

655/5 Dunstan Grove
LINDFIELD NSW 2070

16th December 2019

OBJECTION TO STAGES 2 AND 3 OF LINDFIELD LEARNING VILLAGE

Dear Sir,

I am writing to you to formally lodge my objection to the proposed Stages 2 and 3 of Lindfield Learning Village (LLV), and to ask you to properly consider alternatives put to you by myself and various affected parties including our Owner's Corporation Committee.

My family and I consider ourselves fortunate to have such an innovative school in our neighbourhood and have attended several community events as the school has been developed. It was one of the major reasons we moved here. However, I am very concerned to learn that things have changed significantly around the planned access route for drop-off & pick-up of children from the eastern side of the school.

I have been informed that from 7.30am to 9.30am there will be 350 cars and 14 buses down Dunstan Grove and I imagine the same number is proposed between 2.30pm and 5.00pm in the afternoons. For a school that is planned to house 2000 students these numbers are conservative and the assumptions open to question. It represents a staggering amount of heavy vehicular traffic for a road that is little more than a laneway – it was originally used as the tennis court access for the UTS.

I ask that the Department please **consider and respond to** the content of the following submission, as well as those submissions put to the Department by the Dunstan Grove owner's committee that are less invasive options that reuse existing infrastructure.

1. Safety

- The buses in question are 12.5 to 14.5 metres long. Due to the path they sweep and long overhangs, they will cross the centre line in multiple places and occupy the bulk of the roadway at intersections and on blind corners. Dunstan Grove is a narrow and curved road built for limited access and never intended for this purpose. Cars already cross the centre-line regularly. It has not been demonstrated that buses can get down the road safely with traffic travelling in the opposite direction. I understand the department is proposing to widen the road in some very limited areas in an attempt to improve things, but it doesn't represent a complete widening, reduces pedestrian access to our buildings and creates safety problems for pedestrians instead.
- There is a community centre car park on Dunstan Grove that requires cars to reverse out at right angles to the traffic. There are already delays and challenges associated with this but they are manageable at current traffic levels. The proposed changes will obviously create safety issues here, especially with children walking around.
- Residents and school children must currently cross Dunstan Grove to get to the school or bus stop at an unmarked crossing on a blind corner. This is already dangerous at current low traffic levels but would become positively hazardous with the proposed increase in traffic. There is nothing suggested by Schools Infrastructure that will deal with this.
- Schools Infrastructure has made no attempt to investigate alternative access scenarios. They are jeopardising the safety of the Dunstan Grove community, and will cause significant road and safety issues and increased congestion. We have suggested 2 or 3 alternatives via our Owners Corporation that keeps the traffic on the eastern side, where access is already located and within the school boundary to address these safety issues. Instead they choose to dump their problem on the surrounding community. I want these alternatives to be properly considered.

- The proposed gate for vehicle access to the school will open at a certain time. Realistically there will be people that wait at that gate in order to do their drop off/pickup quickly. A short queue of 3 or 4 cars will block access to our driveway and as the queue lengthens, safety impacts increase.
2. **Noise** – The noise report does not consider what will happen when all the school traffic passes directly by our residential buildings. It only considers noise impact once the cars and buses are inside the school. This will impact on our residents in a major way as we chose homes adjacent to a National Park because it is quiet and close to nature. It is another reason why the loop road should not be built. I request a realistic noise report.
 3. **Construction Impact** – During previous construction, we had major issues with the road being blocked due to construction traffic down Dunstan Grove. This generated noise, and frequent delays when I was trying to get to work. I often waited up to 7 minutes to exit the driveway and was late for meetings on more than one occasion. Dunstan Grove was not even the main site access. The Plan for Stage 2 and 3 shows that Dunstan Grove will now be the main site access right in front of our driveway! Thus we will experience more noise and impact than during stage 1. Since it is the school that is being constructed, more of the construction traffic should be via the existing Eastern access to the school. Schools Infrastructure is simply dumping all their problems on their neighbours.
 4. **Demolishing Existing Buildings.** When I moved here, we were solemnly informed that Dunstan Grove was designed to blend in with the School because it was an award-winning building proposed for heritage listing. Now I hear that part of said building will be demolished to accommodate a road that will carry heavy vehicles. This flies in the face of the natural bushland setting of the area and any reasonable expectations around how this site would be sensibly developed. It also appears that the “State Significant Development” designation is being used to bypass the local government environmental restrictions that exist to protect the natural setting.

I hope that you take my concerns seriously and respond to them when processing the LLV Schools Infrastructure proposal. I also respectfully request that you consider and respond to the proposals submitted by our Owners Corporation and my alternative proposal in Appendix A below.

Yours faithfully,



Ian Chudleigh

655/5 Dunstan Grove LINDFIELD 2070

APPENDIX A

PROPOSAL FOR STUDENT DROP OFF AND PICKUP AT LLV FROM IAN CHUDLEIGH

The Crimson Hill area is essentially a dead-end. As you get closer and closer to the bushland at the end of the road(s), they get narrower and narrower. The current expensive proposal by Schools Infrastructure brings noisy heavy vehicles into narrow roadways and demolishes part of a building proposed for heritage listing, affecting the safety of a large number of residents and the amenity of the local area adjacent to Lane Cove National Park – as described in my letter for December 16th 2019 attached. It also necessitates the creation of new roadway through the demolished portions of the school, bringing large buses into the school grounds (that are already short of play areas). Instead, I submit the following for your consideration:

- 1) Bus access should remain where it is now at the loop road and bus stop already **constructed for this specific purpose**. The current configuration may not be sufficient to load multiple buses and would therefore need to be extended/altered. One proposal submitted by the Dunstan Grove Owner's Committee illustrates this. I beg you to consider this and other possibilities to reuse the existing infrastructure. Some suggestions:
 - a. The land area beneath the loop road, and in between the entry and exit points is unused. It can easily be landscaped and have stairs and an accessible ramp up to the bus stop to provide a large sheltered waiting area. Children can wait there and file onto buses as they arrive.
 - b. Car drop-offs can remain essentially where they are now with some modifications (cars can loop somewhere within the Eastern access areas of the school as they do now).
 - c. If sufficient buses cannot wait at the extended/altered bus loop, please consider other options, including not having so many buses arrive at the same time. One example:
 - **Place parking restrictions for a short distance on both sides of Eton Rd East of Austral Ave (where the road is much wider).**
 - **The restrictions should only be in place during designated pick up and drop off periods.**
 - **Have up to 4 buses wait there for short periods in the morning and afternoon and enter the bus loop as other buses leave the area. The time periods should be shortened to at least standard school zone hours, rather than the longer times proposed by Schools Infrastructure.**
 - **Redraw centre lines and road markings on Eton Rd to contain the buses.**
 - **The number of residents affected will be small as the density is far lower. It is not perfect, but a far smaller impact than what is currently proposed.**
 - **It has to be safer than running heavy vehicles into higher density areas on much narrower roads around tight corners and bends and past reversing cars at the community centre car park.**

This kind of approach (perhaps with some modifications) has the following advantages:

1. Costs are far less as existing infrastructure is reused and there is less road and building construction.
2. Far fewer safety impacts than having large buses drive through narrow roads in a higher density area, as well as directly through a large school.
3. Separation between cars and buses is achieved.
4. No need to demolish any of the school.
5. Buses do not go beyond where they do now.
6. Complex issues around a gate system in and out of the school close to a high density residential driveway is not necessary.

The disadvantages of my proposal that I can see are:

1. Depending on the extent of the modifications to the existing bus loop, a small number of residents may be impacted by buses parked outside their homes for short periods and parking restrictions. The number of people impacted is substantially less than the hundreds impacted by the current proposal.
2. Traffic is likely to be slowed in the vicinity of the suggested Eton Rd bus bay (actually traffic will be slowed everywhere in the area in any case). Slower traffic is a necessary evil in order to have the school. The current extension of bus traffic into obviously inappropriate areas is not a necessary evil.
3. A lot of students will walk along the fenced footpath between the school and the bus loop, slowing the cars exiting after their pick up / drop off. A footbridge, a quick cycling traffic light or even volunteer "lolly pop" people can be considered.



Ian Chudleigh
655/5 Dunstan Grove Lindfield 2070