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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

Dear Sir

I am lodging my objection to the proposed Lindfield Learning Village Stages 2 and 3. However as an architect and urban designer, I wish to be constructive. I have been assisting the Dunstan Grove Owners' Committee by designing an alternative route to the Loop Road. My alternative solution can be seen below.

I reside in Lindfield and 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 would affect access to 129 apartments in Dunstan Grove.

In my professional opinion, the proposed Loop Road has these problems:

- **Dunstan Grove:**

- Drop-off and pick-up times (7.30 am - 9.30 am and 2.30 pm - 5 pm) overlap with peak periods for commuter and general use of this local street.
- The estimate of 350 cars and 14 buses travelling down Dunstan Grove would be difficult for such a narrow road to cope with, even if upgraded. The sandstone road cutting was never designed for that.
- Bus turning circle would impact two-way traffic.
- The footpath would be reduced to an unusable width, e.g. double prams would not fit on this path.
- Traffic sight lines would become even more dangerous, especially at parking bays for the oval and at a pedestrian crossing to the community centre at the top of Dunstan Grove.
- Increased traffic noise from heavy vehicles is contrary to the amenity anticipated by residents when they bought homes in this location.
- This is the only road in and out for deliveries during construction.

- **Tubbs View:**

- A counter-clockwise Loop Road would block the entrance road to Tubbs View. Traffic would have to cross paths at Eton Rd and Dunstan Grove which is likely to create a queue of traffic across Tubbs view entrance road.

- **LLV / UTS building :**

- Loss of significant trees in the E3 zone.
- Demolition of part of one building's corridor link to make space for the Loop Road would affect the heritage value of the LLV complex and alters how the buildings work together.
- A bus / playground shared zone has high safety risks, irrespective of time-sharing arrangements.

- **Inadequate time for consultation:**

- The lack of consultation and short time frame for the consultation was well below standard.
- The community has not had time to understand this issue and due to the lack of clear consultation many people would only realise what is happening as the proposal is being built.
- There was no community meeting with local residents to gain ideas and understand potential issues before the design was started.

### **Alternative access - Ramp Road**

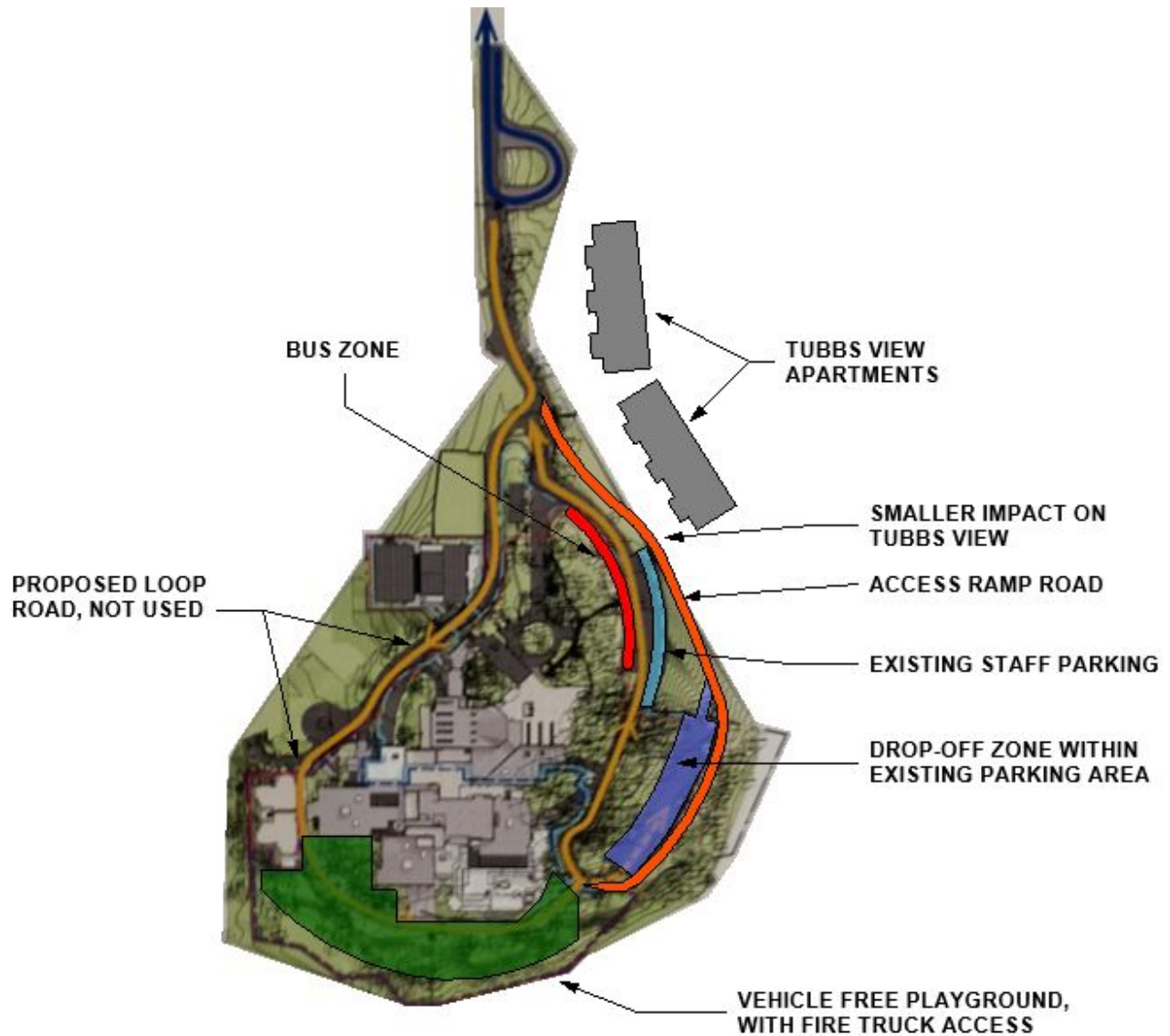
To assist those residents most affected, I designed an alternative road that converts the existing access arrangement for Stage 1 into a return road for Stage 2 and 3. My 'Ramp Road' would achieve the one-way traffic flow (sought by the Loop Road). It would be a single-lane, one-way access road descending 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 for my alternative 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).

My alternative road would traverse a small section of land outside the school boundary. Previously, all land relevant to my alternative access road 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, I have an Option A and Option B for my Ramp Road. One option minimises construction cost and the other minimises encroachment onto Tubbs View's amenity. Both options allow for the Ramp 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.

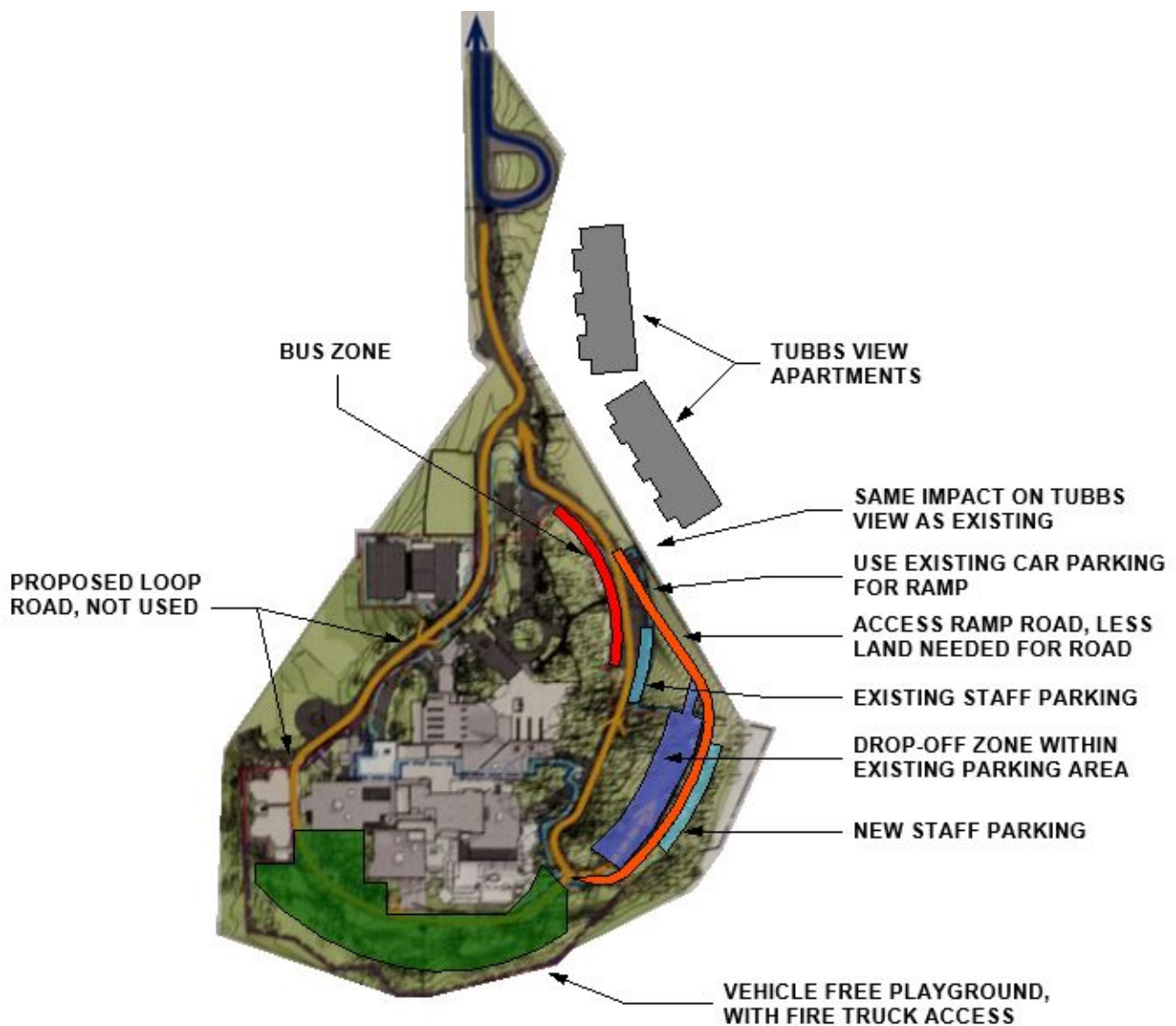
Option A is a road ramp, as an easement or similar legal arrangement, through Tubbs View's Asset Protection Zone. This would be lower in construction cost but the road is closer to Tubbs View.

### Ramp Road - Option A



Option B is a road ramp utilising some existing staff parking area. This would require an easement or similar legal arrangement through Tubbs View's Asset Protection Zone but would occupy less area than 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. If my alternative Ramp Road resolves the road access for Lindfield Learning Village then I would be delighted to cooperate with the relevant Department.

Regards,  
Liam Filson