

From: [REDACTED]
To: [IPCN Enquiries Mailbox](#)
Subject: RE: Trinity Grammar School Redevelopment SSD 10371 - Additional Material
Date: Friday, 3 September 2021 7:54:13 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Mischief behaviour .mp4](#)

To the Office of the Independent Planning Commission NSW

On page 4 of the response to RFI Attachment A, Willow Tree Planning state:

“Through design development, the following updates have been made since the original SSD submission:

- *Finalisation of the mechanical exhaust system. A 2.4m high exhaust plenum has been developed at the south western corner of Oval 3. This plenum will be a masonry block structure to match existing retaining walls along the nature strip backing to Victoria Street.*
- *Layout update to grounds and storage area.*
- *Introduction of new egress path at the north western corner of the Oval 3 carpark to significantly improve egress strategy.*
- *Updated carpark layout across two (2) ovals (noting that the overall strategy and general layouts remain the same).*

The carpark exhaust stack has gone from rising 9m above ground level and being located 80m from the nearest residents to a low rising open stack (2.4m above Oval 3 level) within a few metres of the public domain. I understand why Trinity Grammar School don't want the exhaust stack located near their students but relocating on the boundary, next to the public domain and close to residents is not “being a good neighbour”. Further, the acoustic assessment for the exhaust stack does not appear to have been updated.

I understand why there is a need for a pedestrian egress on the southern side of Jubilee Drive as this is the pathway for students to access the bus zone and is also the pedestrian/cycle egress for students and staff walking/cycling south or west (or cycling east through Yeo Park). However, I am at loss to understand why the revised architectural plans (that now clearly articulate the Jubilee Driveway) show such a wide pedestrian pathway on the northern side of Jubilee Driveway, accompanied by a second smaller egress at the Delmar Gallery (north/western corner of oval 2). In the transcript of the IPC meeting with the applicant, the school representative rightly stated that very few (less than a dozen) pedestrians cross the road at Victoria/Seaview Street. There is clearly no need for such a large pedestrian exit on the northern side of Jubilee Drive. One small egress for the occasional pedestrian exiting onto Victoria Street and heading north should suffice, perhaps accompanied with a large emergency only exit point. This is necessary to prevent “mischief behaviour” (parents dropping off/picking up on the street instead of entering the carpark) that school has stated it wants to avoid.

Please see attached video (90 seconds at 4 x speed) of “mischief behaviour” occurring in the vicinity of Holwood Avenue (small cul de sac comprising 12 houses). There is clear need for the IPC to require the applicant to design out this widened pedestrian egress (north of Jubilee Driveway) and remove the incentive for hazardous (mischief) behaviour to continue or exacerbate.