

Department of Planning and Environment
Level 22, 320 Pitt Street
Sydney

27 February 2017

Dear sir/madam

Re: Submission from Design Review Panel for the Green Star - Communities

Thank you for the opportunity to respond to the proposed Draft Structure Plan for Ingleside as a design review panel for the Green Star - Communities.

The aim of the Green Star – Communities is to encourage and recognise projects that undertake a design review process designed to facilitate sustainable urbanism: as 'places for people' and produces outcomes of a desirable, accessible and adaptable design to meet a community's requirements.

The Ingleside project offers a once in a lifetime opportunity to create a new suburb in a highly desirable location:

- 30 kilometres from Sydney's CBD;
- Coastal setting – beaches, Pittwater Estuary, Narrabeen Lagoon
- Bushland setting - adjacent to Ku-ring-gai Chase National Park and Garigal National Park
- Established local infrastructure and community services, local businesses, shopping centres, schools etc.

Our responses to the project's site planning and layout; and urban design terms of reference as prescribed by Green Star - Communities are attached. We have also graded each of the term of reference and the tabulated scores are:

Grade	Definition	No	Score
Green	Good to excellent	30	33%
Amber	Generally unable to grade due to lack of information or future details to be provided in the detailed Structure Plan, DCP and LEP.	56	62%
Red	Poor or lacking	5	5%
	TOTAL	91	

From the results, the panel feels that the Proposed Structure Plan is on its way to achieve the visions of the Green Star Communities (33% Green) however more refinements and resolutions with detailed plans and information in response to the issues raised (62% Amber & 5% Red) are needed to complete the assessment and improve the outcomes.

We also provide the following additional comments and suggestions with the anticipation that they will be considered during the detailed development of the Structure Plan, LEP and DCP.

Traffic

Mona Vale Road remains a major obstacle to the rezoning and liveability expectations for the proposed higher density Structure Plan. The RMS upgrades to Mona Vale Road - East and West, will help alleviate some of the existing 'through traffic' problems but they have the potential to create further conflicts within the local street network and further amplify the disconnect between Ingleside north and south. There will be greater vehicular congestion at the fewer intersections proposed thus higher vehicular movements on the fewer collector streets creating greater conflict at the proposed Neighbourhood Centre.

The Draft Structure technical report moderates many of the abovementioned concerns however the implementation strategies are inconsistent with the vision for Ingleside as a

'liveable and sustainable community'. The dependence on traffic calming devices and overuse of roundabouts are not conducive to walkability and the positive effects on Liveability (including health & wellbeing), which is a primary aim of the Green Building Council of Australia, Community accreditation (GBCA).

This panel (while not traffic experts) recognises the challenges in preparing a suitable response to traffic planning. It was the consensus of the panel that if we could remove 'through traffic' from the local street network, there would be a significant advantage to the local and regional community including:

- improved connectivity between north Ingleside and south Ingleside
- greater connectivity for wildlife corridors
- greater accessibility to schools, community facilities and open spaces
- improved pedestrian & bicycle networks (promotes health & wellbeing)
- convenient access to neighbourhood centres
- Mona Vale Road (old) becoming the 'Village Main Street'

As an attachment to this report we have included an Ingleside Bypass Proposal presented to the panel. Prepared by Sym. Studio Landscape Architects (not traffic experts), this proposal coupled with the natural topography of this site embodies the principles and objectives of the GBCA residential communities.

We urge the core working group to further study the financial implications of this bypass proposal, also considering the tangible offsets including:

- reductions to surface infrastructure including
- reduced road reserve widths
- main utility supply 'bundling and economies of scale'
- excess land disposal
- reduced building setbacks
- future proof against density increases (future SEPP)

Density

In terms of aesthetics and functionality, we do not endorse higher overall density but rather a smaller footprint to accommodate the proposed 3,400 dwellings. Reducing the footprint of the buildings will increase green space within the developments – not just on the edges. We recommend the following:

- Promote townhouses rather than houses on larger lots – including 2000sqm and 550sqm (550sqm is stated as the average lot size).
- Create additional Community owned shared land, public parklands, additional bushland and extra wide nature strips with the land gained from reducing lot sizes.
- This Community owned land should be professionally designed and well maintained over the long term. It should be large enough to accommodate canopy trees and be accessible to all residents. This is in contrast to land in private ownership as demonstrated in the 500sqm lots at Warriewood Valley and Kellyville – see Figure 1 and 2 below.



Figure 1: The vision for Ingleside.



Figure 2: Kellyville

Apartments

- Increase the number of apartments and allocate 30% of the residences for single person residences.
- Spaces will be small, smart and sustainable.
- Increase the height of apartment blocks to four storeys so lifts can be provided for the benefit of the residents (and financially viable for developers).
- Incorporate small roof top social areas within a green roof (large areas have the potential to generate noise nuisance)

Townhouses

- Provide large scale allotments for townhouse cluster developments.
- Ensure the dwellings and landscaping are well designed and built of high quality materials that will last into the future (quality of the overall build not just finishes and appliances).
- Design to maximise dwelling's kitchen and living spaces to face north, with enough space for a terrace/ bbq, some green space and perhaps a plunge pool. Where this is not possible, provide deep sites to allow for a common central courtyard.
- Incorporate shared community/ social/ activity spaces within each cluster on community title land.
- Provide for flexibility and intergenerational use – including rear lanes to accommodate garages – allow studios, living spaces and small business activities above garages.

Streetscapes



Figure 3: Minnesota

<http://www.myminnisotawoods.umn.edu/2008/12/road-to-a-thoughtful-street-tree-masterplan/>

The draft structure plan for Ingleside provides a park on Mona Vale Road (with little recreational value), rather than streets similar to Kellyville (figure 2) and Minnesota (figure 3) which in contrast, with the extra wide nature strips provide green leafy places that will enhance amenity and improve quality of life.

- Allocate some of the land gained from restricting the spread of the development to create extra wide nature strips.
- Walking is the most popular form of exercise nationally. Provide residents with nature strips that they can enjoy.
- The soil is low in nutrients in sections of Ingleside and significant soil works will be required to sustain large canopy trees. In contrast, residents with 550sqm blocks do not plant canopy trees (reference: Warriewood Valley).
- Provide water sensitive urban design on nature strips.
- Provide detailed plan showing cross sections with street widths, dwelling heights and setbacks and canopy trees for each street hierarchy,

Bushland

Protect, conserve and enhance the maximum amount of existing bushland by:

- Reducing the footprint of the development to protect, conserve and enhance a larger area of bushland.
- Group townhouse developments within parklands and bushland with parklands forming the Asset Protection Zones (APZ).
- Minimise the 2000sqm lots, as trees can be removed under the 10/50 rule.
- Selectively clear land to retain as much remnant bushland.
- Provide minimum of 100 metre wide riparian zones for the creek line, flora and fauna and adequate room for a multi-use 2.5m wide cycle/ pedestrian pathway network.
- Ensure trees over 50 years - particularly 100 years are retained for habitat. These old trees contain hollows for key fauna species.
- Provide 200 metre wide wildlife corridors to connect surrounding bushland reserves and National Parks. Provide two wide wildlife crossings over Mona Vale Road. Fauna must be able to move freely otherwise the gene pool reduces leading to vulnerable, threatened and loss of species from the local area.
- Provide extra wide nature strips so canopy trees can be retained and new trees planted in natural groups of three or more rather than straight rows. Wind the footpath between the trees. Tree roots will raise the footpath on a standard width footpath.
- The wildlife corridors within the development are more than 100m in length; thereby adjoining properties will need an APZ and can remove any remnant trees within 10 metres of their main structural asset under the 10/50 rule.
- There will be additional loss of bushland as the proposed stormwater detention ponds are located in bushland areas.

We look forward to your responses to our comments and issues raised.

Yours faithfully



Dominic Chung
Panel Chair

Panel Members:

Jenny Cronan
Michael Biddulph
Phil Gray
Conrad Grayson
Dick Clarke
Linda Haefeli
Tony Edye

Attachments:

1. Design Review for Green Star – Communities
2. Ingleside Bypass Proposal