

To whom it may concern,

I would like to express my opposition to the proposed K-12 Minarah College. As a resident of Catherine Field for 20 years there are major issues that the proposed school would pose to the local community that are undeniably clear and that have not been recognised. Before outlining my various concerns I would like to request that my private information (name and address) not be disclosed.

To begin with, I would like to address the claim that they distributed an "Invitation to participate in online community sessions advertised to the community through flyers delivered to 945 residential dwellings and 8 commercial premises surrounding the subject site". We did not receive any flyer, nor did we hear of any of our neighbours receiving such a flyer despite being a street over from the proposed site. This regrettably sets a precedent for what local residents can expect from any future relations with the school and whether they would truly consider the concerns of local residents. Such concerns are already abundant and discussed below.

Similar private schools such as Bellfield College located in Rossmore and Unity Grammar in Austral have both effectively illustrated the ramifications of inadequately considering the rural environment, especially with such a strong community use of the school similarly occurring at these schools. Both schools have significantly burdened the local services, particularly the roads, and little effort has been made other than what Minarah College similarly proposes now in Catherine Field across over a decade of operating. In fact, Minarah College's host school, Green Valley Islamic College, has created similar negative impacts to local roads and services. Considering the similar rural environment of the proposed school in Catherine Field to both Austral and Rossmore, with no proposed improvements to local infrastructure or redevelopment currently scheduled or expected within at least the next five years, the precedent of these nearby schools indicates a negative outlook for the Catherine Field community should the construction of Minarah College proceed.

Whilst the proposal cites the widening of the road, a bus bay and parking spots as solutions to increased pressures on the roads and traffic, these proposed solutions are clearly inadequate. This is once again proven by the above similar schools but also a knowledge of the local area. To begin with, one must understand where the students are likely to reside and how they will be travelling to school. In lieu of the data from the 2021 census, 2016 data for the Camden area can be utilised to highlight the clear lack of demographic support for Minarah College. The 2016 Census revealed that only 2% of the local population identified their religious affiliation as Islam, with only a 0.9% increase from the 2011 census. With the estimated resident population at the time being 80,264, 2% of this would suggest only approximately 1605 residents within the Camden Council region who identify their religious affiliation as Islam, of course not all being school-age. Using this existing data would suggest that within the local area there is not a significant population present to populate such a school. The Social Impact Assessment even

identifies that “the socio-economic and demographic characteristics of the immediate vicinity and the suburb of Catherine Field indicate that the population is generally older”, highlighting the lack of school-age residents to populate the school alongside the smaller population density of the area compared to other locations. The discussion of disadvantage within this assessment also suggests a lack of economic resources for local students to attend a private school, which can amount to thousands of dollars in school fees each year, with recent economic and inflationary pressures likely worsening this greatly. Therefore, the school would place exorbitant pressure on the local roads and environment as students would need to travel greater distances to attend their school.

The proposal suggests 138 parking spaces and 30 drop-off/pick-up spaces to address this, yet staff alone will take at least 60 or so of these spaces. This is particularly the case as staff will also likely need to travel by car to the school as such schools do not allow for teachers who do not follow the Islamic religion. There will likely not be sufficient spaces to accommodate the parents of the many students, or even the students once they reach Year 11/12 and can drive themselves, forcing parking to take place on Catherine Field Road. As the proposal recognises, citing “High private vehicle ridership has been observed, with a substantially lesser reliance (close to zero) on public transport options for the Green Valley Campus”, Catherine Field is a rural area and thus public transport is limited. The school may offer rather limited bus options but students will likely have to be transported by their parents driving them to school. The proposed staggered start times will also do very little to alleviate traffic concerns, instead ensuring that traffic is generated by the school for more hours throughout the day. This will provide no breaks in the traffic generated for the local residents, business owners and local wildlife. Moreover, any proposed facilities that will be open to the community after school hours or on weekends will only ensure that this traffic persists consistently, with the school proposed to be functional from 7am to 9pm Monday to Friday and 9am to 10pm on Saturday and Sunday. The proposed right turn bay will also do little to alleviate traffic concerns, with few cars able to fit in a 55 metre turning bay. Considering the average car length, less than 20 cars might fit in this turn lane; backing up traffic along Catherine Fields road for normal road users and impacting neighbours who won't be able to turn out of their driveways.

Unfortunately, the roads are also not safe and there is no suggestion that this will be improved any time soon. There is an extreme bend in the road on Catherine Field Road near the proposed site of the school which poses a great risk to both drivers and attendants of the school. The proposal indicates that only metres away from this bend on Catherine Field Road will be the main site access point. No proposed school or community facilities with such great numbers of potential occupants should think to make such a location the setting of their facilities if they genuinely prioritise the safety of individuals. Vehicles consistently speed on these roads due to the rural nature of the area, regardless of the speed limit, including trucks and heavy duty vehicles from the multiple businesses located in the area which are forced to use Catherine Field Road due to the decision to make no right turn available from Deepfields Road onto Camden Valley Way. Even if

these vehicles did travel the speed limit, which local residents can personally assure that they don't, the sheer number of vehicles on a road with children proposed to walk the pathless and streetlight-less streets of Catherine Field Road is a severe risk. Section 3.4.1 of The Transport & Accessibility Impact Assessment clearly states "Currently there are no provisions for footpaths along the Catherine Fields road" and that "There is no anticipated footpath works planned for the Catherine Field area". This does not meet the Environmental Assessment Requirement "identify any infrastructure upgrades required on-site & off-site to facilitate the development & any arrangements to ensure that the upgrades will be implemented on time and be maintained".

Local roads have also been in incredibly poor conditions in recent times due to the recent norm of severe wet weather events and low quality of the roads, with flooding and pot holes that are insufficiently repaired increasing the chance of road accidents. Parents who attempt to pick up children outside of school, because there will not be enough parking spaces, will be unsafe walking or parking on the sides of roads, additional to the impact on traffic this will have. Only mere months ago was a driver killed nearby on the end of Springfield Road due to speeding, poor road conditions and a similar road bend as that on Catherine Field Rd.

With the harsh realities of climate change and recent environmental tragedies that have taken place, especially within the Camden region, the significant contributions to pollution and environmental degradation must also be considered in relation to increased transport factors. Due to substantial deforestation and development of the Camden area in recent years, the presence of local wildlife within Catherine has greatly increased. Suddenly increasing the car traffic within the area through the development of this car-dependent school would come at a substantial cost to local wildlife, which would not occur should there be local students who can actually walk to their school or utilise public transport to minimise the number of cars on the road. Moreover, the school would require greater efforts to address local wildlife than Minarah College has currently proposed, especially due to rural nature of the location. Catherine Field residents are currently required to utilise fencing on their properties that allow for wild animals to make their way across the land through the fencing. Would the school consider such factors and be equipped to have wild animals such as foxes and snakes, which is commonplace within Catherine Field across the year, roaming through the school grounds?

Other services will also be substantially impacted by the development of this school, including the sewerage. There is no plan for sewer drainage within the proposal, simply the **hope** that in the future there will be sewer drainage. How long the local residents will have to suffer living next to a school which is processing the sewerage of over 1000 individuals through septic tanks next to their properties and that will be easily smelled for all around cannot be ascertained. It is anticipated that reticulated sewer services shall be available prior to stage 3 commencing in approximately 2035, suggesting a substantial time period. Locals are able to vouch that the smell of pump-out septic tanks pollutes the air currently and this is in relation to households with only a

few mere individuals, not hundreds of students and staff. Moreover, the internet and telephone network is insufficient as it is in Catherine Field. One can only imagine the negative impact hundreds of students and staff will have on the local internet and telephone supply in a rural area when the existing service is already poor and we have only been connected to the NBN in the last two years. The recent shift to working-from-home due to the pandemic and high prevalence of at-home businesses must also be considered when discussing the major impact that this school will have on these services, with the proposal lacking any suggestions to alleviate this and the government providing no future proposal to improve the services. Furthermore, the existence of a natural overland Flow towards the Heatherfield Close side of this site raises concerns for neighbours regarding where this water will move once diverted for the sake of the school's construction. The above concerns are only those that will exist once the school begins to operate and do not consider the 230 weeks or, in the eyes of residents, 4.5 years that the area and its inhabitants will be burdened by construction vehicles, trucks, traffic controllers and constant noise.

Overall, it is apparent that numerous crucial issues are triggered by the proposed school which have not been addressed by the party responsible for its development. The costs of developing such a school in the proposed location, both for the state government financially and to the livelihood of local residents, should not be triggered for the sake of a population likely located within other Council regions. The current proposal documents and reports, completed by various stakeholders who may not reside in Catherine Field and have spent scarce time familiarising themselves with the area, does little to alleviate the concerns of local residents or address the implications this development will have on residents and the environment. Such assessments also do not take into consideration the rapidly transforming nature of the physical environment and were conducted prior to the excessive rain and flooding which will become the norm due to climate change, impacting the accuracy of such assessments.

Unfortunately, It is abundantly clear that despite promises of a safe and inclusive environment Minarah College will not include the local population in their operations as private religion-based schools do not provide opportunities to those who do not follow their religion. Yes, greater educational services and job opportunities should be provided across Camden but this school will not provide this to local students, instead providing it to a select few who likely do not even live in the local area. Rather, state funding should be provided to a PUBLIC school which does not discriminate based on socio-economic or religious status but instead caters to all students in the local rates-paying population who can safely travel to the school without negative ramifications to local services and climates. Such a school should not be proposed on a site riddled with safety concerns, insufficient resources, and negative ramifications on local residents and the rural environments.

In relation to the Secretary's Environmental Assessment Requirement, I note the below concerns. I believe this proposal did not meet the SEARs requirements of 9. Traffic, Transport & Accessibility

due to the above concerns and Ason Group's "Surveyed Traffic Volumes" being conducted during a 'pandemic event'. I also do not believe that the SEARs requirements of 11. Noise and Vibration have been met due to Day Design Pty Ltd's "Measured Ambient Noise Level" firstly being conducted during Covid lockdown and secondly due to their admission of a missing noise logger at 'Location A' for 18 days out of the 25 days. Therefore, I deem this report to be inaccurate and incomplete. SEARs section 13 (Stormwater and Wastewater) is also inadequately addressed as I believe the Overland Flow Report does not meet the requirements of the requirement to "Provide an Integrated Water Management Plan for the development that avoids adverse impacts on any downstream properties". Martens also conducted an assessment in November 2021 that does not accurately depict the weather events which a site-assessment conducted in more recent months would be accurately capture.

On the basis of the numerous concerns addressed above, I object to the proposed development.

Please note, I would like to again express my desire for my name and personal details to be kept private should this objection and its contents need to be shared.