

Lindfield Learning Village Phases 2 & 3_ application no.SSD-8114

Further to the advice dated 20/11/19 of changes and further works to the Lindfield Learning Village(LLV) located at 100 Eton road Lindfield, I am writing to you to lodge my objection to the proposed Lindfield Learning Village Stages 2 and 3 (SSD-8114).

I am extremely concerned to learn that it is now planned to modify the existing access route for drop-off & pick-up of students from the eastern side of the school into Dunstan Grove, this amounts to the transferring the existing traffic issues and problems for the current school together with all the increased traffic operations from the proposed subsequent development stages to the eastern side of the LLV into Dunstan Grove. This is not solving the problems previously raised just transferring and exacerbating the problems in Dunstan Grove.

The reports and discussions avoid the subject of traffic implications in or on Dunstan Grove as a result of the now proposed loop road.

It is anticipated that the school will conservatively generate 350 to 400 cars and in the order of 14 buses down Dunstan Grove in the mornings, and likely the same number in the afternoons, this is a significant increase in traffic movements in this street.

The documentation included on the portal including the traffic assessment prepared by Arup in June 2017 is based on traffic on entering and exiting the schools main entry at Eton Road this assessment does not deal with the implications of funnelling all morning and afternoon traffic to enter the school via Dunstan Grove and this has never been indicated or alluded to in the original application and approval until now. The entire RfS is in respect to traffic in Dunstan Grove, is at best threadbare in respect to any quantitative or qualitative data or responses on any impacts imposed by the loop road proposal on the existing road system or road users.

Dunstan Grove was never intended to be the main entry for the LLV school student "drop off and collect" traffic, to now push it on to us as residents is unacceptable, this road is only suitable for the residents, emergency vehicles and limited school service traffic. The existing road has a 6.3m wide dual carriageway at its narrowest beneath the overhead bridge and is already noncompliant when compared to RMS design guidelines.

From the existing school entry at Eton road to the now proposed school entry adjacent to our driveway entry/ exit there will be 3 corners or roadway direction changes, these already have limited and restricted visibility which will need to be traversed by 12.5m buses and will require vehicles to encroach on approaching traffic lanes leading to traffic blockages impeding the exiting of traffic from our Dunstan Grove residential apartment block (129 apartments) and was never intended or able to handle this threefold increase in traffic.

My concerns are based on the following:

- **Vehicle Safety** – As indicated above 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 parking at the oval and community centre manoeuvre to and from spaces. 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. I understand our Committee has provided 2 alternative proposals that keep the traffic on the eastern side of the site (within the school boundaries) which would remove these safety issues, I want these to be further considered.

Even at the projected outdated conservative extent of additional traffic this will increase the traffic flow in Dunstan Grove threefold on school days from existing levels of traffic, creating unnecessary and unavoidable hazards and risks to the existing community and the school users. Due to the nature and profile of additional school traffic, accidents will happen at the blind corners, these will effectively block an already narrow roadway preventing access and egress for us as residents, school users and emergency vehicles.

- **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.

Due to queuing and congestion at LLV drop off zones it should be anticipated as with all other schools, impatience with waiting and delays with reaching designated drop offs will lead to children alighting from cars in a narrow and a now proposed congested Dunstan Grove. This will result in further risks for pedestrians and traffic turning in the Dunstan Grove “cul-de-sac” and leaving in a northerly direction.

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.
- **Bush Fires**- It would appear ridiculous at a time when the State is suffering from bush fires to the extent we are that the Department would increase the risk to us as residents by creating this level of traffic congestion in our single access/egress street that is the only access for emergency vehicles to our property in the advent of a fire in the Lane Cove National Park adjacent to our property.

To suggest that creating the loop road that operates at peak times and funnels the additional traffic numbers into Dunstan Grove is without substantiation to mitigate these risks.

- **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! This was chaotic when the school commenced operations resulting in numerous confrontations and complaints to achieve access and egress from our property. The Construction Management Plan for Stage 2 and 3 now shows the main site access being directly at our driveway and buildings, this is unacceptable. 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 as requested by our Owners Committee and previously ignored.
- **Community Amenity**- By this proposed alteration to traffic flows and the transferring of the LLV traffic issues and problem into Dunstan Grove whereby we residents only have a single entry/exit

which is where it is now proposed that all school traffic including cars, SUV's and buses will turn left to enter the school grounds twice a day for the drop off and collection of students at our entry/ exit driveway. This will substantially and significantly impact on my personal amenity and quiet enjoyment including that of the Dunstan Grove Community, our visitors, tradies, deliveries and service vehicles not only during construction but on a continual basis and in perpetuity during school days. This will create **undue and un-necessary ongoing friction between Residents, the LLV, the Education Department and the Builder** all of which must be held responsible and accountable in the advent of accident or injury for such a ridiculous and incompetent action if this proceeds.

Further to my points above I am also concerned that

- It is ludicrous that without due consultation and a thorough updating of the earlier Traffic Assessment and SEE that this proposal including such a significant change as the loop road though an adjacent street is now being rushed through during the lead up to Christmas. There has not been adequate time allowed for proper consultation or time to understand the impacts of the proposal. The Department should 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.
- It is not acceptable for the Department to hide behind the mantle and excuse of State Significant Development (SSD) as an excuse for riding over residents with the disregard that is being shown here. Residents and voters are tired of this excuse, which is now being dragged out as justification "this is a State Significant Project so we can do whatever we want!" Well you can't, we all must live together and whilst you are going to make life uncomfortable for us, we promise to make life unbearable for the Department, the school and your builder! We also have long memories and a vote!
- As a local heritage-listed and Sulman Medal-winning building is now proposed to be partially 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 is a continuation of the disrespect that has already been demonstrated in respect to a local heritage listed building with the location of unscreened HVAC ductwork and plant on the rooftop areas clearly visible from vehicle and pedestrian approaches, just another example of State Government department not abiding the rules they have set for the community but disregard themselves.

- 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.

As requested I declare that there have been no reportable political donations made in the last two (2) years.

I trust that you take my concerns into consideration when considering the LLV Schools Infrastructure proposal.

