

### **Response to proposed landscape plan**

The proposed bus loop that circumnavigates the Lindfield Learning Village is not supported from a landscape design perspective.

The roadway and associated fencing cuts the “natural” play area from the school in a very dramatic and unfriendly way.

There are a number of issues that are of concern and are the basis for not supporting the proposal. These include:

- A level change between proposed road level and existing ground level resulting in retaining walls required along the edge of the road.  
Stairs on the landscape plan indicate a significant level drop, without a safety fence to reduce the risk of falls from the road edge and nothing to reduce the risk of buses overrunning the road edge.
- The road pavement accounts for over 850sqm of playground with no apparent attempt to incorporate this space as part of the play area. Fences and pronounced changes in level are not conducive to free movement and easy transition between play spaces.
- Given the limited space and flat play areas for the children, bus movements should not dominate the design of the playground.
- Gates and fences have not been well integrated into the playground and do not align with paths and desire lines.

Other concerns regarding the proposed design include:

- Supervision of the “adventure” play areas – Though the adventure type play is encouraged and commended, supervision of these spaces will be difficult as they are generally below the level of the road. Supervision of the spaces will draw on a number of teacher resources during play times.
- A significant number of trees have already been removed from the site with more identified for removal on the landscape plans. This will result in a significant loss of shade and great loss of biodiversity as a consequence of canopy loss.
- Base of the proposed rock climbing wall has high quality understorey of Xanthorrhoea species and various ferns. These will be lost through trampling and installation of flat landing area for play and climbing, resulting in loss of these protected species and valuable understorey habitat.
- Bioretention swale shown at outside edge of the bus access road on drawing number LA-2-0007 (F) conflicts with EFWF drawing (21151 EX-C 150) which shows the access road with a traditional kerb, gutter and drainage pits. There is no mention of bio retention swales or ponds in the stormwater management report. Regardless of whether the bus access road is installed or not, a system of vegetated/bioretention swales and basins are Council’s preferred option.
- The “fibre- reinforced boardwalk” and “viewing deck and learning platform into National Park” is not universally accessible. If this is to be a learning space, then it needs to be universally accessible.
- The construction of the “fibre- reinforced boardwalk” and “viewing deck and learning platform into National Park” would be difficult and disruptive to the native vegetation in this area therefore is not recommended for inclusion as part of these works.

If no other option is possible for the bus access to the school site, and this proposal is to be implemented, the following measures need to be considered:

- Hard-paved surfaces should be better integrated in to the playground and used for activities such as handball, hopscotch, snakes and ladders, running tracks etc.
- The use of coloured concrete that is more sympathetic with the natural landscape and reduces the heat island effect (given the loss of canopy cover).
- Reduction of impediments to free movement of play such as fencing between the bus access road and the school building
- Retention of trees or replacing trees that have been removed with tree species that are better suited to fire prone areas.