3 and O4 in Osborn Road to proper standards for existing and proposed use continuously from inside the property to the connection with Osborn Road, including, at minimum, Austroads standards for:
 - a. turning radius,
 - b. gradients and grade changes and
 - c. bus stops entry and exit.

2. Buses must not enter Osborn Road if their direction of travel along Pennant Hills Road is the same on exit as entry. There are bus stops on both sides of Pennant Hills Road that are safely accessed from Loreto and currently used by students who use the regular bus routes.

3. The south east corner of the Osborn Road/Pennant Hills Road intersection be rebuilt to provide sufficient safe turning radius and site lines for:
 - a. cars and delivery vehicles
 - b. buses, or alternatively, buses be prohibited from making that turn.

4. The footpath which is currently located immediately adjacent Osborn Road carriageway from the corner of Pennant Hills Road to Gate O3 be relocated or otherwise made safe

generally but especially at critical points being:

- a. corner of Osborn Road and Pennants Hills Road
- b. the conjunction of Gates O1 and O2
- c. Gate O3.

5. An emergency access plan for the area including the feeder streets and Loreto in the event that Osborn Road is blocked by traffic or other incident.

Notes: (item numbers below match the requests above).

1. Gates O1, O2, O3 and O4

Gate O1

Too narrow with inadequate turning radii (actually no radius at all) both inside Loreto and onto Osborn Road. It is approximately 4m wide and a patched up driveway with crumbling kerbs. It has bad sight lines and a narrow entry gate.

Gate O2 and Pick up drop off area

Any analysis of the survey and site will clearly show this area and adjacent entrance (Gate O2) and existing exit (Gate O3) was not designed for buses. Inadequate turning radii, and changes in grade make it a difficult entry and exit. Loreto has never provided evidence that it was ever approved for a bus stop.

Proximity of Gates O1 and O2.

These two driveways are only metres apart which causes traffic congestion and confusion compounding the difficult access/egress to both. In practice they are closer than the survey shows as buses cut across the kerb on entry. Even then the tail of the bus will extend across the double centrelines in Osborn Road which prevents entry when there are buses waiting to exit Osborn Road.

Gate O3

Gate O3 has no actual turning radius and buses have to cut across the footpath and kerb to exit. Furthermore exit is only possible when no one is stopped on the other side of Osborn Road (it is a No Parking area but serves as a waiting zone for some parents). Some buses had to make multiple forward and reverse attempts to complete the turn into Osborn Road.

Gate O4

Hard to understand but Gate O4 was also not built for buses. It adjoins Osborn Road with at a sharp corner.

3. Pennant Hills Road corner

The corner from Pennant Hills Road turning left into Osborn Road is too tight for buses by Austroad standards and more so when any cars or buses are waiting to exit Osborn Road at the traffic lights. Buses are forced to drive up the kerb and

cut the footpath. People including primary school children wait at the lights to cross the road here. They do not expect a bus to cut the corner.

4. Footpath

There are several places where buses and trucks cut across the footpath as detailed above. Additionally buses and cars entering and exiting the Slip Road at Loretto Gates O2 and O3 often stop across the footpath waiting for some traffic movement. Children walk this footpath and are so also endangered.

Dangerous safety consequences:

During survey periods several vehicles entering and driving south in Osborn Road chose to overtake the banked up vehicles adjacent to Loretto Gates O1 and O2. These are at the crest of a hill and where Osborn Road has double centrelines as it has restricted vision due to the crest. Clearly infringing road rules, this is a clearly dangerous act. Apart from the risk of head on collision, primary school children walk in the area and may cross Osborn Road at this time. They have no expectation and limited perception of vehicles travelling in the wrong direction.

5. Emergency access plan

There is no other way to access the four gates to Loreto, the five feeder streets, the potentially fire prone bushland and Osborn Road itself. The road has at times been blocked by Loreto traffic. An accident would be chaotic.

None of the above can rely on Traffic marshals who, to date, are invisible to the residents.

All the traffic problems in Osborn relate to expansion of Loreto and their dereliction in upgrading access driveways to the property to suit. There are no traffic problems on non school days.

Thank you for this opportunity to address these issues.

Yours sincerely,

David Wilkins B.E.