

**NEW EPPING SOUTH PRIMARY SCHOOL**  
**Application No SSD-8873789**  
**RE: Submission by residents of Second Avenue**

Residents of Second Avenue are incensed by the Department of Planning Industry and Environment response which rejected our submission concerning alternative motor vehicle access and parking proposals.

The fact that motor vehicle access between Grimes Lane and Second Avenue was officially denied for justifiable reason many years ago at the request of residents seems to have been completely dismissed. If the closure wasn't justified it would not have been implemented.

**We are adamant denial of all 24/7 motor vehicle access between Grimes Lane and Second Avenue remains in perpetuity.**

The existing pedestrian/cyclist access between Second Avenue and Grimes Lane will continue.

Something is not right if it takes consultants 97 pages of statistics to counter objections on traffic issues in the present proposal to justify it. The residents of the area have to live with the aftermath of these decisions. Consultants do not.

A very practical alternative motor vehicle access and parking option was proposed by residents to meet the needs of both parties. We strongly disagree with the reasons offered against adopting this proposal as follows:

**Grimes Lane motor vehicle access**

- Two-way motor vehicle access already exists for the present paved width of Grimes Lane. Surely it is adequate to accommodate two-way traffic for low speed motor vehicle access to school parking and 3 local properties.
- Motor vehicle traffic which presently ignores two NO THROUGH ROAD signs at the entrance to Second Avenue will also ignore the proposed one-way westbound restriction for Grimes Lane. Having reached the end of Second Avenue it would be naive to suggest motorists will return to Dunlop Street when they can see an escape route, even if it is illegal to use it that way. A serious accident could occur here as sight distance is severely restricted by a property boundary fence.
- Apart from pedestrians and cyclists, motor vehicles should only use Grimes Lane for school parking and access to 3 residential properties and **not** as a 24/7 through road.

**School Car Parking**

- There is ample space between trees in Grimes Lane to provide 90° angle parking in accordance with Australian Standard AS 2890 without the need to remove any of them. See plan on page 3.
- More parking spaces can be provided for "kiss and ride" with 90° angle parking than parallel parking, easing some pressure on local street parking. On page 2 paragraph 2 of the STC response it states 20 parking spaces are required yet only 13 can be provided by parallel parking. By providing 90° angle parking 23 parking spaces can be achieved.
- There should be no conflict between school carpark traffic and "kiss and ride" traffic because both sets of traffic would use Grimes Lane at separate times. Teaching staff arrive before the pupils and leave after them.
- Construction of the above access would be far less expensive, easier to build, and will not affect present on site car park design.

- By providing school carpark access from Grimes Lane there would be no need to change the present conditions at the end of Second Avenue.

#### **Pedestrian/vehicle conflict**

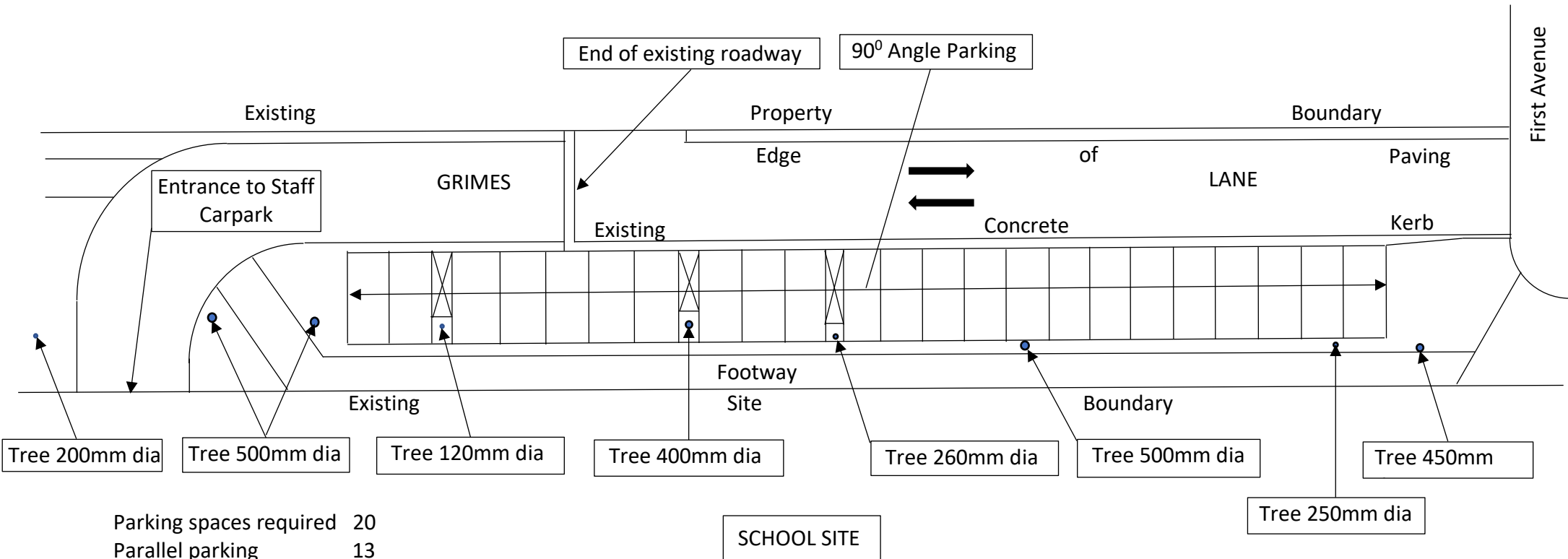
- Even with 90<sup>0</sup> angle parked vehicles in Grimes Lane there is sufficient residual width for a footway between parked vehicles and the site boundary.
- Retaining the existing denial of motor vehicle access between Grimes Lane and Second Avenue will eliminate pedestrian/motor vehicle conflict at the western end of Grimes Lane for Second Avenue “kiss and ride” pupils.
- If pedestrian/vehicle conflict is an issue near the First Avenue entrance the provision of a “lolly-pop” person could overcome this problem.
- Similar pedestrian/motor vehicle conflicts exist at some shopping centre car parks throughout the day not just at school start and finish times and with larger traffic volumes.

We have not simply raised objections to traffic issues. An alternative option was offered to suit both the school and residents.

**We are trying to work with this proposal not against it.**

We request that our original submission be given more serious consideration in light of the above comments. We would welcome further negotiation on this matter.

Thank you,  
Residents of Second Avenue Epping



Parking spaces required	20
Parallel parking	13
Angle Parking	23

## ALTERNATIVE ACCESS PROPOSAL

5 metres

**NOTE:** The above proposal adopts the present paved width of Grimes Lane which is presently used for two-way traffic.

If considered necessary there is scope to widen the present width of paving in Grimes Lane up to about 1 metre if necessary and still allow 90° angle parking. This would provide ample width for two-way traffic.

In this case the parking bays would abut the footway eliminating the verge shown between them. It would mean providing additional void areas fronting the two existing trees at the eastern end of the parking spaces with the loss of only one parking space. In this case provision of wheel stops may be required to prevent parked vehicles encroaching onto the footway.