

To whom it may concern,

I am writing to lodge my objection to the proposed Lindfield Learning Village (LLV) Development Application - Stages 2 and 3 (Application No. SSD-8114).

I am very concerned to learn that it is planned to modify the existing access route for drop-off & pick-up of children from the eastern side of the school into Dunstan Grove.

I purchased my unit in Dunstan Grove believing that I would be living in a unique, tranquil bushland setting. I am concerned that the proposed development will have a significant impact on the social amenity of the location, causing unnecessary traffic congestion just meters from the entrance to my building.

I understand the proposed one-way traffic loop aims to:

1. Address the issue of the narrowness of the road for two way traffic;
2. Ensure the safety of the children; and
3. Alleviate traffic build up near the existing bus stop and main entrance to the school on Eton Road.

However, I do not believe this proposal will achieve these aims:

1. The proposal will not address the issue of the narrowness of the road for two-way traffic. But it is likely to result in a significant increase in the volume of traffic accessing Dunstan Grove, including a high volume of buses that have not previously used the road.
2. The proposal will not make it safer for children, residents or anyone driving down Dunstan Grove. The road has several blind spots, its narrowness means there is no margin of error for pedestrians or drivers, the pathways and pedestrian crossings are inadequate and this may create a dangerous situation.
3. The proposal is unlikely to alleviate traffic build up - it will just move it further down the road and may make the situation worse. At the moment, parents can drive into the school via a straight roadway. The proposal will force them down a narrow, winding road and the bottleneck will simply be shifted to the roundabout at Dunstan Grove. Large vehicles, such as removalist trucks, are unable to access the underground car park at Dunstan Grove due to height restrictions and they need to park at the top of the driveway – this may reduce the flow of traffic. I am concerned that when this happens, parents will be tempted to use the roundabout as a secondary, unapproved and unsafe drop off point, which will further restrict residents access.

Other concerns about this development proposal are listed below:

- **Vehicle Safety** – Dunstan Grove is a very narrow and curved road and was only built for very limited access. It is already very tight for cars to pass each other, with several blind spots. There are already delays while cars park at the oval community centre. I am concerned that buses will not be able to drive down Dunstan Grove without crossing the double lines and there has been no assessment as to how buses can fit down the road safely with traffic travelling in the opposite direction. Dunstan Grove does not seem to be 'fit for purpose' as proposed in the development application.
- **Pedestrian Safety** – Dunstan Grove residents and school children must cross Dunstan Grove to get to the school or bus stop. The current unmarked crossing is on a blind corner and is already very dangerous with the current light traffic. This will become extremely dangerous with the proposed increased traffic. There is no consideration in the proposal about how this will be dealt with. Similarly, there is no provision for a crossing at the school entry and the current crossing there is not suitable for accessible use. Again, I want the eastern alternatives to be further considered.

The proposal relies on 200 children walking to school as part of its traffic assessment. It claims that there is a safe, continuous walkway from the school to Lindfield Public, but this is not the case. There are no pedestrian crossings and school children will be forced to cross the road unsafely in four situations. While some improvements have been made to footpaths – they have not gone far enough - there are sections where the footpath is not compliant, with no space for children, cyclists and other footpath users to safely pass (people are forced to

use the roads). Additionally, there is no footpath to Roseville Station and children will be forced to walk on the road with the buses. Footpaths and pedestrian crossings must be properly installed to ensure the safety of school children and residents before the additional increased traffic commences.

- Volume of traffic -The traffic report states that from 7.30am - 9.30am and 2.30pm - 5.00pm there will be 350 cars and 14 buses down Dunstan Grove for drop-off and pick-up. I believe these are conservative estimates, derived by comparing the situation to other schools in the locality. However, the physical location of LLV is different to other schools. LLV is located approximately 2kms from train stations and bus services are infrequent. Access is via a single road (Eton Road), which is very steep, meaning that children are less likely to walk or ride to school. It is unclear how these figures take into account transport associated with childcare (94 children and 12 staff) or Aurora College (12 staff). Of more concern is the potential impact of traffic and parking associated with the after hours use of facilities by the community until 10pm at night, 7 days a week. The number of available parking spaces appears to be inadequate given that over 1000 people could be accommodated at these facilities.
- Impact on parking - At present there are only 3-4 on-street parking spaces on Dunstan Grove. They must accommodate residents, visitors, delivery trucks and trade people. Where people are unable to park in the cul-de-sac, they must park approximately 1km away, before unrestricted parking is available. All residents should reasonably expect to have on street parking available and the increased traffic volume associated with the proposal will have a significant impact on this.
- Noise impacts – The noise report only considers noise impact once the cars and buses are inside the school grounds. It gives no consideration to now bringing all the school traffic within 10 metres of our residential buildings. This will have a huge impact on our residents and has not been addressed at all. It is another reason why this proposed loop road should be rejected.
- Assessment of changes to the development application - In phase 1 of the development process, it was noted that ‘*Vehicular Access to and from the site shall be from Eton Road. The site access gate will be set up at Eton Road southern end where the junction forks to the lower car park. Access to Dunstan Grove and Shout Ridge Road shall be unaffected*’. It is unclear if an investigation of the potential impacts of re-directing access into Dunstan Grove has been undertaken.
- Cumulative impacts - I believe there is a need to consider the impacts of recent and planned development in the immediate locality, as well as the cumulative impacts of development occurring all along the Pacific Highway. There is a need to improve access to both parking and public transport.
- Schools Infrastructure has made no attempt to demonstrate investigation of alternatives to the proposed Loop Road. They have clearly chosen the cheapest and easiest option for themselves, at the expense of the Dunstan Grove community, who will experience significant road and safety issues and increased congestion. Our Committee provided 2 alternative proposals to keep the traffic on the eastern side of the site (within the school boundary), which would remove these safety issues. These must be further considered.

Access to residents

- Construction Impact – During the Phase 1 of construction, we had continuous issues with road blockages due to deliveries down Dunstan Grove and trades people parking to unload. This generated considerable noise (reversing beepers) as well as numerous delays in trying to get in or out of our property, and this was when the main access was at the front of the school! The Construction Management Plan for Stage 2 and 3 now shows the main site access being directly at our driveway and buildings. This development will significantly impact of residents ability to access to their own properties. We will experience more noise and

impact from this site access than in stage 1. There is no reason for it to be here, when they can access the site from the existing roads on the eastern side. I want this plan changed to enforce access from the eastern side of the school. This was also requested by our Owners Committee and ignored.

Further to my points above I am also concerned that

- A heritage-listed and Sulman Medal-winning building is partially being demolished to accommodate the loop road proposed as well as the removal of significant trees. The E3 zone was specifically drawn at the edge of the existing buildings so that the bushland setting of the heritage buildings could be maintained. The proposed Loop Road undermines this planning framework that set the community's expectations for how this site would be developed in the future.
- This proposal has been kept secret from local residents for 18 months and is now being rushed through during the Christmas period. There has not been adequate time allowed for proper consultation or time to understand the impacts of the proposal. The Department must not rush the planning process and give proper consideration of the community's objections, particularly given the errors, misleading statements and inadequate assessment in the RTS submitted.
- Inconsistent and inadequate documentation – The RtS incorrectly states that no works are proposed in the E3 Environmental Management Zone, when in fact the Loop Road and various other works are proposed. There are also inconsistencies in the documentation that are unclear about who will be able to use the Loop Road. The Noise Report is unclear and doesn't properly identify which dwellings will be affected by noise.

I understand that School Infrastructure NSW has met with a Ku-ring-gai Council traffic expert, the project's traffic consultant and the Dunstan Grove Executive Committee to discuss residents concerns and that other options are being considered. However, there is a lack of transparency for residents – no information has been provided about these options and therefore we are unable to provide comment.

By definition this is application is considered a state significant development, however the issues and impacts are all local. The proposal will have a negative impact on local residents, and in particular, the residents of Dunstan Grove. I expect these issues will be considered when assessing the LLV Schools Infrastructure proposal and that, if approved, appropriate conditions will be applied to mitigate these impacts.

Regards,