

12 December 2016-12-12

Attn Jade Hoskins
Planning Assessment Commission
201 Elizabeth Street
SYDNEY NSW 2000

Dear PAC Members,

Meadowbank Concept Plan MP009_0216 MOD 2

I am writing to object in the strongest terms to the above application.

1. Inappropriate scale and density

While development in the area is inevitable, this development is inappropriate to the site and locality in height and density.

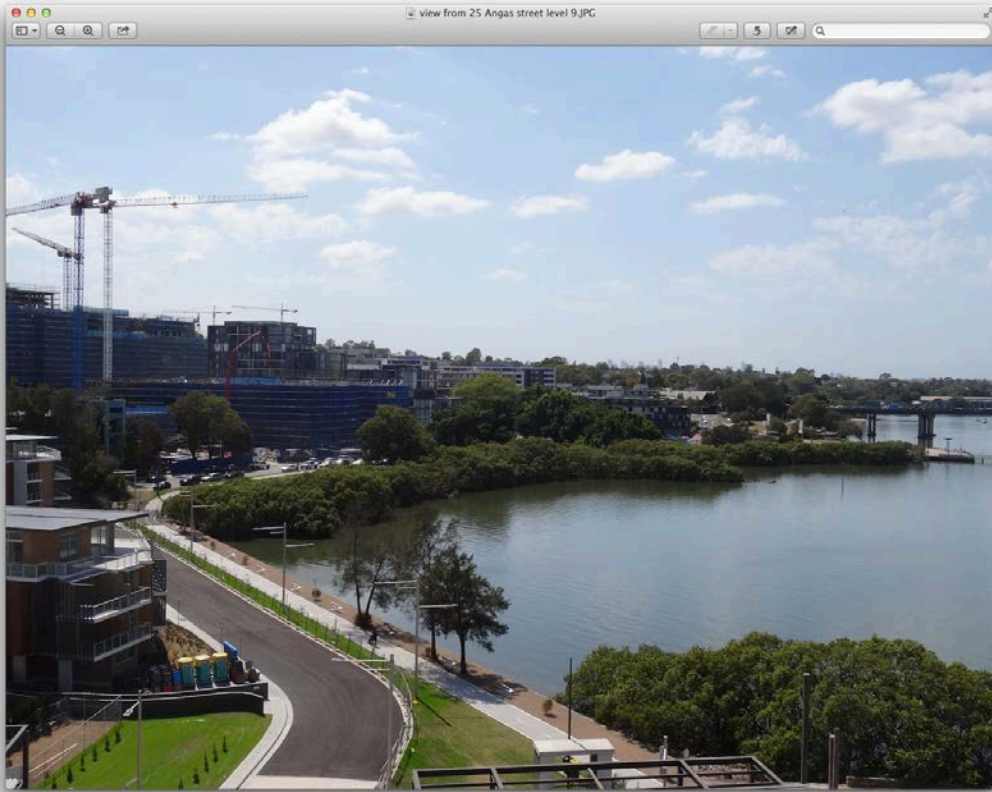
Meadowbank is not Rhodes, there has been a deliberate policy to keep the height of the building and population density lower, appropriate to the geography, and the character of the suburb.

At 24, 22 or even 15 floors, the building would be blight on the landscape. I refer you to the photo below. It is the view from my balcony, which is level 9 – which is on the 6th floor above ground. You can see how the buildings nearing construction slope up the hill, creating a pleasing, harmonious composition, suitable to the geography.

The west the view of the proposed building will be the widest. The view from the rail bridge and the majority of the suburb, which is to the west of the development, will be of the widest aspect, with maximum negative impact.

I reject the proposition that this is a 'gateway' site as a justification for the non-compliant height. Just because the site is near the northern end of the Ryde Bridge, it is not a government building, nor university, or any building that needs to have a sign saying it is the Ryde Municipality or the suburb of Meadowbank. Something much more modest and less imposing is more appropriate to our suburb.

Please do be responsible for imposing a Blues-Point-Tower-like eye saw in our modest western suburb.



2. Impact on Traffic and Street parking

I dispute the assessment that the building will have negligible impact on the traffic. The local traffic at peak times is in gridlock. Also the impact on street parking has not been taken into consideration. As a resident of the Shepherd's Bay village, a development with generous visitor parking, there are ongoing problems with inadequate resident parking resulting in the visitor parking being used, contrary to the by-laws, by residents.

A common position taken by planning authorities is that the lack of parking will result in residents not having cars, and approved developments with restricted parking. Unfortunately, this is spurious logic for several reasons. Firstly, Sydney's transport radiates from the city and is inadequate in catering for cross city movement. Both my husband and daughter work at multiple locations, and have to rely on car transport. It is not feasible for my husband to work in the morning in Drummoyne and in the afternoon in Liverpool, without a car. Secondly, people may use public transport for work during the week, but will use cars on the weekend. On street parking is inadequate now. The proposed development, with additional would worsen the situation.

3. Impact on amenities

Meadowbank was previously characterised by light industry. The space allocated for the local primary school and parks, reflects this prior use. The infrastructure is not adequate for high density living. They already under strain. Anderson Park is overcrowded on the weekend. The approved units under construction will result in extreme over crowding. It is just too much development.

4. Priority of considerations and approval creep

The primary motivation of developers is profit. Additional residences and height increases have already been approved under MOD2015/0243.

They not only wish to flout the height and density restrictions they wish to be exempt from the limit on residences and car spaces.

The impact on the community is not a priority for them. They do not live in the suburb and experience the ramifications of their developments.

The consideration of residents does not appear to carry any weight in the approval process.

What is the point of having a concept plan that takes a more balanced view (community and developer), if developers are able to circumvent them by getting amendments approved?

I strongly urge the PAC to enforce the current limits on the number of residences and car spaces on this development.

The development of Meadowbank is not complete. There are areas of light industry scheduled for development. If this ridiculously high, non-compliant development is approved, it will create a precedent for future approvals. The recommendations of the PAC will have much wider ramifications than on this site. This approval creep will make nonsense of any attempt to create a liveable suburb.

The developer should not receive special consideration because they have claimed a prize winning design. The proposal is out of scale, and increases the density too much for this site. It is NON-COMPLIANT.

It is also deplorable that the developer essentially is blackmailing the council with what it will or will not do if it doesn't get its own way. They are not only a player in this.

I understand that development is essential in Meadowbank. However, best practice in creating desirable and liveable suburbs is to create community friendly space and atmosphere. Hence the 2013 Plan and its limits on heights and density. This can't happen if developers' wishes are given priority and community views and interests are repeatedly ignored.

I implore the PAC not to be party to a decision, which will represent the worst example of planning and development and the unnecessary deterioration of community amenity in my home suburb. There is more at stake than one building and one generation. This decision will be forever.

Yours sincerely

