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Subject: Online Submission

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

I have read a good number of the submissions made so far and can see that many well informed people have taken the necessary time to extensively explain both the inappropriate nature and location of this development and I thank them for that.

As a resident on Oxford Falls Road, the road off which this development is accessed, I would add my voice to the many objecting to this development, for the following reasons;

1. Location - It is directly between Middle Creek (Council identified it as "one of the highest conservation bushland areas on the Northern Beaches") and Red Hill Reserve. It is essentially a 'rogue' site, historically given breath as an 'out of sight' dump and now hijacked into an industrial site. It is isolated (dead end) and fire prone (encircled by bush). The site should in fact have been entirely remediated back into the bush it interrupts.

Its 2013 DA was granted on the basis that it was 'better than what was there currently' and that it would rehabilitate the perimeter bushland and that it supported the DFC ("future development will be limited to new houses conforming with the housing density standards set out below and low intensity, low impact uses"). I am unclear how a concrete construction of this scale was considered low impact relative to a family home in a paddock. It does not complement "existing land uses and activities in the locality" at all. Now this proposed extension further reduces surrounding bushland (reversing the prior DA's 'good deed') and is even more out of character with the DFC (3 storeys, cafe, traffic). Nor does the DA report on the social impact of such a development, despite it being a requirement in the DA (4.6.2) and especially pertinent to this non-conventional suburb. The initial DA was clearly a pretence to get a foot in the door.

2. Form - 40+ units and a 3 storey conference centre with a cafe and potential for a roof top bar perhaps?

"The development also incorporates ancillary floor spaces at the western end of the main building which are intended to be used for as a café (subject to separate approval) and communal lounge/ meeting room areas. A large roof top communal open space is also proposed."

This development is in the middle of the bush, in a cul-de-sac, next to a high school and a protected environmental area. Not obvious drawcards for the establishment of a new hot spot for a giant complex of warehousing, conferencing and its associated spike in employee and truck/logistic flow.

3. Need - The DA repeatedly claims the main reason for this development is a "clear demand for industrial/ warehouse development in this locality". No reasonable person would be

'demanding' development in this sensitive and isolated area, perhaps just this developer looking to exploit a historically poor decision for economic benefit. Moreover, just a stone's throw away, there is a large area set aside for warehousing in Allambie Heights and Frenchs Forest and likely planned for around the new hospital and town centre area.

4. Access & Traffic - The construction phase will require significant large vehicle movement down a very narrow, windy, sharp cornered road. Will these trucks be directed off Wakehurst Parkway, or will they squeeze down off Warringah Road, along Ellis and onto Oxford Falls Road. These aforementioned roads have three right angled turns which are not controlled by traffic lights. These corners will be hard for large trucks to turn into safely and without causing congestion. These roads are currently under review with the council as they have been identified as black spots for crashes and congestion (2019/521272). (eg. 7 crashes through one resident's brick fence in the space of just 15 months at Oxford/Tristram). Accidents will only increase with increased traffic flow. A decision on this development cannot be finalised without visibility of what roading redesigns, if any, are planned for this area.

The DA advises that hours of operation include "8:00am and 5:00pm Saturday and Sunday (inclusive)" which is far beyond current usage and traffic flow for this area and surrounds, in what is otherwise a quiet rural locale in the weekends .

Furthermore, as many prior submissions have highlighted, the traffic assessment was disingenuously undertaken outside of peak hours for that location (peak is school hours) and not at the intersection of greatest concern (Oxford-Dreadnought). The congestion will be far greater than captured. The assessment needs to be redone.

I also predict that the developers will try and offset any congestion concerns by requesting that Oxford Falls Road East and West are joined and lights installed. This would not be low impact.

In summary, the impact of this development has been understated in this DA. This development is not appropriate for this location in scale, nor safety, nor character. Its construction and ongoing use are not compatible with existing road infrastructure. There are more suitable sites close by with better aligned businesses. This development is opportunistic and will be a good test for the integrity of the DA process.