

Before I start my submission, I would like to point out that the 'drop down box' ("your view on the application" – below the submission box) does not provide adequate options:

- *I'm just providing comments*
- *I support it*
- *I object to it*

It is compulsory to make a selection in this 'drop down' box – and the limited choices could give a false skew when quoting statistics e.g. 80% of locals support it or similar. How do you say you support the application, but you have a few objections - not just comments, but objections.

I ticked "*I object to it*", however I actually support the idea of the school being built at the location - **but on the proviso that:**

- Road Safety, road infrastructure and traffic flow are all studied and catered for prior to approval being given
- The local residents are treated with respect – respect their choice to live in a quiet 'dead-end' street, with no traffic and/or roadside parking, limited machinery noise and relatively clean air.

I note that the proposed entrance to the site is via Medowie Road, however the application has numerous mentions of additional access via Kingfisher Close e.g.

- *"The proposed development will also have access to Kingfisher Close on the northern boundary"*
- *"Future access may also be provided from Kingfisher Close"*

I would hope that access via Kingfisher Close would be completely banned for all construction traffic.

Both Blueberry Road and Kingfisher Close are not capable of support such construction traffic, and if permitted, would adversely affect the infrastructure, cause issues with traffic flow (a very narrow street) and it would severely impact on the peaceful environment that the locals currently enjoy.

Access for normal school traffic should also be banned from using a Kingfisher Close access point.

The road is clearly not built to accommodate the extra traffic resulting from the day-to-day operation of the school facilities, and it is already hard enough to exit Blueberry Road (onto Medowie Road) – due to the increasing traffic (from both directions) and the presence of summit 100 metres to the north on Medowie road. The new development should provide a well-planned access point on Medowie Road (opposite South Street), where the terrain is much more level than it is at the Blueberry Road area. The traffic on Medowie Road is getting heavier by the day, and will experience further growth once the upgrade to the Air Force base (further down Medowie Road) is completed. Road safety should be paramount in the planning process for a new school, and the planners should study the major roadworks that are currently being carried out at the Air Force base – consideration to past experiences and future traffic growth has assisted in the design for their traffic flow solution.

Parking should be banned in both Blueberry Road and Kingfisher Close – except for local residents

These two roads are very narrow and fall away to culverts on both sides, which become very soft and boggy after periods of rain.

I note from the application that the developer expects to utilise the local streets for parking e.g. *“Parking demand will increase and will be managed through drop off and pick up zones, parking in local areas and on site parking”*. Large developments never provide enough on-site parking to accommodate their day-to-day needs, so the local residents can expect to be inundated with vehicles parking on their streets. There are only two local streets that you would expect to be used (Blueberry and Kingfisher), as all other local streets are across the other side of the busy Medowie road thoroughfare.

Kingfisher Close is extremely narrow and oncoming traffic are required to straddle the grass verge to pass each other – and the grass verge slopes away to culverts, as mentioned earlier.

Local residents rarely park on the street, but should be permitted to continue this practice – however non-resident parking should be prohibited. When parking spaces are in limited supply, people tend to park anywhere – happy to offload their car whilst they attend work, school or whatever. They return at the end of the day to collect their car, with no thought at all about the inconvenience they may have caused the locals during their time at work/school. One could just imagine the difficulty any traffic would have on such a narrow road with people parking on the limited grass verge on either side of the roadway:

- Local traffic attempting to pass oncoming traffic
- Gaining access to our driveways could become a mission in itself
- Garbage bins would have to be placed in the middle of the road
- Garbage trucks may not be able to gain access at all
- The 8 residents of Kingfisher (all 5 acre farms) have horses, and parked vehicles would deny them access to their properties when maneuvering horse floats in and out
- As the properties are all rural, they often require large delivery trucks to access their properties – delivering horses, metal, produce etc. This is hard enough now, but would be impossible with parked cars providing further obstacles

I note the inclusion of the following statement, in the application:

“A Traffic Impact Assessment will prepared to consider impact of vehicles on the local road network. As discussed previously, the proposed development is likely to be considered Traffic Generating Development and require referral to RMS”

Common sense would tell me that such studies should be undertaken before any approval is given. It’s absurd to think that someone would propose to perform an activity, knowing too well that there will be certain impacts/repercussions – yet not include a plan to rectify the perceived impacts.

Local and/or State Governments should not be approving any development, without due consideration to the safety of citizens – therefore a properly designed road infrastructure model should be developed for the Medowie Road/South Street/School Entrance area, prior to approving this development (as is currently being constructed at the RAAF Base further along Medowie Road).