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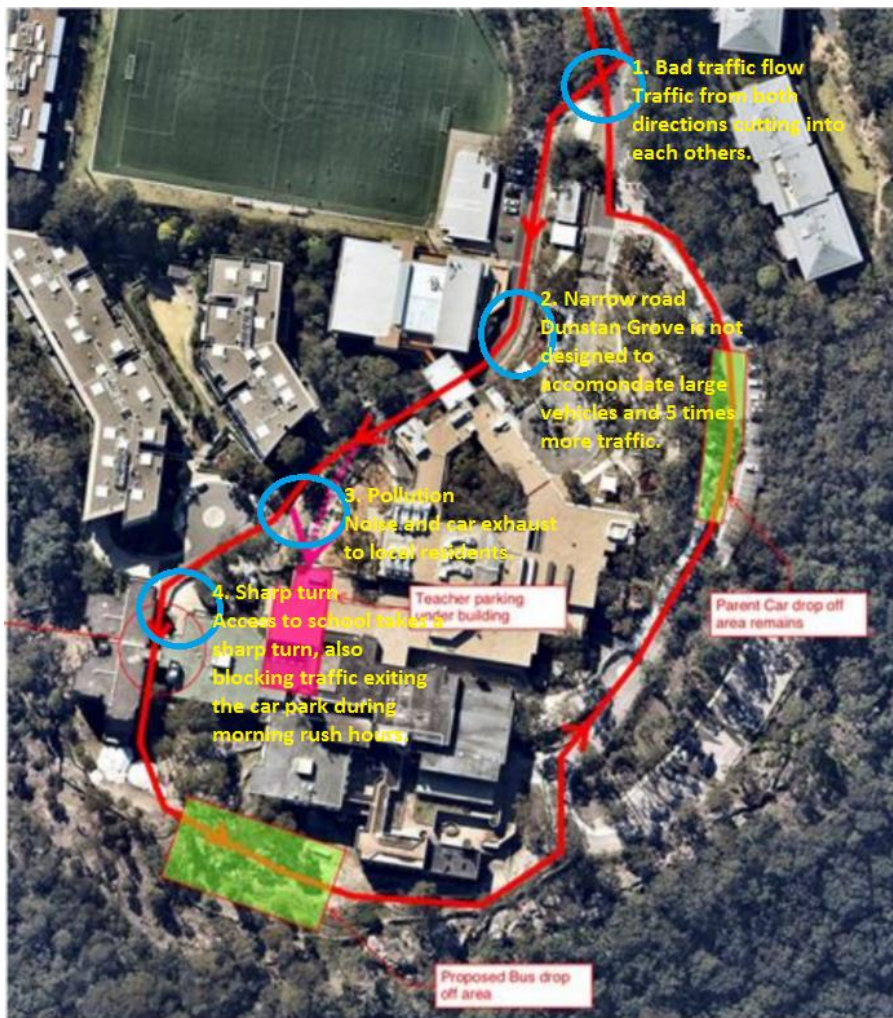
4th December 2019

Navdeep Singh,
Senior Planner
Navdeep.singh@planning.nsw.gov.au

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

I do not want my personal information released

While I am very supportive of the school, 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 current proposal put stresses onto a local road without consideration of its capacity, physical constraint and road safety, not to mention disruption to the local residents.

(Please refer to the picture above)

1. Currently, all traffic moves along the eastern side of the road to the school and exiting along the western side of the road. There is no obstruction to the flow. However, the proposal will see the traffic cutting into each other from both directions, hence causing a grid lock.

2. From there, the traffic pass through the parking area (before the walkover bridge) of the sport centre. Parking and leaving the sport centre will cause congestion. Also, Loop Road is a narrow road with a bending angle, a turning bus will certainly run into the other side of the road. On the top of that, this is the ONLY spot where the residents use to get to the bus stop. The existing pedestrian path is narrow and incomplete, people are forced to cross the road in order to reach to the other side of the pedestrian path.

3. The Loop Road is designed for light traffic; it has proximity the Dunstan Grove Residency. Heavy traffic brings noises and polluted air to the surrounding environment. The current number of residents is around 350, the proposal brings an additional 2100-man traffic to this area (6 times over) within rush hours twice a day.

4. Access to the school is too close to the carpark exit. Again, turning buses will cut into the carpark entrance and the exiting vehicles. Turning buses will certainly bring more noises and exhaust fumes to the surrounding. The conflict of traffic flow will cause delay for people going to work in the morning.

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!

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.

Regards,

