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21/01/2020

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RE: DA2019/1340 - 100 / 0 Meatworks Avenue OXFORD FALLS NSW 2100

To the assessing officer,

Oxford Falls valley should remain a rural area, it is one of the last areas of bush on the Northern Beaches and needs to be protected for the local people and the native fauna and flora. This is a rural area where residents have large properties with horse and other animals, this area to be a slow traffic area and with NO heavy vehicles. It blows my mind that the council would even think of approving this type of business in the bush.

Please do not hesitate to contact me to discuss, I have lived backing onto the Wakehurst parkway for 38 years of life and it's heartbreaking to see what the council has already allowed on the land close by.

1. EP&A Act 1979 - S.4.15(1)(a)(i) - Compatibility with zone - under WLEP 2000: "The Desired Future Character Statement for the B2 Oxford Falls Valley Locality" specifies "low intensity, low impact uses" stipulated in for the locality. As a statutory zoning objective,

EP&A Act 1979 - S.4.15(1)(b) & (c) - Impacts - Intensification of use and suitability of the site: The proposal seeks an additional 13 units + ancillary buildings / 4000m2 GFA beyond the Court approved Stage 1 development of 30 light industrial units. The increase in number of units is more than 40% and represents a significant intensification for an area identified under WLEP 2000 for low density development.

an overdevelopment of an isolated site, which cannot reasonably satisfy the 'low intensity and low impact' character of the Oxford Falls locality. The development is likely to result in excessive traffic volumes that the local road network cannot accommodate without causing unreasonable traffic delays

The site clearing phase would take 2 months, with all excavated materials removed from site - ie along Oxford Falls Road and thence on Dreadnought Road. Truck activity is estimated at 30 visits/day. Since Meatworks Avenue is a cul-de-sac, this equates to 60 truck movements/day x 60 days = 360 truck movements. This equates to one truck travelling along Oxford Falls Road past the school every 10 minutes during construction hours for two months. The construction phase would take a further 24 months, with between 5 and 8 heavy vehicle movements/day with more during concrete pours, with a maximum of 8-12 concrete trucks/day. The fitout phase would last 6 months, with 4-6 trucks/day (up to 8.8m MRVs). Operation The report "DA2019/1340 - Report - Traffic and Parking" states that the projected vehicle generation of Stage 1 and Stage 2 developments during the peak traffic periods would be:- Total vehicle movements IN in AM peak = 82 Total vehicle movements OUT in AM peak = 22 Total vehicle

movements IN in PM peak = 46 Total vehicle movements OUT in PM out = 62

1. Inconsistent with local character. Whilst employment generating uses are supported on the northern beaches this development is not compatible with the bush land character of this locality. Development of this scale and bulk does not sit well within the landscaped setting. 2. Inadequate road infrastructure to support future traffic volumes. Meatworks Road is a single road in and out. This combined with Oxford Falls Road being a rural road with no kerb and gutter or stormwater infrastructure will not support the traffic generation from this development. Further the current intersection of Iris Street and Oxford Falls Road is dangerous and the proponent should be required to fund intersection upgrades in providing a signalised intersection under Section 94 Contributions. 3. Inadequate access to evacuate in the event of a bushfire. The lack of adequate alternate paths of travel from the subject site in the event of a bushfire presents considerable risk to human life.

1. The development of a significant industrial facility is not in keeping with the stated council objective in the WLEP 2000: "the present character of the Oxford Falls Valley locality will remain unchanged". Specifically: "The present character of the Oxford Falls Valley locality will remain unchanged...The natural landscape including landforms and vegetation will be protected and, where possible, enhanced. Buildings will be located and grouped in areas that will minimise disturbance of vegetation and landforms whether as a result of the buildings themselves or the associated works including access roads and services. Buildings which are designed to blend with the colours and textures of the natural landscape will be strongly encouraged."

In the previous 2017 DA, the Council's Engineer Referral accurately assessed that, "any increase in number of trucks travelling on Dreadnought Road during the school's AM and PM peak hours "8am-9.30am and 2.30pm-4pm Monday to Friday" will have a significant adverse impact on the school and is not supported." i. And finally, all traffic assessments ignore the obvious, that the key issue with transportation in the vicinity is that of public safety and that access is required for buses, in addition to parent drop-offs, for the > 1000 school children, given that there is no public transport to the location.