

2,4,6,8,10,12,14,16 Pockley/MacLaurin Parade	Project ID: SSD-77825469
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Some obvious issues for 2-16 Pockley/MacLaurin SSD application (178 units, 285 car spaces) are

- additional traffic on top of highly congested MacLaurin Parade/Pacific Highway intersection, especially at peak hours. Often wait at least 1 Highway cycle before joining blocked intersection
- bushfire & bushfire evacuation + emergency vehicle access on 2 maybe 3 lane roads with cars parked both sides making 3 lanes into 1 lane; likely to be clash with emergency vehicles so neither can move
- absence of bushfire risk and evacuation in SSD reports
- bushfire simulation showing Pockley developments involved, plus embers. Bushfires don't stop at lines on a map – Los Angeles, Canberra. Shows how Alexander, Kings, MacLaurin blocked by fire & fire going up Nola & Pockley to Larkin
- 1994 bushfire evacuation – no water, 12 houses taken out, embers in garden, stopped by wind change after 36 hours, fences blackened at bottom of Findlay
- insufficient deep soil area – 10.7% against Council DCP 50%
- whip bird at bottom of Kings on creek side
- powerful owls, sugar gliders, bandicoots, foxes, snakes, blue tongues, water dragons
- 7-11 Pockley has 50% deep soil to comply with KDCP in contrast to SSD.
- inadequate setbacks - about 9 m on Pockley for blue gum and angophoras as shown in landscape plans on Pockley side; canopy for mature trees probably around 20 metres so impact on upper storeys leading to pruning or poisoning
- hard surface double existing; storm water runoff into Blue Gum Creek causing bank erosion and loss of land for properties, detention basins always too small and never maintained
- invalid reason for height variation over SEPP Housing (2021) height limit for above requirement for affordable housing, adds about 8m to height, overshadowing exacerbated
- driveway entrance/exit (about 7.2 m wide) opposite & on the high side of Nola Rd intersection which will cause accidents due to cars parked next to entrance/exit obstructing vision of cars descending MacLaurin. Vehicle entrance/exit must be in Pockley to reduce accident risk over proposed plan

- **defective** traffic report (Pacific Highway generally 3 lanes north & south in vicinity of development **BUT** north only 2 lanes from Boundary to 20m before pedestrian traffic lights for station & then 3 lanes to 50m before Shirley where Highway becomes 2 lanes; no consideration of aggregate increased traffic from all new developments & effect on MacLaurin/Highway intersection as "local roads can handle increase in traffic". MacLaurin/Highway not mentioned or discussed; omits MacLaurin as a school bus route, bicycle routes which are uphill to access
- Green Travel Plan (defective) conducted by desktop audit – how about a site visit? "Footpaths are generally provided on both sides of all roads" except Larkin. Note modal split from census data "indicates that 26% of commuters living within the SA2 area". The traffic report uses 0.19 as the multiplier for units to determine cars use in peak hour to derive likely vehicles per hour for peak use. Understates the cars used for drives to work as industrial and office areas for travel to work in areas like Brookvale, Mona Vale, Forestville, Beacon Hill, Terry Hills
- "3 minute walk to station"; more likely 4 minutes plus Highway light change at least 1 minute and longer in peak hours and then add 1 minute to get to station platform = 6 minutes.
- Inadequate visitor parking as street parking very limited; many of units will be "house shared" ie 2+ independent (not partners) people living in same unit are likely to have 2 cars
- will affect the dedicated school bus AM peak & PM with development vehicle entrance/exit on busiest street (MacLaurin) of 3 streets - MacLaurin, Corona & Findlay ultimately leading to suspension of service
- right turn from Highway to MacLaurin clogged without new developments; right turn into MacLaurin south bound lane effectively takes out a Highway lane with 4+ vehicles causing queuing on southbound Highway lane.
- Additional vehicles out of all new developments turning right out of MacLaurin adds to existing mess.
- No footpath on Larkin on low side; 2 – 3 metres above road on high side; 9 steps up from MacLaurin at Larkin intersection – no good for strollers which have to use MacLaurin with cars

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- link from Shirley to Pockley of no value – rat run to/from Grosvenor Road & Lady Game Drive; Shirley Rd/Pacific Highway intersection bad at peak hour (at least 2 to 3 light changes for access southbound); steep; storm water runoff to where?;
- on top of existing 362 dwellings, 404 additional units, 686 additional carspaces for all 3 Larkin/Pockley developments and RSL Memorial Club & 4A-10 MacLaurin, both under construction
- construction traffic – rigid trucks, no trailers of any sort; construction traffic plan shows access to site from MacLaurin - NO
- remnant Blue Gum High Forest (BGHF) listed as threatened, not just a few Blue Gums and Angophoras trees as BGHF includes 40 species; soil ttype Wianamatta shale ideal for eucalytus saligna