

213/5-7 Dunstan Grove
Lindfield
NSW 2070
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Mr Navdeep Singh Shergill

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Planning Portal: <https://www.planningportal.nsw.gov.au/major-projects/project/4416>

Subject: State Significant Development Application for Lindfield Learning Village Objection to Stages 2 and 3.

Application Number	SSD-16-8114
Assessment Type	State Significant Development
Development Type	Educational establishment
Local Government Area	Ku-ring-gai
Proponent	Department of Education (Schools Infrastructure NSW)

Dear Sir

I am lodging an objection to the proposed Lindfield Learning Village Stages 2 and 3. I own an apartment in Dunstan Grove, adjacent to Lindfield Learning Village. I am supportive of the new school but I am very concerned that the Department of Education wants to relocate the existing school entrance from the front of the school to the end of Dunstan Grove. This proposed 'Loop Road' would be next to the driveway entrance for my building that has 129 apartments. Documents indicate that the Loop Road would be the access route for drop-off and pick-up of 2,000 students during school terms. The estimate of 350 cars and 14 buses travelling down Dunstan Grove is too much for a narrow road. In my view, the Department of Education's Loop Road appears to displace congestion from near the school to Dunstan Grove residents. It is likely to cause queuing along Dunstan Grove back to Eton Road, which would impact the entrance roads to all four developments in Crimson Hill that surround the school.



Residential developments around LLV:

- | | |
|---------------------|------------------|
| 1. Hamiltons Corner | 3. Dunstan Grove |
| 2. Shout Ridge | 4. Tubbs View |

These are my detailed concerns:

Traffic

Dunstan Grove is a very narrow, curved road that was originally within a campus. It was cut through sandstone outcrops. Currently it has blind corners, is a no-through road, and is very tight for cars to pass each other. Assessments for the Stage 2 & 3 proposal have not considered how buses would fit within the width of Dunstan Grove while coping with on-coming traffic and pedestrians. There is no assessment of the current function this road serves for the Charles Bean Oval and community centre where parked cars depart by reversing onto Dunstan Grove. To impose school traffic on top of the current road use would worsen existing road safety problems.

Pedestrian Safety

Pedestrians (including school children) living in Dunstan Grove apartments walk cross Dunstan Grove to get to the public bus stop and go to school (including Lindfield Learning Village). They cross at an unmarked crossing on a blind corner, which worries residents under current traffic flows. Pedestrians also walk cross the intersection at the existing school entrance (again no pedestrian crossing). In the proposal there is neither consideration of specific pedestrian crossing points nor how Dunstan Grove would cope with increased traffic flow.

On 19 November 2019, the Dunstan Grove Owners' Committee met with the Department of Education and gave it several alternative access roads for consideration. Each takes pedestrian safety into account.

Noise

Noise is a sensitive impact for Dunstan Grove residents because its quiet, bush location was a well-advertised feature when the apartments were first sold. Yet the noise assessment seems to focus on the inside of the school. Noise impact would not be a significant issue if the Loop Road is rejected.

Construction

In 2018, during Stage 1 construction, drivers exiting the driveway of Dunstan Grove apartments (mainly to go to work) were stopped frequently by stop/go regulators. This was due to increased truck deliveries of construction materials prior to the school opening. For many months, construction workers unloaded along Dunstan Grove. There was considerable noise. Regardless of this experience, the Stage 2 and 3 Construction Management Plan proposes to use Dunstan Grove again. More and longer noise impacts can be anticipated compared to Stage 1. This is avoidable if alternative access roads are considered and construction access is relocated to the eastern side of the school. Accordingly the Construction Management Plan would need revision.

Heritage & Bush Setting

The school has heritage value yet Stages 2 and 3 propose to demolish part of one building to make space for the Loop Road. It also requires removal of significant trees in the E3 zone, which was specifically intended to retain the bushland setting around existing buildings. The Loop Road undermines this planning vision and goes against the community's expectations of how the school would be developed to reach full capacity.

Inadequate consultation

The proposal for Stage 2 and 3 was unknown to local residents until recently and the short time for consultation has occurred during the pre-Christmas period. This is not adequate. The first time the Department of Education showed any recognition that there could be an alternative to its Loop Road was during a meeting on 19 November 2019. This was a month before the public submission period closed on 18 December 2019. Although time has been short, the Dunstan Grove Owners' Committee has sought advice from professionals and worked on several alternative access roads. These alternatives achieve road access criteria and take more account of road and pedestrian safety.

Alternative access - Ramp Road

The alternative road that I support most is the 'Ramp Road'. This converts the existing access arrangement for Stage 1 into a return road for Stage 2 and 3.

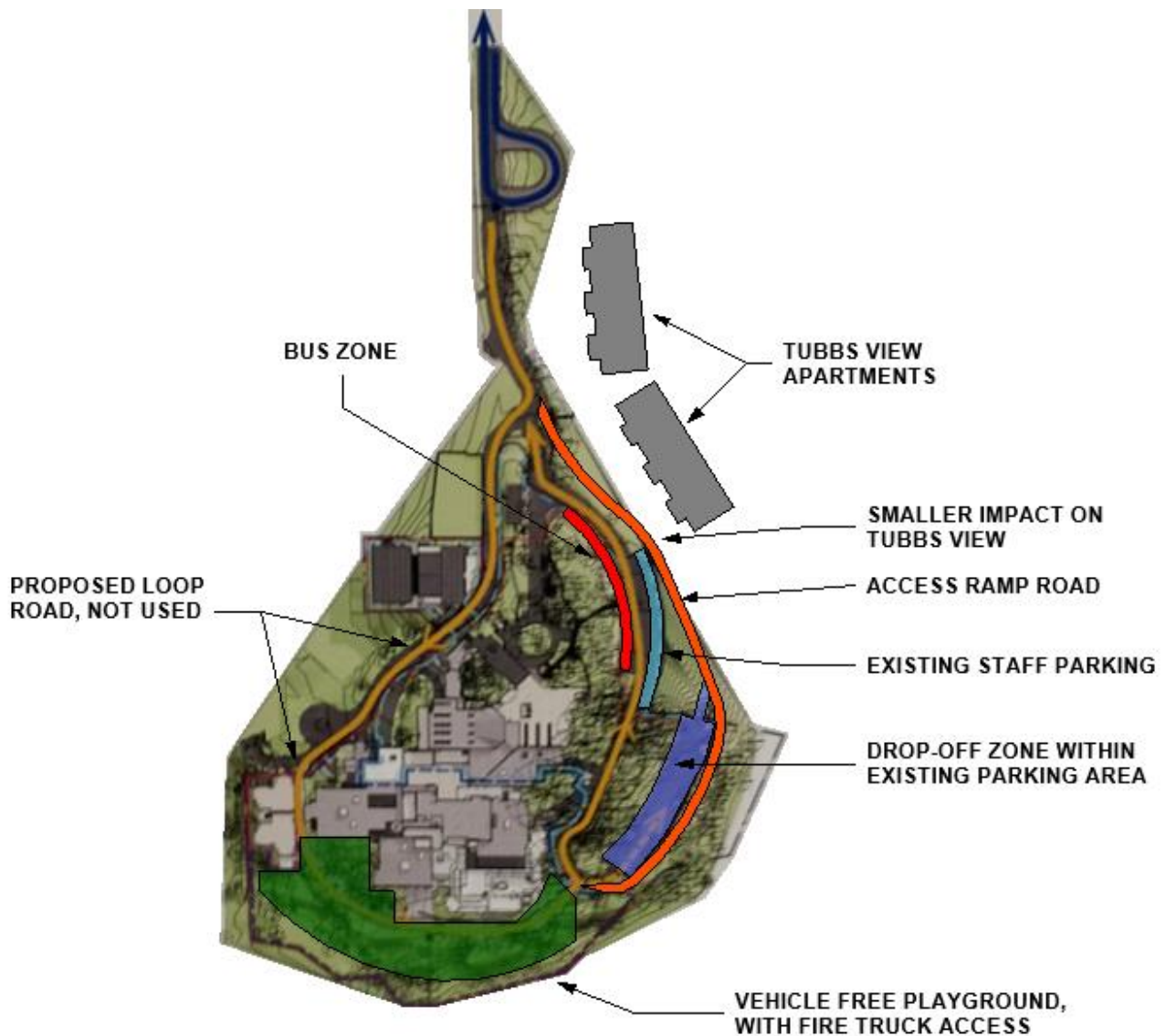
The Ramp Road would achieve the one-way traffic flow (sought by the Loop Road). It would be a single-lane, one-way access road descending from the school entrance to the existing lower car park area. The return route is via the existing road back to the school gates. The advantage of a clockwise flow is that bus doors would open on the school-side of the road. Furthermore, there are no time-of-the-day limits and no intrusion onto playgrounds. The only new construction needed would be a single-lane ramp to be built from Eton Road to the lower car park and widening of the car park by 3 to 4 metres to provide a bypass lane (and therefore maintain the current number of parking spaces and remove the need for the existing fire truck turning area).

This alternative road would traverse a small section of land outside the school boundary. Previously, all land relevant to this alternative was university grounds but now its jurisdiction belongs to Tubbs View apartments (as part of Crimson Hill Estate). The land use is Asset Protection Zone providing a fire buffer for Tubbs View residents. Negotiations would be needed to gain agreement from Tubbs View residents to use the land for a road or road easement. Also negotiations would be needed with Ku-ring-gai Council because it is responsible for local roads and supervises the compliance of land that is functioning as a fire buffer.

Since negotiations with Tubbs Views over land jurisdiction and land use might be lengthy, there is an Option A and Option B for the Ramp Road. One option minimises construction cost and the other minimises encroachment onto Tubbs View's amenity. Both options allow for the Road Ramp to be closed, out of school pickup times, and the existing road used as a 2-way road for non-bus traffic, if variations are needed in negotiations.

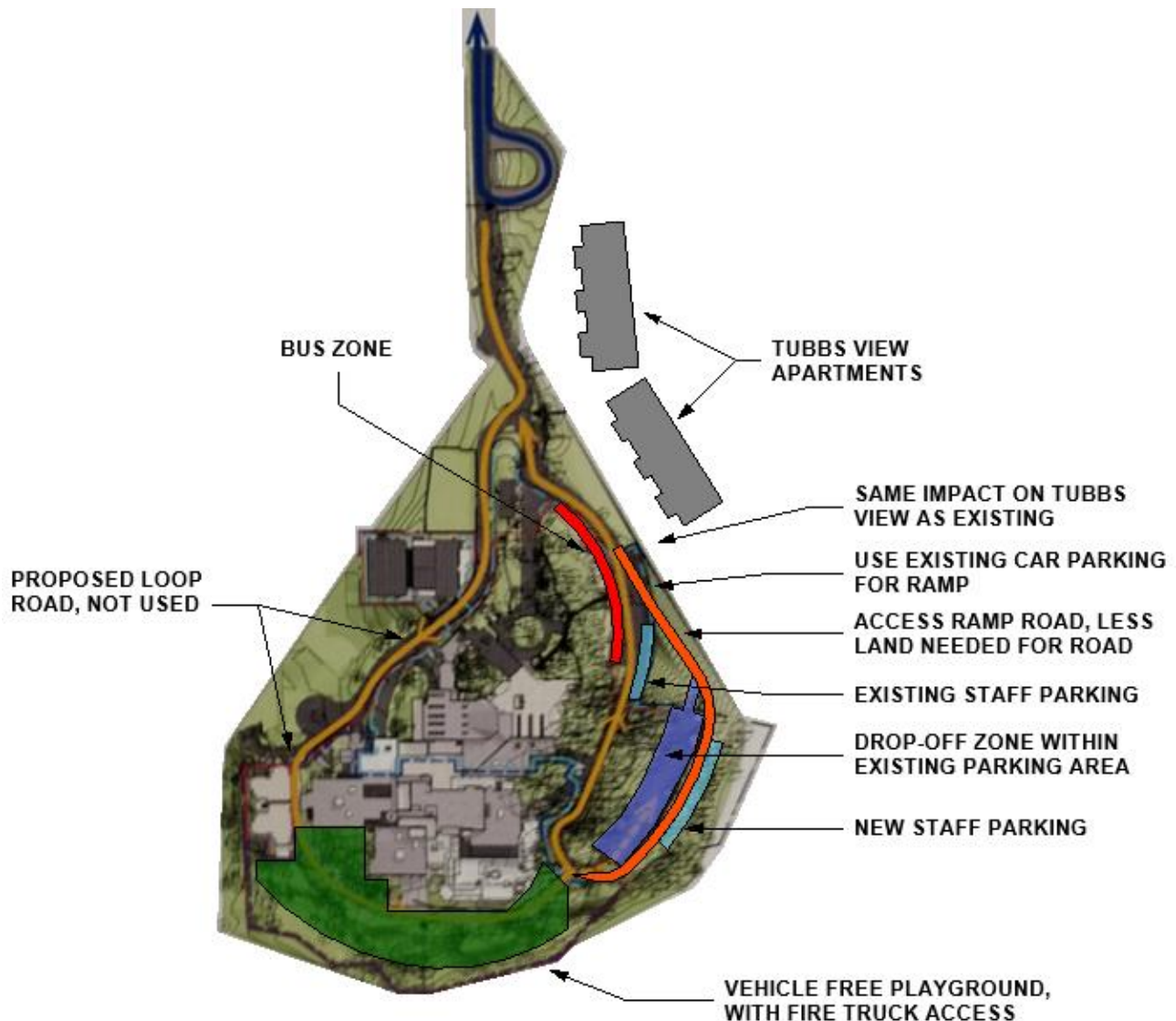
Option A is a road ramp, acquired as an easement or similar legal arrangement, through Tubbs View's Asset Protection Zone. This would be lower in construction cost compared to Option B but the road is closer to Tubbs View.

Ramp Road - Option A



Option B is a road ramp utilising some existing staff parking area. This also would require an easement or similar legal arrangement through Tubbs View's Asset Protection Zone but intrudes less compared to Option A. It is no closer to Tubbs View than the existing road but would have a higher construction cost. The number of lost staff parking bays (due to the ramp) would be regained by widening the lower car parking area within the school's boundary.

Ramp Road - Option B



I hope that you take my concerns into consideration when deciding whether to approve the LLV Schools Infrastructure proposal.

Regards, Suzanne Little

Member of Dunstan Grove Owners' Committee
Resident of Dunstan Grove