

[REDACTED]
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Please redact my personal information.

Concrete Median:

I am severely disappointed regarding the proposed installation of a raised concrete median strip along Catherine Field Road, which will create a permanent physical barrier directly outside my property on Catherine Field Road.

The installation of a concrete median would legally and physically restrict access to my property to 'Left-In, Left-Out' movements only. This forces me to travel significant distances to the nearest intersection just to perform a safe U-turn to reach or depart from my home, adding unnecessary travel time and increasing local traffic congestion.

It was raised during the Public Hearing and I would like to argue that Tim Lewis from Ason Group showed little concern saying “there is only one access driveway opposite to the duplex” further saying “there is an alternative access to the south on that private site”. This is false and misleading. In Australia, **a duplex is defined as a single residential building containing two, self-contained** homes that share a common central wall. The structure typically features a mirrored layout, can be up to two storeys in height, and is situated on a single lot of land. I find it ignorant that Tim Lewis can claim that just because it is a duplex, I can use another driveway. I have attached an aerial view of the property which clearly shows two separate entry points to two sides of the duplex site.

A raised concrete barrier prevents emergency vehicles (Ambulance, Police or Fire) from overtaking banked-up school traffic. In the event of a medical emergency or a local bushfire, this median would act as a physical bottleneck, trapping residents and emergency responders alike on a narrow rural road with no alternative exit or shoulder for bypass. This infrastructure failure effectively creates a "kill zone" where the inability to maneuver around stationary traffic could lead to catastrophic delays during a life-threatening evacuation or emergency response.

Roads & Traffic:

The proposed 55m right-turn bay for the school entry is insufficient, as it only accommodates 4–5 vehicles; any additional cars will spill over and block the northbound lane of Catherine Field Road. While extending the lane could mitigate this, such an increase would negatively impact neighbouring driveways by obstructing entry and egress. Further complicating site access is the restrictive design of a single entry and single exit point, each only one car wide. Additionally, the immediate proximity of the "kiss and drop" zone to the entrance creates a bottleneck that will likely stall incoming traffic, potentially leading to simultaneous blockages in both northbound and southbound directions.

In addition to the entry constraints, the proposed exit driveway presents significant safety concerns due to **severely restricted sightlines**. The driveway is positioned near a bend in the road, which limits the visibility of oncoming traffic for exiting drivers. This hazard is further compounded by the location of the bus zone; when buses are stationary in the bay, they create a substantial **physical blind spot**, obscuring the view of the travel lanes. These factors combined create a high risk of collisions, as drivers may be forced to edge out into traffic without a clear line of sight to approaching vehicles.



There were also questions during the Public Hearing that Tim Lewis responded to in relation to traffic. He claims that the local intersections and local network there is far less congestion referring to Level of Service A or B. Are these traffic modelling numbers taken from reports conducted during covid?

I urge the Independent Planning Commission to demand new traffic counts along all roadways that lead to the site. Catherine Field road especially has seen an increase in traffic during peak morning and afternoon times. Since the opening of Luke's lane from Oran Park to Springfield road and the increase in housing developments in Oran Park, Gledswood Hills etc, I am certain that these numbers would play an important role in any decision being made.

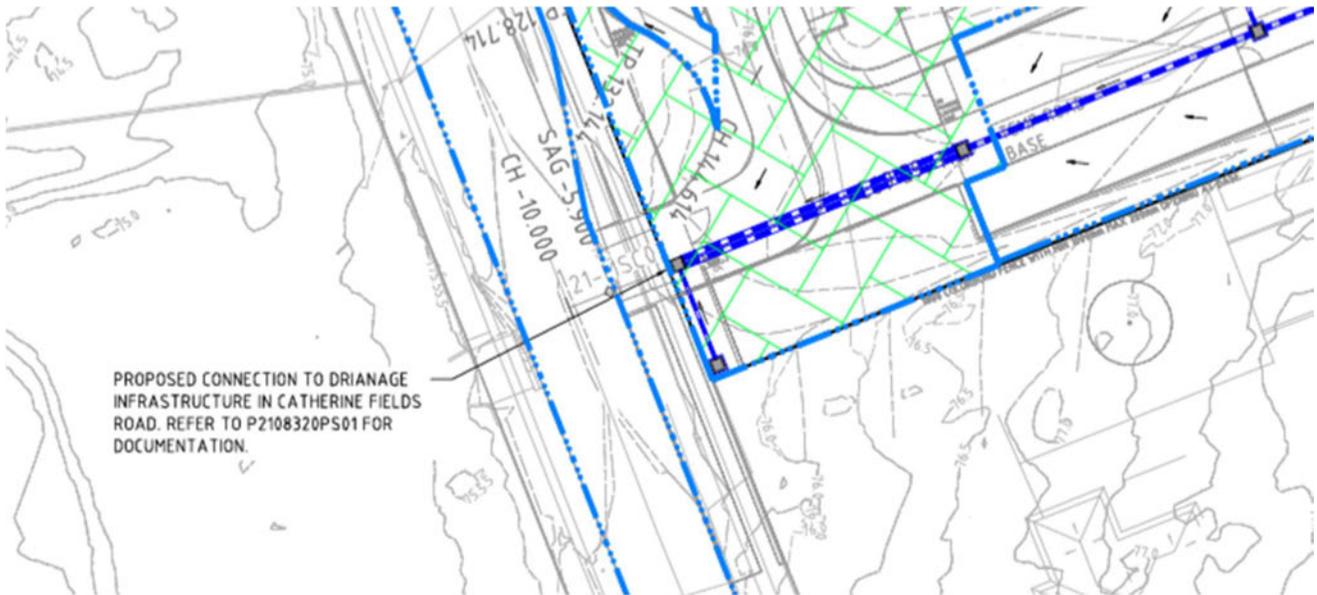
Flooding:

Any sensible person knows that adding buildings to rural land won't reduce the flooding but will increase it. The more you improve the flow conditions on and around the site, the more you increase the downstream flooding issues for the adjacent neighbours.

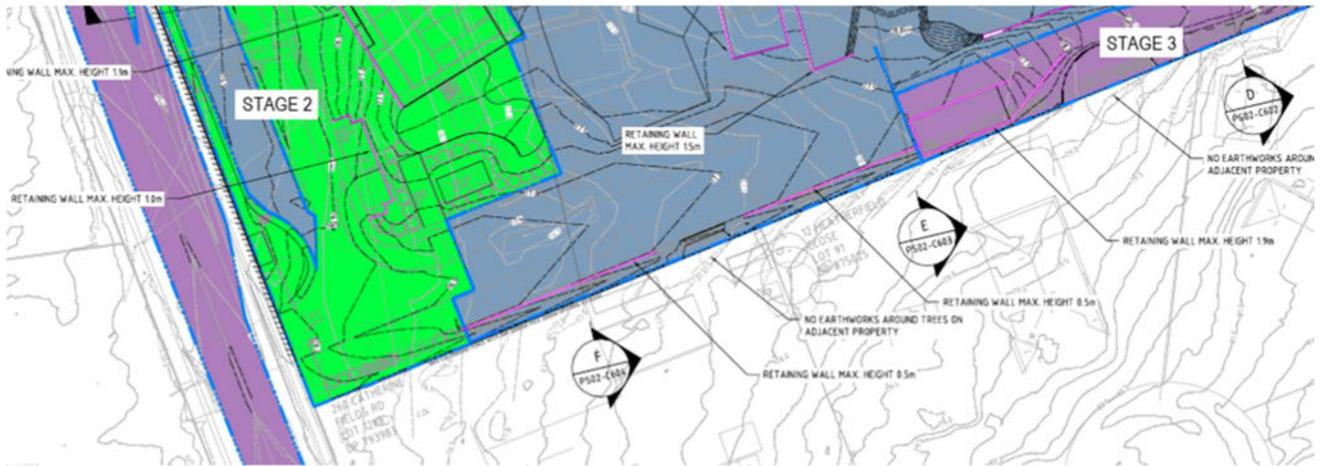
Attached are photos from rain events in the past. It will show that it is not only the site itself that is affected. During heavy rainfall, Catherine Field Road can be covered with floodwaters at at least four sections including the Centenary place intersection, the Heatherfield close intersection and two other sections at opposite ends of the roadway.





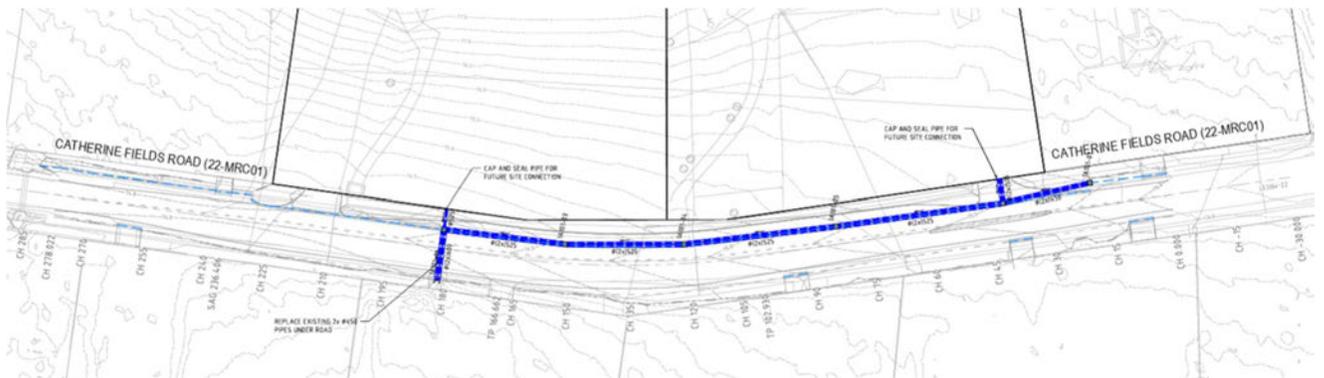


The Martens Civil Works plan shows various retaining walls along the southern side of the property ranging from 0.5m to 1.9m high. This is surely going to push floodwaters to neighbouring homes



The OSD and connection to the Catherine Fields Road is insufficient and does not provide a safe exit from the proposed school site. The majority of the road upgrade works to Catherine Fields include just a kerb and are not being upgraded with a channel or gutter and so the water flow onto the road is unacceptable. Given that they have increased the pipe size under Catherine Field Rd from 450mm X2 to 600 X 2 it will still result in flooding along Catherine Field Rd but the speed of the water will increase significantly and it will result in increased risk to the neighbours on the western side of Catherine Field Rd.

Where will the water go once sent through the stormwater drainage pipe in blue (map below)? Have these property owners (271 Catherine Field road) been consulted directly?



Other:

The Applicant claims that there is a high demand for Islamic teaching Independent schools in the area. There are currently at least six schools within a 15km radius from Catherine Field, **FOUR** of which are currently undergoing expansion/ renovations **to accommodate a further 6,420 students in the future.**

Existing Educational Oversupply: There is no strategic necessity for another large-scale independent school in this specific rural pocket. The educational needs of the growing community are already being met by established and upcoming projects.

Belfield College::	Rossmore- less than 5km away is recorded to host 800 students & currently under expansion to accommodate 1,640 students upon completion
Amity College:	Leppington- less than 10km away hosts 300 students & currently under construction to reach a full capacity of 1,000 students
Unity Grammar:	Austral- less than 10km away hosting 1,160 students
Arrahman College:	Austral- less than 13km away- A newly opened school currently open to enrolments from Kindergarten to year 5 hosting 300 students with eventual plans to grow to K-12 of 800 students
Al-Faisal College:	Austral 14km toward Liverpool. Currently hosting 1,200 students with plans to expand with a future population of 5,460 students by 2042.
Medina Community College:	Austral- Islamic teaching school for 3-6 year old students
Malek Fahd:	Hoxton Park- 14km away toward Liverpool hosting approx. 360 students and recently underwent upgrades and extensions.

I strongly urge the Independent Planning Commission and the Planning Panel members to conduct a thorough investigation to ensure that this proposal does not get approved. The community do not want to support a development of such grand scale into an area that cannot accommodate it in regards to infrastructure availability and lack of firm confirmation on when upgrades will occur.