



Loreto Normanhurst



**Concept and Stage 1 DA
IPC Briefing**

21 September 2021

**ETHOS
URBAN**



Ethos Urban acknowledge the Traditional Owners of country throughout Australia and recognise their continuing connection to land, waters and culture.

In particular we acknowledge the Darug and Kuringgai peoples, the traditional owners of the land where Loreto Normanhurst is now situated and also the Gadigal people, the traditional owners of the land where we base our office in Sydney.

Today we have the pleasure of talking to you from different parts of country and we pay our respects to all Aboriginal elders past, present and emerging.

**ETHOS
URBAN**

Introductions

Key Presenters



Marina Ugonotti
Principal
Loreto Normanhurst

Darug Land



Dua Green
Studio Director
AJ+C

Gadigal Land



Michael Rowe
Director
Ethos Urban

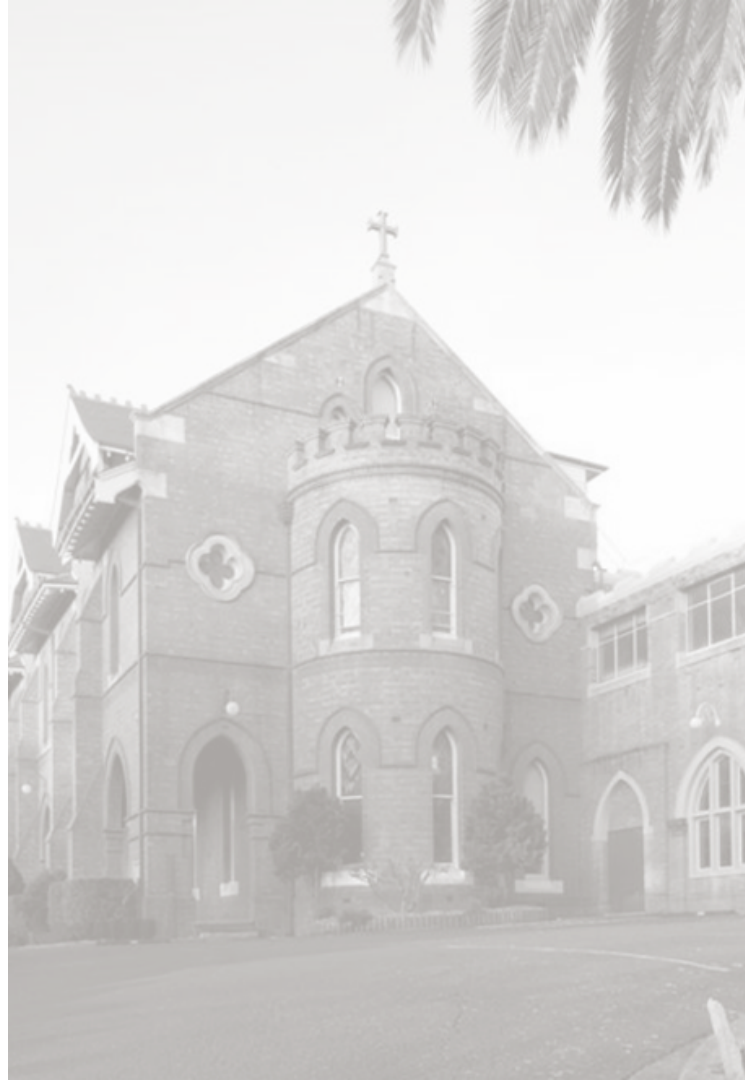
Cammeraygal Land



Paul Yannoulatos
Technical Director
TTW (Traffic)

Presentation Overview

- Project Vision, Background and Overview
- Strategic Justification for Student Numbers
- Key Issues
 - Traffic and Parking
 - Built Form
 - Tree Removal and Replacement
 - Operational and Construction Noise
- Lighting
- Signage
- Department's Draft Conditions



Loreto
Normanhurst



Loreto Normanhurst

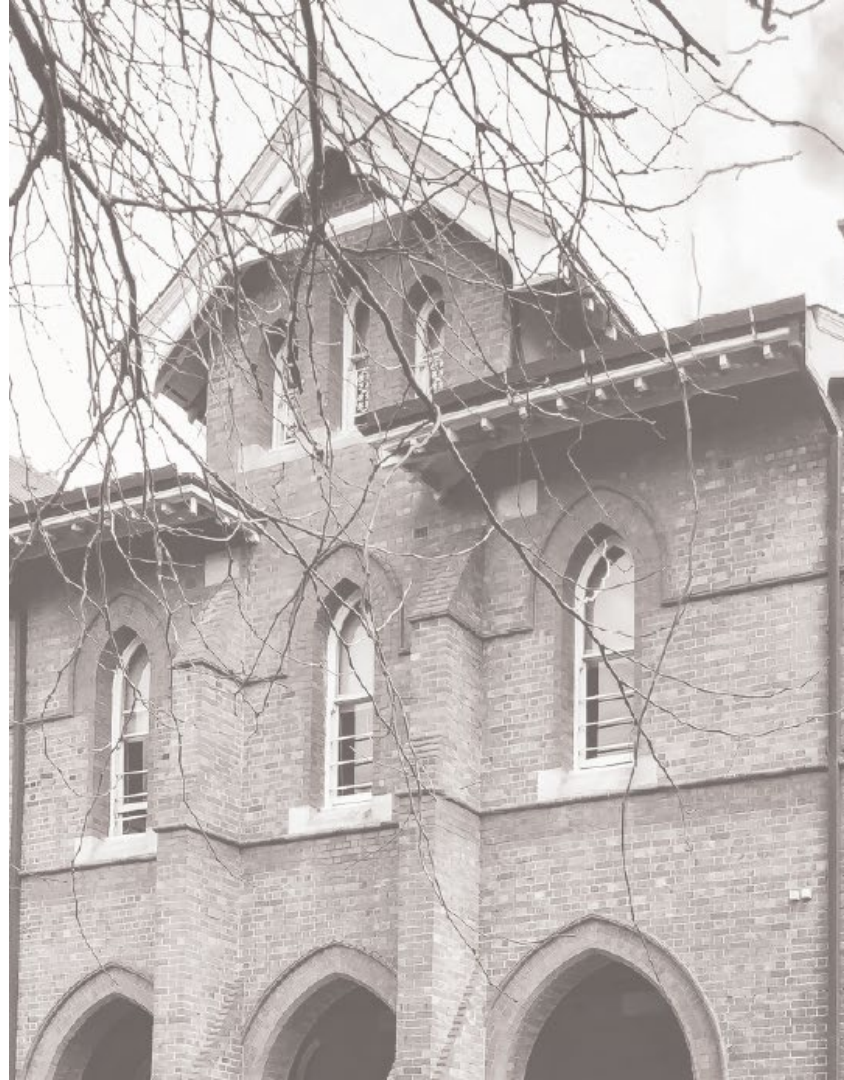
Vision

Loreto Normanhurst is an independent Catholic day and boarding school for girls from Years 5 to 12. The Campus was established in 1897, and has evolved organically over the years.

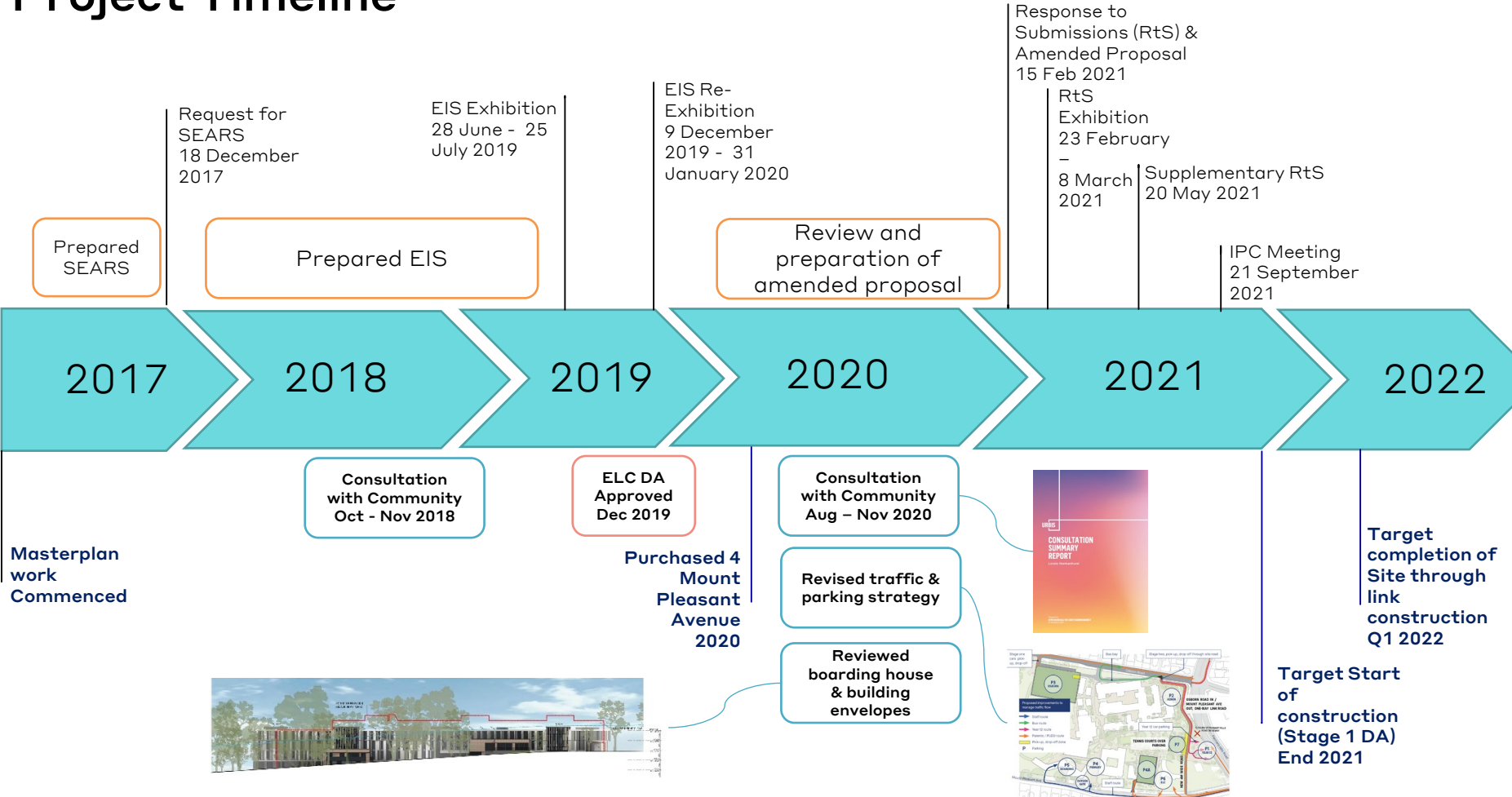
A long term, campus wide planning approach offers the opportunity to strategically plan for the future in a sustainable and efficient way.

The Concept Masterplan's 30-year vision (2047) is to:

- Strategically plan for the next generation – to enable the fulfilment of Loreto's mission and purpose
- Increase capacity to provide education facilities for the growing Northern Region of Greater Sydney
- Protect, preserve and honour the unique natural, historic and aesthetic qualities of the site
- Provide a sustainable rate and pace of growth - critical to Loreto maintaining our cultural identity and pay for the essential improvements needed for the long term success of the School.



Project Timeline



Solving the Traffic and Car Parking Issues



Develop a solution to the traffic and car parking problems



Purchased 4 Mount Pleasant Avenue



Link the new student population with the required infrastructure

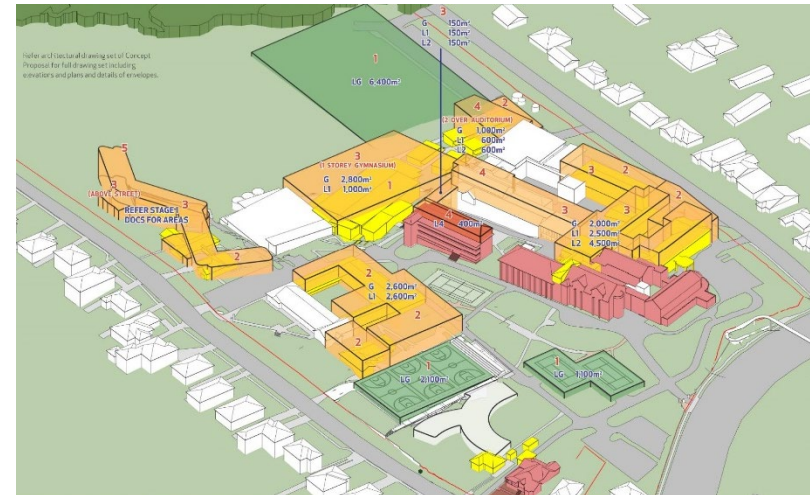
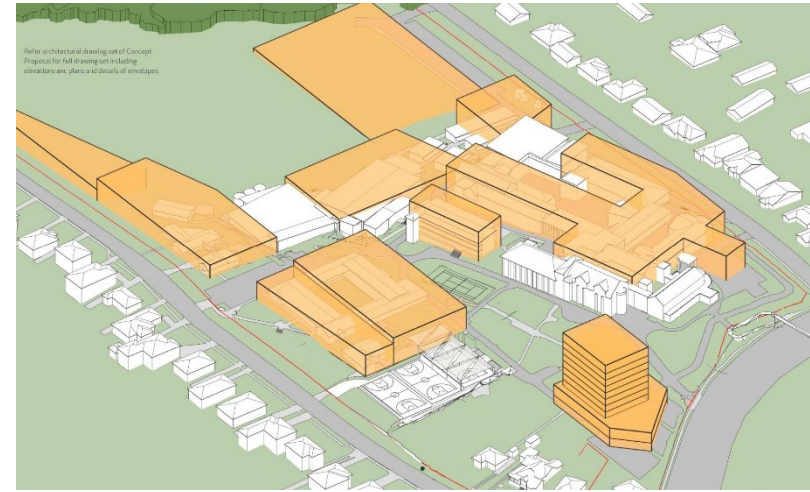


Amend the proposal to deliver the infrastructure, solving the issues

Listening to the Community

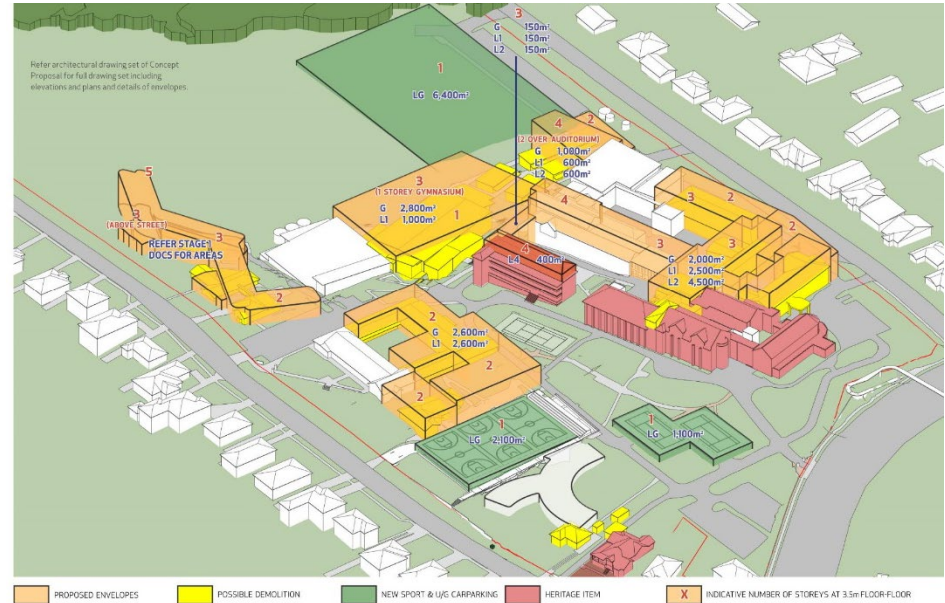
Loreto responded with an enhanced concept plan that will respond to the growth of the school through:

- Implementation of major traffic and parking measures:
 - Purchase of 4 Mount Pleasant Avenue
 - New through site link road from Osborn Road to MPA
 - Additional carparking and PUDO capacity
 - Green Travel Plan
- Deletion of a proposed building
- Significantly reduced and refined envelopes
- Net increase in tree canopy



Concept Proposal

- Earthworks and demolition of buildings, structures and trees
- 10 building envelopes for new and extended buildings
- A staged increase of 850 students and 71 staff
- A through site road, up to 236 additional car parking spaces, five pick-up/drop-off spaces, two bus bays and bicycle parking; and
- A landscape masterplan.

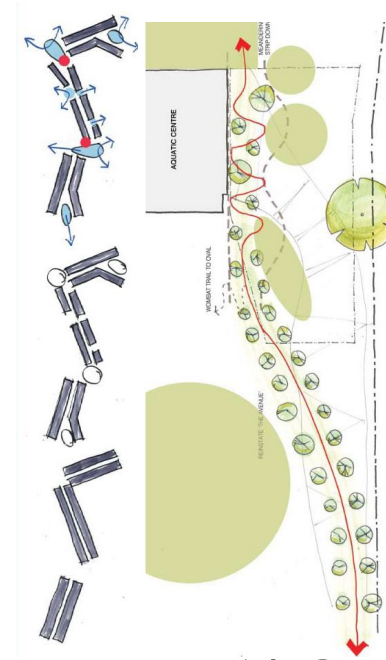
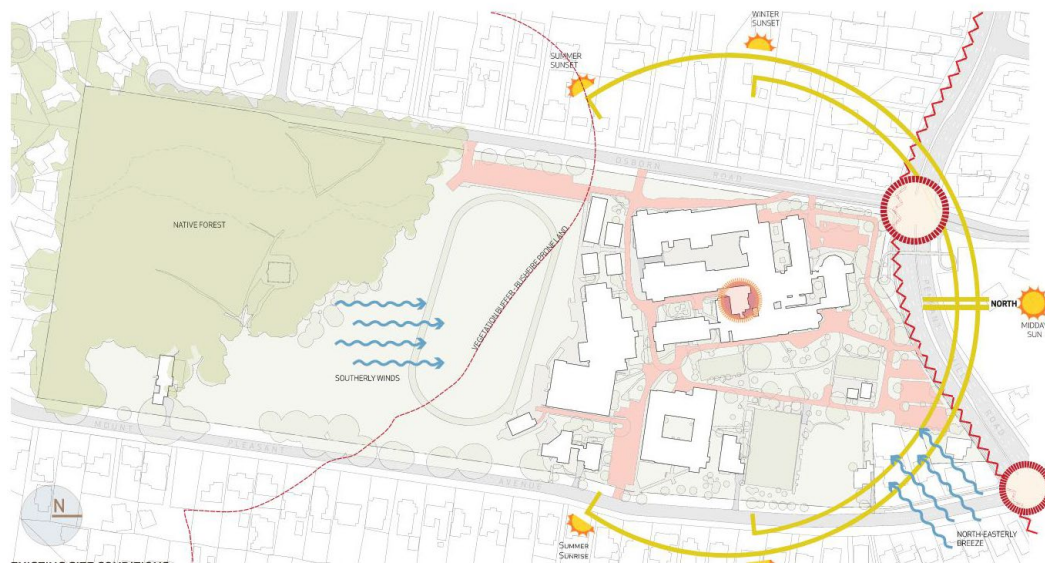
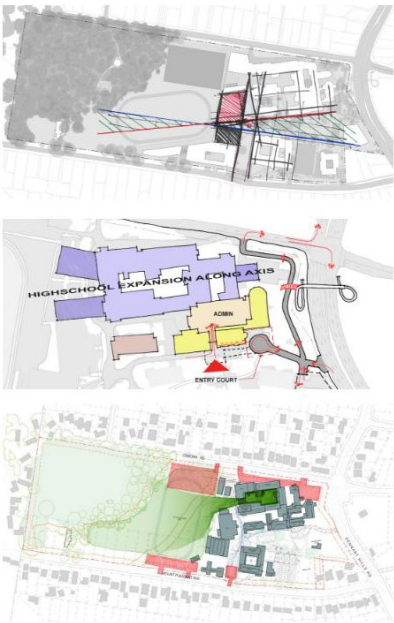
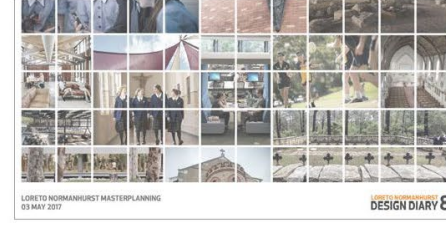


Stage 1 Works

- Earthworks and demolition of buildings, structures, removal of 105 trees and landscaping and temporary relocation of the uniform office;
- Staged construction of:
 - a two to five storey boarding accommodation building for 216 students (125 rooms) and two 3-bedroom staff apartments;
 - two car parks with sports courts at roof level, amendment of existing parking areas and an increase of 123 parking spaces;
 - a through site road, five pick-up/drop-off spaces, two bus bays and bicycle parking;
 - a stand-alone electrical substation;
- Staged increase of 500 students; and
- Hard and soft landscaping works including expansion of the existing oval.



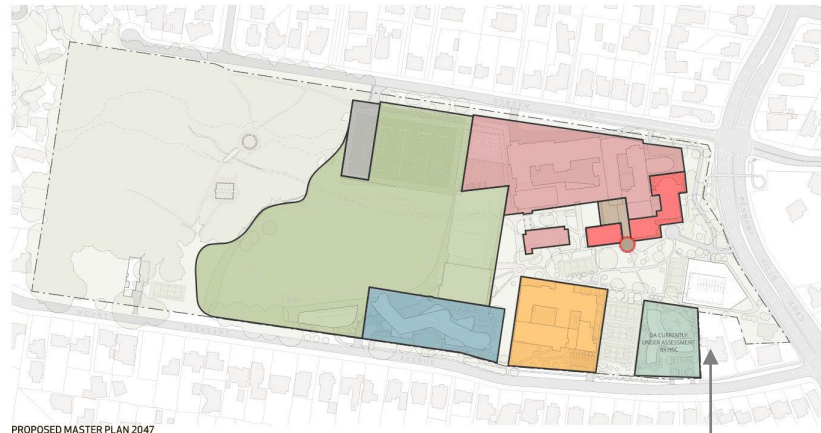
Concept Overview



PROCESS



EXISTING 2017



PROPOSED MASTER PLAN 2047

4 Mount Pleasant Ave
acquired during the Response
to Submission period





EXISTING SITE PLAN



PROPOSED MASTER PLAN 2047

4 Mount Pleasant Ave
acquired during the Response
to Submission period



Strategic Justification – Student Numbers

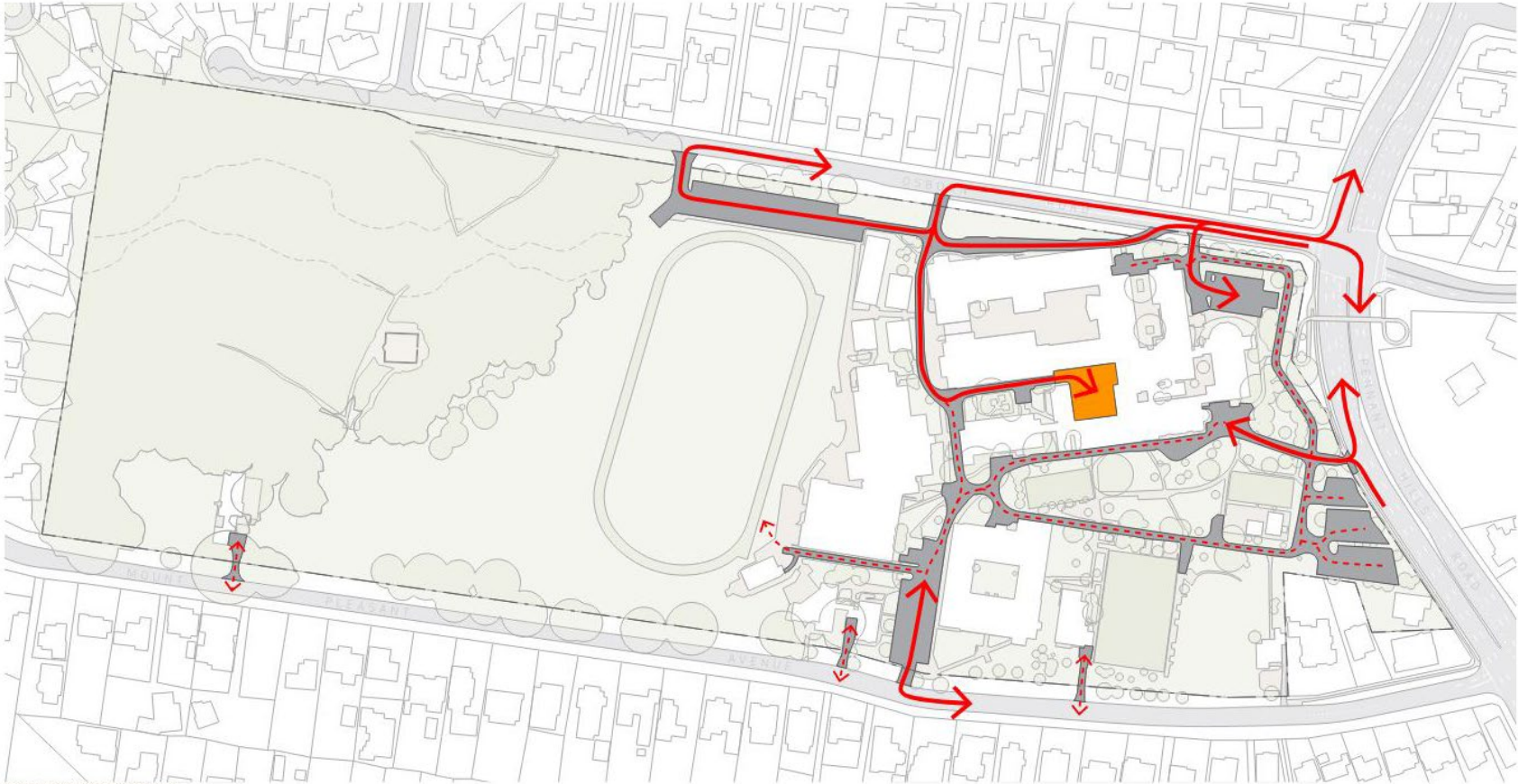
- The School has adopted a transparent approach to student numbers that reflects its strategic vision and the anticipated growth / demand in the area over the next 25 years.
- Rather than incremental number creep each few years, the approach has enabled a proper strategic planning process where the impacts have been considered upfront and the necessary infrastructure upgrades are proposed to support the numbers at the appropriate times.
- This ultimately delivers much greater certainty to the community as well as the school.

	Existing	Stage 1	Concept
Student Population	1100 (1150 approved)	1650	2000
Boarders	155	216	216

Strategic Justification – Student Numbers

- consistent with **NSW State Priorities** to provide a new education facility through the provision of new and improved teaching and education facilities.
- consistent with the **Greater Sydney Commission's (GSC) The Greater Sydney Regional Plan: A Metropolis of Three Cities**, as it proposes improved school facilities to meet the growing need
- it is consistent with the vision outlined in the **GSC's North District Plan**, as it would provide school infrastructure conveniently located near existing public transport services and opportunities to coshare facilities with the local community
- the increase in the student cap by 850 students would contribute to the provision of 21,900 new student spaces required in the **North District** over the next two decades
- it is consistent with the **State Infrastructure Strategy 2018 – 2038: Building the Momentum**, as it proposes investment in the non-government school sector to provide modern learning environments for students and share infrastructure and facilities with communities
- it is consistent with the **NSW Future Transport Strategy 2056**, as it supports the ongoing provision of a modern education facility in a highly accessible location

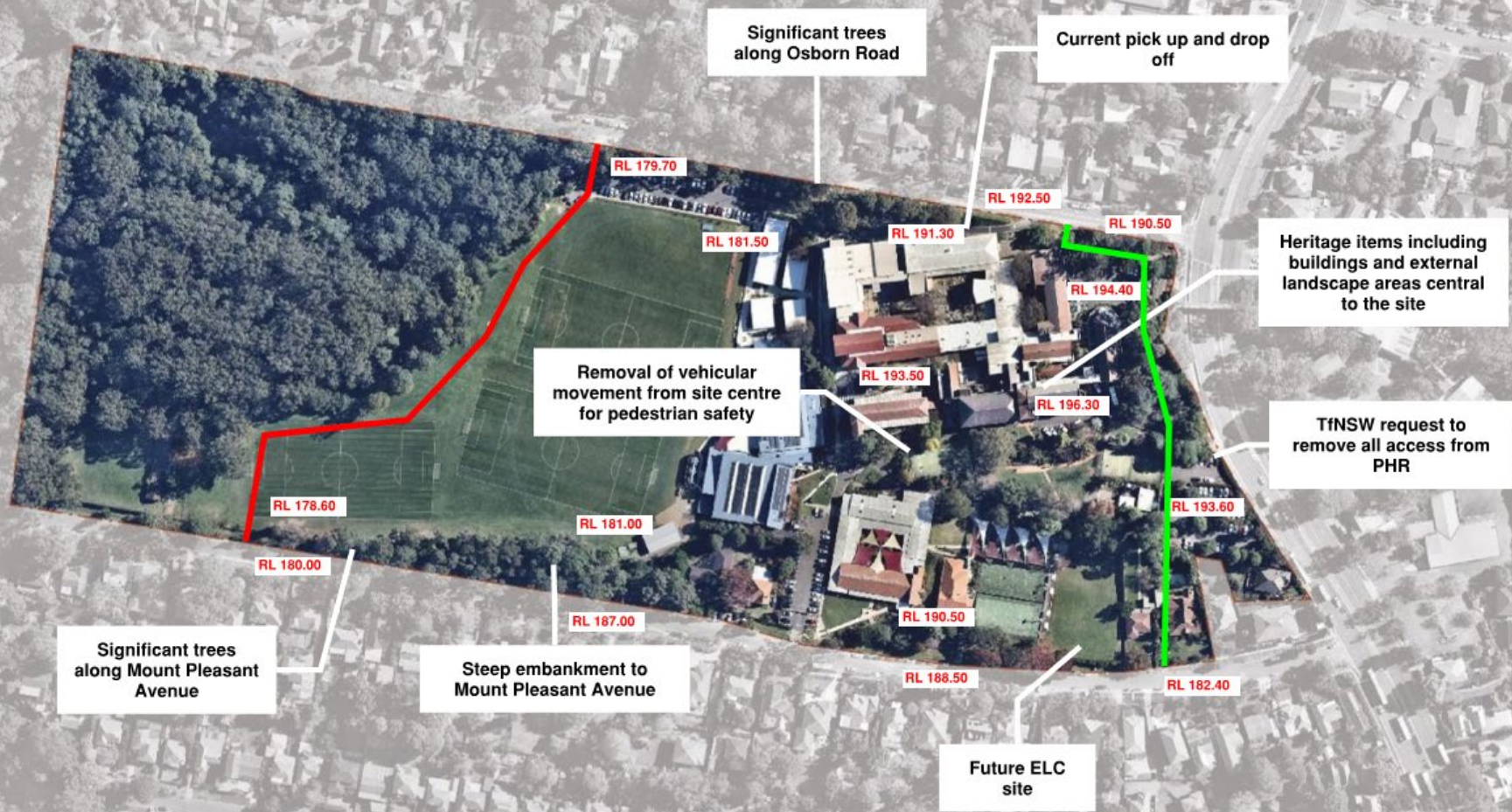
Traffic and Parking



EXISTING SITE PLAN

Through Site Link – Constraints

- Community consultation through ELC development application identified there were community concerns about the operation of the existing pick up and drop off area
- Solution required distribution of trips and removal of queuing from Osborn Road through increased provision within the site
- Significant constraints within the site for potential through site link:
 - Heritage elements within the site
 - Significant trees that require retaining
 - Design principles aim to remove vehicle-pedestrian conflict by removing vehicles central to the site
 - Site levels vary significantly within the site creating difficulties with equal access and compliant road levels
 - School buildings located centrally to the site at the highest point
 - Accesses to and from Pennant Hills Road not available through consultation with TfNSW
 - Northconnex Tunnel underneath the site



Significant trees
along Osborn Road

Current pick up and drop
off

Heritage items including
buildings and external
landscape areas central
to the site

TfNSW request to
remove all access from
PHR

Future ELC
site

Steep embankment to
Mount Pleasant Avenue

Significant trees
along Mount Pleasant
Avenue

Removal of vehicular
movement from site centre
for pedestrian safety

RL 179.70

RL 181.50

RL 191.30

RL 192.50

RL 190.50

RL 194.40

RL 196.30

RL 193.50

RL 193.60

RL 182.40

RL 188.50

RL 190.50

RL 187.00

RL 181.00

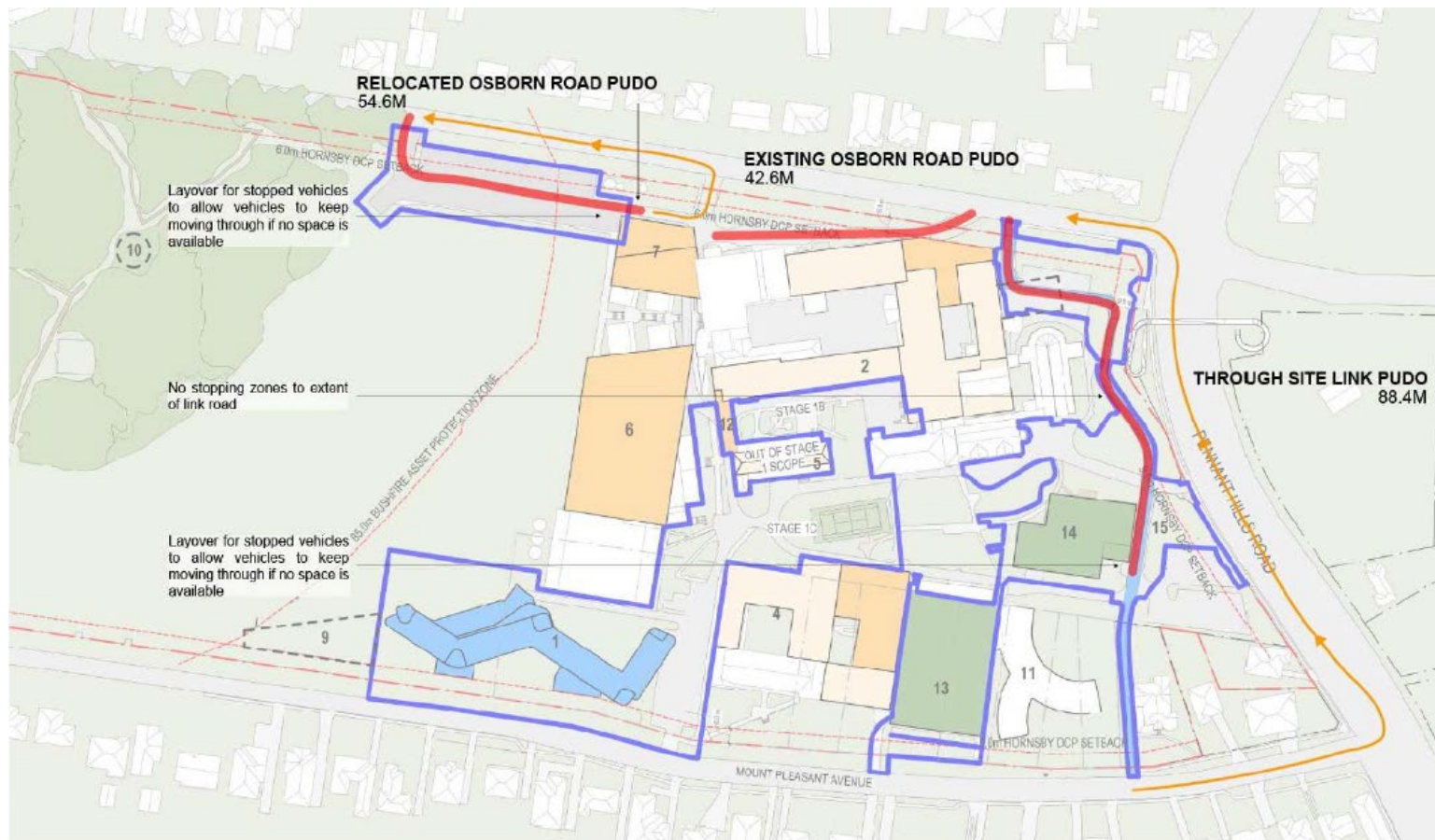
RL 180.00

RL 178.60

Through Site Link – Comparison

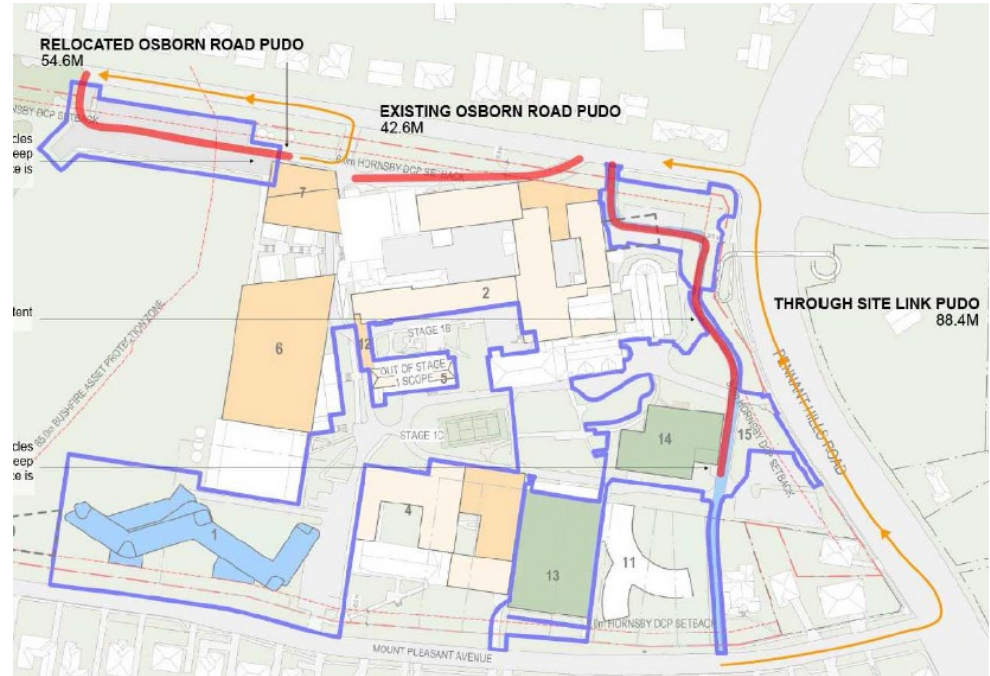
	Northern Carpark Option	Southern Oval Option
Capacity	Large increase from current pick up and drop off	Large increase from current pick up and drop off
Safety	Vehicular movement consistent with movement to current parking areas, movement confined to perimeter	Vehicular movement partially consistent with movements to current parking areas, movement confined to perimeter
Accessibility Connectivity	Accessible path of travel achievable within 100m	Accessible path of travel over 100m
Impacts to Open Space	Majority of roadway utilises existing hard stand within the site, additional road pavement would be proposed on the 4 Mount Pleasant Avenue site which is currently partially occupied by a driveway	Impacts to existing oval area, requirement for roadway to be adjacent to ecological zone to the south
Cost	Requires acquisition of 4 Mount Pleasant Avenue, additional roadway required through 4 Mount Pleasant Avenue	Additional roadway
Vertical geometry	Existing driveway levels from Osborn Road could be used, 4 Mount Pleasant Avenue has a natural grade to meet roadway levels	Existing driveway connection to Osborn Road could be used, connection to Mount Pleasant Avenue would require regrading of the existing levels

Through Site Link - Proposed

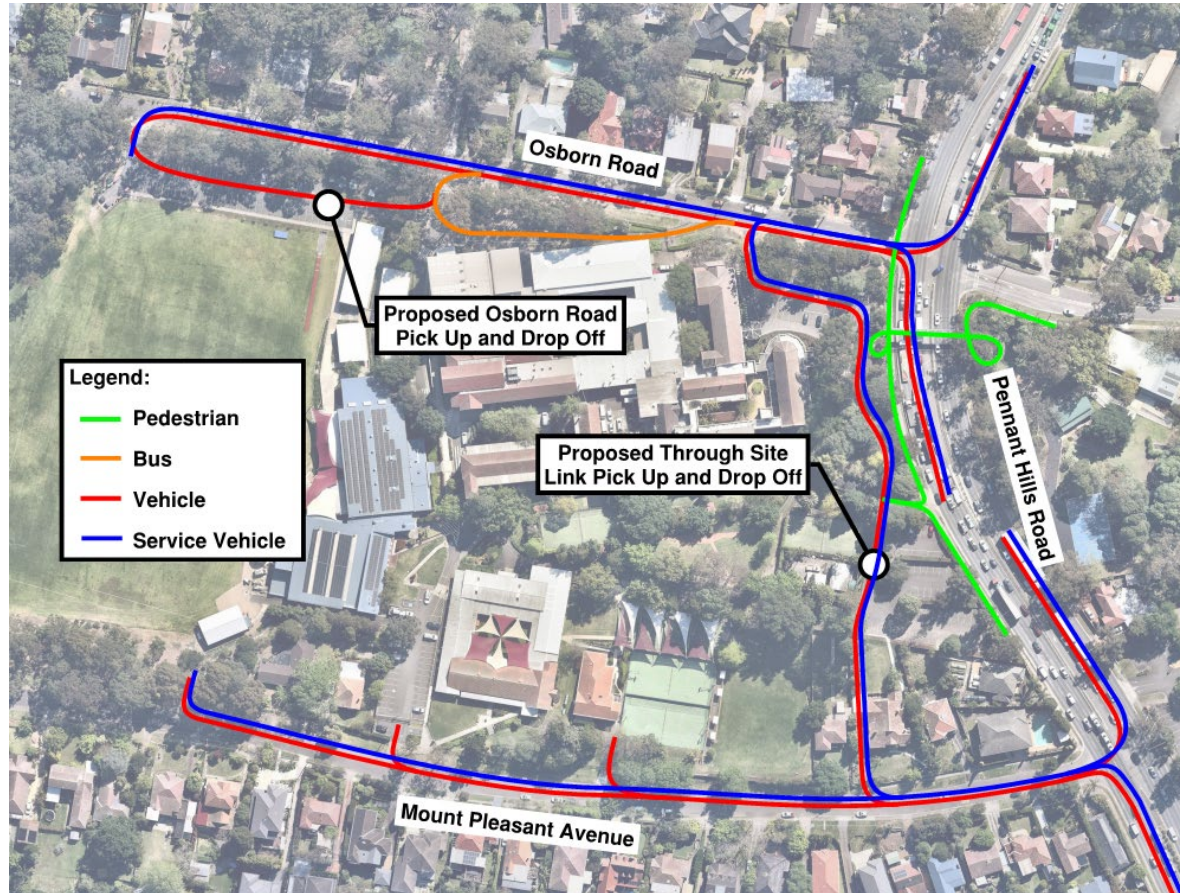


Drop Off and Pick Up

- Current provision has 4 bays with provision for 3 queued vehicles
- Osborn Road drop off has 2 bays with provision for 12 queued vehicles
- Through site link drop off has 3 bays with provision for 24 queued vehicles
- With significant increase in queuing area internal to the site no external queuing is expected
- By completion of the scope of the concept plan it is anticipated that a 15 to 16 vehicle queue would be required
- Parents/carers will be provided with a specific location to pick up and drop off based on their approach to the school
- Crossing guard will be in place at the pedestrian crossing from the main entry during peak times



Internal Traffic Management and Movement



Internal Traffic Management and Movement

- Operational Traffic Management Plan to be provided to all visitors to the site
- Traffic marshals will be in place at the pick up and drop off locations to prevent queuing onto surrounding streets
- No Stopping signage will be in place at pick up and drop off areas
- Green Travel Plan will be in place to discourage private vehicle use, Loreto has already piloted some of the programs detailed in the GTP such as provision of shuttle buses to nearby train stations
- Dedicated staff and student parking areas
- Student parking pass will be implemented and required to be displayed
- Bicycle parking to be provided in accordance with DCP requirements including accounting for current shortfall
- Basement bicycle parking will be available to staff

Infrastructure Delivery in response to Staged Population Growth

1. Blue + 2. Yellow

- Provides remedies to existing traffic congestion issues
- Provides additional pick up and drop off capacity for the growth
- Provides additional parking that accommodate growth for up to 1,250 enrolments

3. Purple

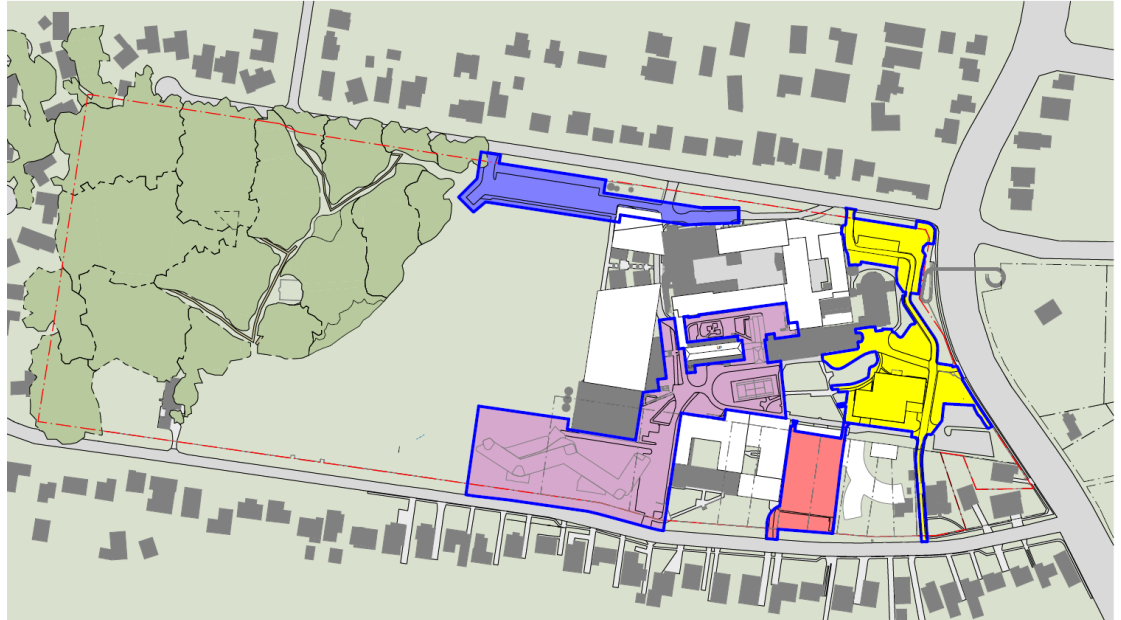
- Relocation of the boarding house, loading dock and deliveries to enable greening of the campus
- Provides additional parking that accommodate growth for up to 1,250 enrolments

4. Red

- Provides additional parking that accommodate growth for up to 1,650 enrolments

5. Long Term Car Park

- Under oval car park to go to 2000 enrolments



Traffic and Parking – Early Learning Centre

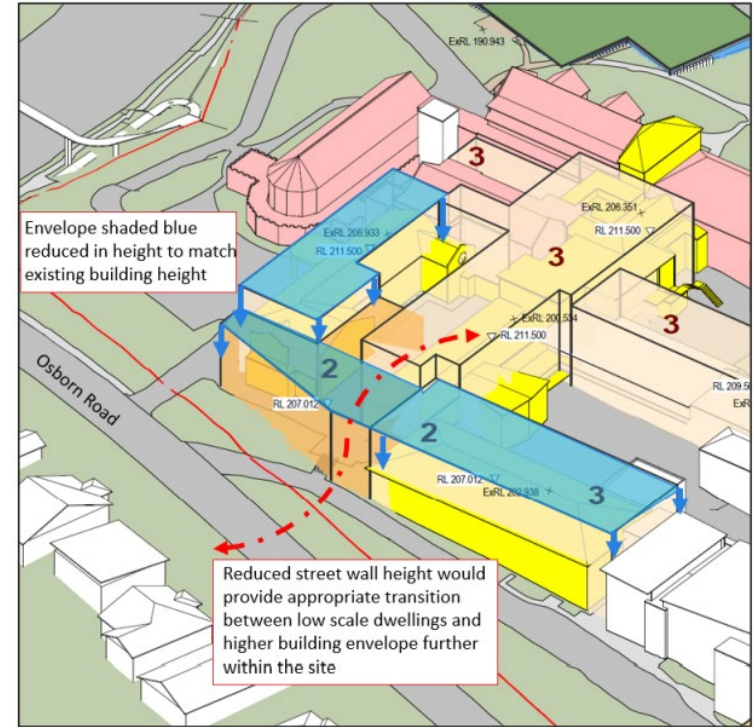
- Traffic modelling for the development has incorporated the expected trips generated by the Early Learning Centre
- Parking requirements for the ELC have been incorporated into parking demand calculations and accounted for within the site
- Pick up and drop off times for the ELC are anticipated to occur earlier and later than the typical pick up and drop off peak at the school, however traffic modelling has been conducted assuming pick up and drop off will occur at the same time to be conservative
- Approved hours of operation for the ELC are 7am – 6pm

Traffic and Parking – Construction Traffic Management

- Construction vehicle trips generated will not exceed the 10 per hour peak stipulated in the original Traffic Impact Assessment Report
- Construction workers will not be permitted to park on the public street
- Contractors tendering will be required to provide information regarding their proposed parking strategy

Concept Built Form

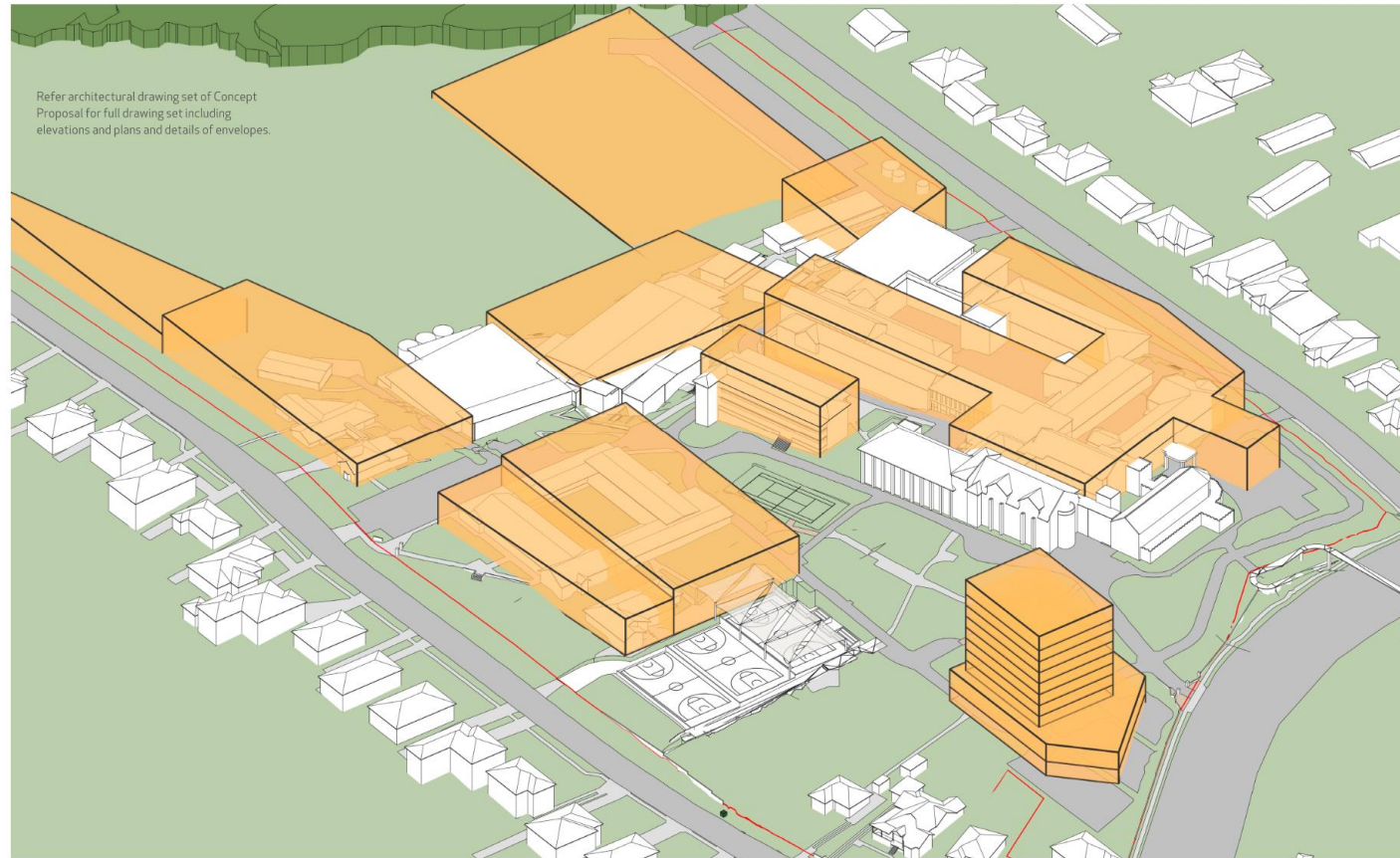
- The concern: *Height, scale and visual impact of the building envelopes and that they would appear out of place and have an adverse impact on the Mount Pleasant Avenue and Osborn Road streetscapes*
- Loreto made major modifications to the building envelopes following exhibition
- The envelopes are justified noting:
 - The site is constrained by ecology and open space
 - The scale is appropriate and consistent with the existing buildings
 - There are no overshadowing, visual impacts or loss of privacy
 - Contemporary schools in urban environments are typically greater than 8.5m
- The Department supports the proposed scale subject to the amendments to Envelope 2 (Senior School) and conditions regarding future built form which have been accepted by the school.



DPIE Amendments to Envelope 2

MASSING DIAGRAM - VIEW FROM NORTH EAST
AS SUBMITTED IN ORIGINAL SSDA

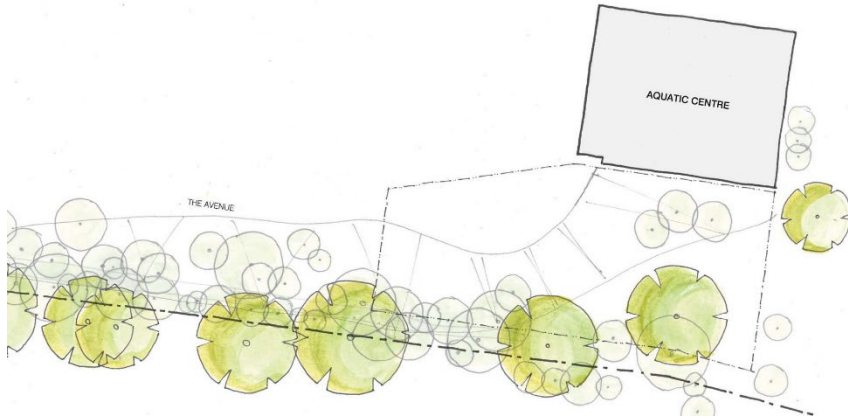
REFER TO LORETO NORMANHURST CONCEPT PROPOSAL
DRAWING PACKAGE FOR ADDITIONAL VIEWS



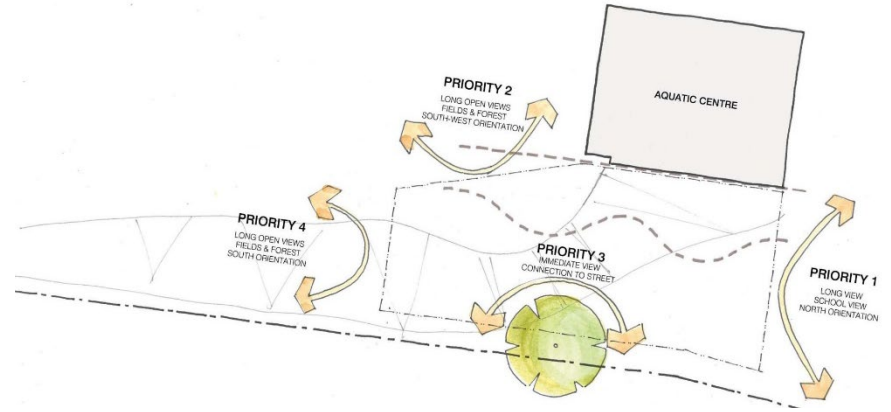
PROPOSED ENVELOPES FOR ORIGINALLY SUBMITTED SSDA



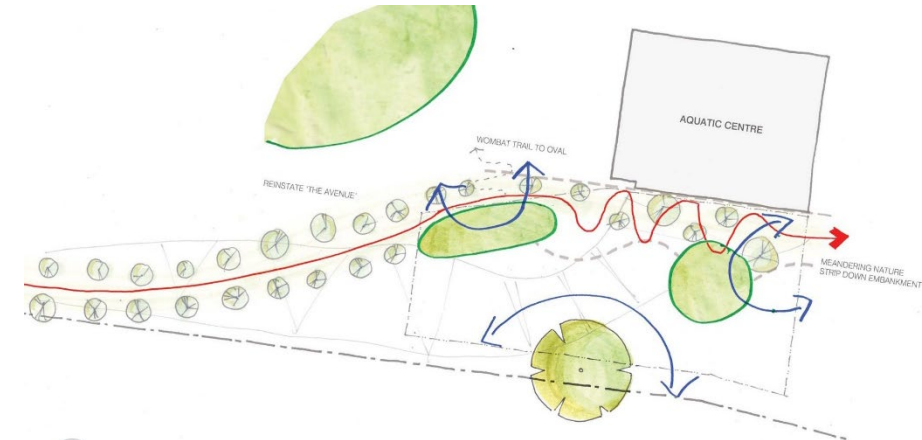
Boarding House Built Form



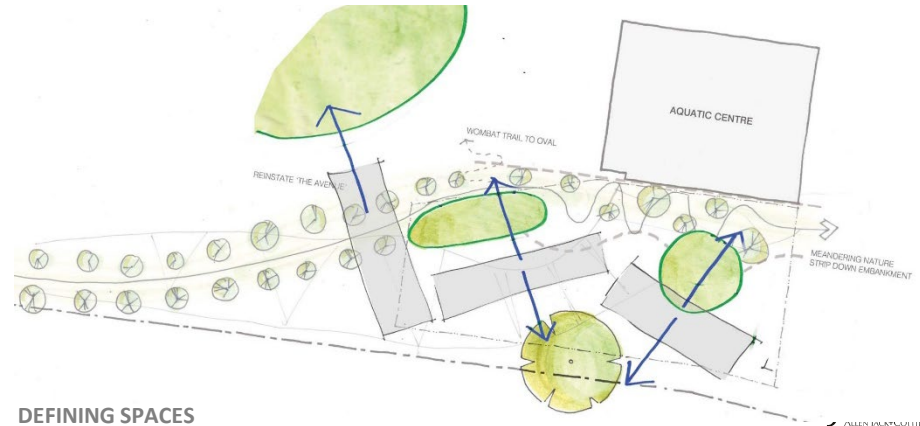
NATURAL FEATURES



VIEWS / CONNECTION



CONNECTED COURTYARDS



DEFINING SPACES





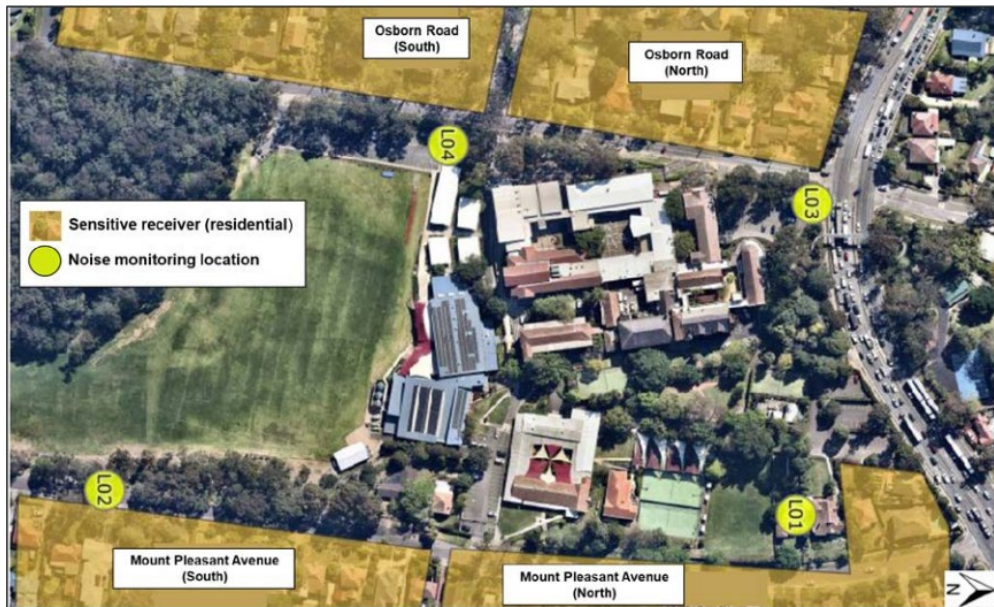


Tree Replacement and Canopy

- Key principle of the concept proposal is to green the campus
- Exceeds the draft Greener Places 40% target + significant grass areas
- Removal of 119 trees (105 within Stage 1 and 14 in future stages) with a commitment to 1:1 tree replacement
- DPIE conditions will save an additional 9 trees, which is supported by Loreto



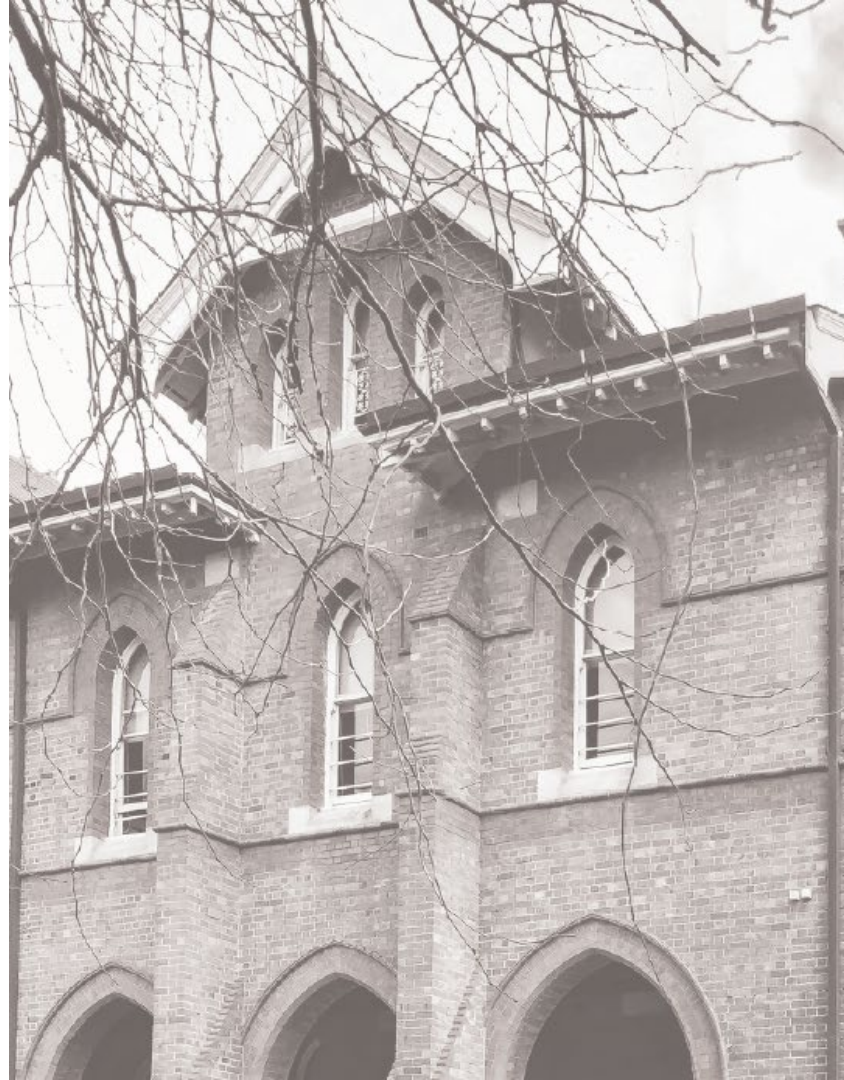
Operational and Construction Noise



- DPIE agree with conclusion that the proposal would not have an adverse operational noise impact on nearby sensitive receivers.
- The suburban nature of the immediate surrounding area, some noise impacts during construction would be unavoidable.
- The predicted construction noise levels would not exceed the ICNG's highly affected criteria (75dBA)
- DPIE is satisfied construction impacts would not adversely impact the nearby sensitive receivers subject to the implementation of the CNVMP and associated conditions.

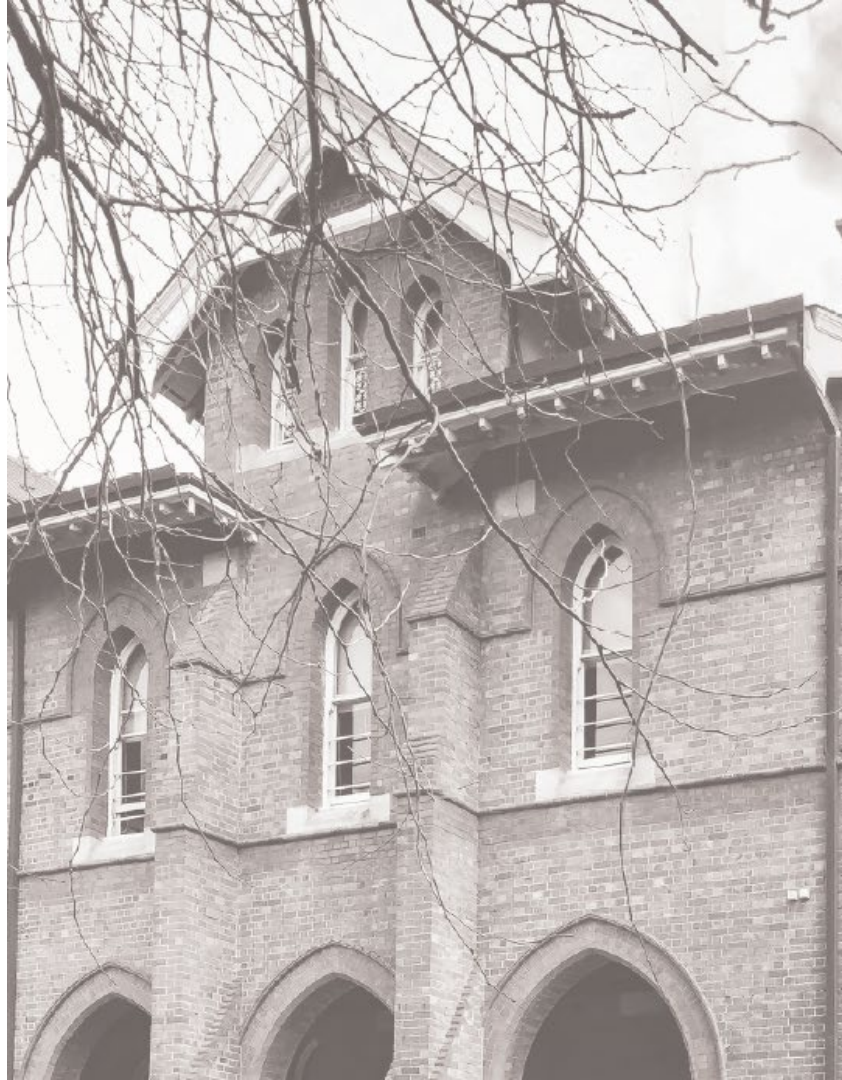
Lighting

- Lighting is not an issue that has been raised previously.
- The Tennis Court does not propose lighting.
- The Internal Road does not require lighting as the existing ambient lighting within the school is sufficient.
- The School will comply with relevant Australian Standards.
- If light is of concern we would be happy for a condition requiring the submission of a lighting strategy for the Secretary approval.



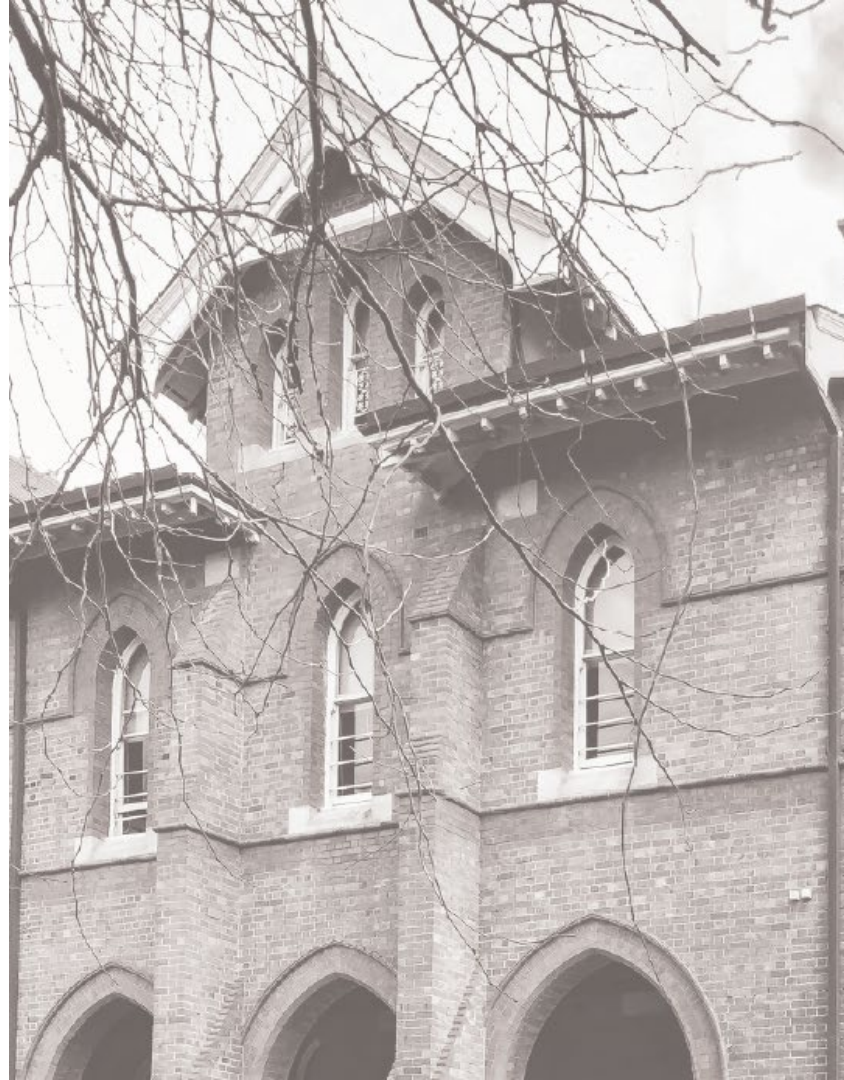
Signage

- No consent is sought for installation or display of external signage under this application.
- Any signage will be subject to a future application as required.



DPIE recommended Conditions

- Accepted with no further comments.



Conclusion

- Loreto Normanhurst is pursuing a long-term vision for the Normanhurst Campus. It will enable the school to deliver high quality education for the growing population in the Northern Region.
- We have listened to the community, Council and the Department's concerns through the process which led to significant and meaningful changes, including:
 - ✓ Provision of major traffic management measures including a through-site road and on-site pick up drop off solutions
 - ✓ Increased car parking
 - ✓ Staged growth in line with infrastructure delivery
 - ✓ Reduction of bulk and scale and refined envelopes
 - ✓ Management of key issues resolved by amended design

