

**From:** [Robert Nico](#)  
**To:** [IPCN Enquiries Mailbox](#)  
**Subject:** Fwd: Trinity Grammar School Redevelopment SSD 10371 - Additional Material  
**Date:** Thursday, 2 September 2021 8:51:12 PM  
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[Statement from Commission - Public Comment on Additional Material.pdf](#)

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Hello

My name is Robert Nicoletti. [REDACTED]

As a previous person who submitted traffic issues with Trinity's development proposal, I'm making further comment on the traffic presentation Appendix 8.

Traffic trends that are current equate to a reduction in students being dropped to school from 2018 to 2020. This statistic is flawed as a percentage due to covid isolation issues. Given past trends it is pertinent to assume that percentages of children being driven would remain similar or rise significantly due to the next paragraph

The assumption that rideshare and public transport shuttles will be used assumes no issues with social distancing or no ongoing restrictions in relation to covid and or similar diseases.

The one way flow for traffic of heavy vehicles to be directed to Harland Street reflects poorly on the fact that carparking along that street often leads to limited access for vehicles travelling in two directions even without a heavy vehicles. The street was resurfaced in 2020 but is not expanded. Carparking on street is already limited for locals. Vision isn't great for heavy vehicle drivers until the last moment turning from Victoria to Harland. Unsure if Harland is rated for heavy vehicles.

Heavy vehicles heading north post leaving the college are better off heading north along Victoria St to go to Liverpool Rd and Parramatta Rd. This negates small streets being utilised often appealing heavy vehicle drivers.

The traffic flows in peak times and ratings seem to be A to F. This is a rating of what exactly? When were these recorded? Dates? What assumptions are made for 2028 flows? Flow measuring devices were used early 2020 when I believe quite a few students were on camp and cadet leave. Hence dates are important as results may be flawed.

0755-0820AM is traffic plus along Harland and Victoria St now. Afternoon issues are more related to P platers doing up to 100km/h along Service Ave but that is a policing matter I understand.

The raised crossing on Victoria St near Harland St is a positive. I propose a NO RIGHT TURN from Victoria into proposed new carpark under Oval. If vehicles are stopping for a crossing or waiting to turn onto Harland then the area will get completely locked up. As cars heading south on Victoria St are forced to stop at the crossing, vehicles turning right into carparks will block back onto Harland. Essentially it's already bad enough with vehicles driving into the existing carpark turning right from Victoria in a northern direction. The school has already asked parents to drive south on Victoria to help traffic flow however parents have proven they don't listen.

I'd like to add, most respondents I've spoken too are frustrated by traffic leading up to this

proposal in its current form. I live in Service Avenue and head past Trinity along victoria north at 815am to get kids to another school. I can take 2 mins or 15 mins currently to get past the school. Any increase in student numbers ignores the community surrounds in my opinion.

Thanks

Rob Nicoletti



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