

Dear Mr. Navdeep Singh Shergill

I am writing to you to lodge my objection to the proposed Lindfield Learning Village Stages 2 and 3.

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.

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 in the morning, and it is likely the same number in the afternoons. I am sure these are conservative estimates.

This equates to a car every 20 seconds and a bus every 8 minutes!

My concerns about this are as follows:

- **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 limited sight lines and there are already delays while cars park at the oval community centre. There is no assessment of how buses can fit down the road safely with traffic travelling in the opposite direction. 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 has provided 2 alternative proposals that keep the traffic on the eastern side of the site (within the school boundary) which would remove these safety issues. I want these to be further considered.
- **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 also 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. There are also 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. I want the footpaths and pedestrian crossings to be properly installed to ensure the safety of school children and residents before the additional increased traffic commences.

- **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.
- **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. 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 hope that you take my concerns into consideration when processing the LLV Schools Infrastructure proposal.

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