

**Design Review for Green Star – Communities**

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%
	<b>TOTAL</b>	<b>91</b>	

Theme	Guidance	Grade	Comment
<b>Integrating with Existing Development</b>	Where developments are infill or sequential in nature, they should maximise local connections (public transport, street, pedestrian and open space connections).	Green	<ul style="list-style-type: none"> <li>New local roads has follow contours to allow for better orientation of building sites for passive designed buildings.</li> </ul>
	Vehicular connections to the external street system should be appropriate to the site and surrounds.	Amber	<ul style="list-style-type: none"> <li>Inconsistencies between Technical Report and Structure Plan.</li> <li>Technical traffic report draws conclusions that are inconsistent with local experience. The proposal intends to restrict east west traffic flow through Ingleside by diverting traffic through the Mona Vale Road /Barrenjoey intersection at Mona Vale. However by adding additional peak time load to an already congested Lane Cove Road in close proximity to the proposed Neighbourhood Centre, it would likely cause significant congestion and discourage pedestrian and bicycle usage.</li> <li>The proposed increase in speed limit from 70 to 80km/h will further separate north and south Ingleside and segregate the local community.</li> <li>Lane Cove Road diversion through the neighbourhood/ retail centre will create local traffic problems. The car is given priority over pedestrians. This deviation will generate huge amounts of traffic. This area is already avoided by motorists at peak hour due to congestion at the traffic lights.</li> <li>If the Lane Cove Rd deviation remains and is pedestrianised through the middle of the neighbourhood centre, a simpler configuration will be required otherwise new access points will be needed.</li> </ul>
	Address the external street network consistent with the relevant road hierarchy.	Green	

	Facilitate vehicle and pedestrian movement from and to the project site, particularly related to access to public transport, business / activity centres, and community facilities.	Red	<ul style="list-style-type: none"> <li>The main arterial of Mona Vale Road presents a physical barrier to good cycle/pedestrian connectivity. The proposal should include at least one cycle/pedestrian underpass near the commercial centre to allow free flowing movement.</li> <li>Significant conflicts between collector roads through and near proposed Neighbourhood Centre creating congestion and conflict of Use.</li> <li>More detail required: provide further detail of pedestrian and cycleway circulation.</li> </ul>
	Provide frontage to and views over adjoining parkland.	Amber	<ul style="list-style-type: none"> <li>More detail required. Provide thresholds to National Parks and Parkland Spaces from urban streets.</li> </ul>
	Extend linear open space systems and associated pathway networks into the site.	Green	<ul style="list-style-type: none"> <li>Maximise opportunity for cycle/pedestrian access into riparian corridors and into natural areas.</li> </ul>
	Incorporate and protect important views and view corridors.	Green	<ul style="list-style-type: none"> <li>Future Consideration: Maintain 'canopy ridgelines' when viewed from surrounding suburbs.</li> </ul>
	Ensure appropriate infrastructure connections are based on the capacity of the external networks.	Amber	<ul style="list-style-type: none"> <li>Concern remains with Powderworks Road 'rat run' diversion strategies presented in the Traffic Report.</li> <li>Concern raised with Traffic Report relying heavily on 'traffic calming devices' to discourage through-traffic. Increased congestion at main traffic lights at intersection of Barren Joey Road and Mona Vale road.</li> <li>The Cardino Report states 'the Infrastructure Delivery Plan is reliant upon traditional suppliers of utility infrastructure. This approach has been nominated as the preferred approach by the Department of Planning and Environment in response to the fragmented land ownership and the potential for the development of the precinct to be protracted over a period of time'.</li> <li>No mention of green infrastructure. No consideration for future proofing infrastructure with on-site water and effluent management such as a precinct water scheme, building a precinct power utility for renewable power generation microgrid system.</li> </ul>
	Acknowledge the heritage and character of the site and surrounding development.	Green	
<b>Urban Form</b>	Where the development scale allows, cluster neighbourhoods to support activity centres.	Green	

	A movement network has been provided based on a highly interconnected street network that has a logical hierarchy, maximises safety and promotes walking and cycling, and public transport.	Red	<ul style="list-style-type: none"> <li>The collector roads favour the use of roundabouts to prioritise uninterrupted 'traffic flow'; alienating and discourage walking and cycling.</li> <li>Significant conflicts between collector roads through and near proposed Neighbourhood Centre creating congestion and conflict of use.</li> <li>Pedestrianised areas in lieu of Lane Cove Road through the middle of the neighbourhood centre will encourage walking and safe cycling.</li> <li>The main arterial of Mona Vale Road presents a physical barrier to good cycle/pedestrian connectivity. The proposal should include at least one cycle/pedestrian underpass near the commercial centre to allow free flowing movement.</li> </ul>
	Ensure development provides extensive frontage to and addresses the existing and proposed open space system.	Green	
	On smaller sites, building height and bulk should be compatible with the surrounding development.	Green	
	Create prominent entry points to new development.	Green	
	The design and layout of the development responds to the project vision and the site and context analysis.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed Master planning and the DCP.</li> <li>'The vision for the precinct is to create a sustainable residential development that meets the needs of a well-connected and diverse community, supported by local facilities and infrastructure' Item 1.2 of the Report – the list of Specialist Investigations mentions: "Sustainable design and Construction". However this is not included in the release of the strategy. The vision should be consistent with the report and reference/ tie in with all of the sustainable initiatives.</li> </ul>
<b>Design for Mixed Use</b>	Provide an urban structure that can support a mix of uses, and that is flexible enough to change over time.	Green	
	Incorporate a traditional grid street system that has been modified to suit local circumstances.	Green	

	Incorporate a range of complementary residential, commercial and retail uses, and community facilities including open space, consistent with the project vision and local needs.	Green	
<b>Density</b>	Identify a target density that supports the planned facilities and activities including the provision, extension or enhancement of public transport infrastructure.	Amber	<ul style="list-style-type: none"> <li>This will depend on the DCP.</li> <li>This will depend on RMS response.</li> </ul>
	Provide a mix of housing types and styles to facilitate housing choice, affordability and ageing in place, and which address local housing needs.	Green	<ul style="list-style-type: none"> <li>Exception of Affordability</li> <li>This will depend on LEP control.</li> <li>Co-living, studios could be a function of the SEPP</li> </ul>
	Increase residential densities in suitable locations proximate to activity centres and high frequency public transport stations / stops.	Amber	<ul style="list-style-type: none"> <li>Concern over 'Wilga Wilga' higher density within the context of its location.</li> <li>Further investigate 'step down' in density to better connect with proposed adjoining lots.</li> </ul>
<b>Public Transport</b>	Provide an urban structure and form that supports public transport and associated facilities.	Amber	<ul style="list-style-type: none"> <li>Difficult to assess.</li> <li>More detail required demonstrating regional and local bus circulation.</li> </ul>
	Maximise compatibility with existing systems and extensions of relevant networks either via appropriate street design or provision of suitable corridors / corridor widening.	Green	
	Densities to support new public transport if in a Greenfield area.	Green	

	Density and distribution of activities along public transport routes proximate to stations / stops.	Green	
	Development of a street network and block lengths that are safe and efficient and encourage walking to public transport.	Green	<ul style="list-style-type: none"> <li>This will depend on detailed Master planning and the DCP that prioritise the pedestrian and cycleway experience.</li> </ul>
	Avoid amenity impacts associated with public transport routes e.g. heavy rail noise.	Red	<ul style="list-style-type: none"> <li>Mona Vale Road causes 'suburb dislocation' due to severe disruption to daily life for the new local communities of north and south Ingleside. Air &amp; noise pollution, congestion, pedestrian safety, habitat corridors, pedestrian linkages are all severely compromised and will fail to provide the foundation for a prosperous local community and a 'missed opportunity' for future growth.</li> <li>The collector roads favour the use of roundabouts to prioritise uninterrupted 'traffic flow'; alienating and discourage walking and cycling.</li> <li>Significant conflicts between collector roads through and near proposed Neighbourhood Centre creating congestion and conflict of use.</li> <li>Notwithstanding the above – more buffer space to be provided beside Mona Vale Road.</li> <li>Medium to low density housing along Mona Vale Road will be affected by noise. The consultant's report states that mitigating measures should be dealt with in the DCP. This is not a good approach – the building designs need to consider noise sources</li> <li>Support for the six sportsfields proposed to service incoming residents of Ingleside because there is a critical shortage of sportsfields in the LGA for existing residents.</li> <li>However there are issues with the location of the sportsfields – the Report states::</li> <li>"Sporting fields to be located on Sophie Avenue in North Ingleside and Wattle Street in South Ingleside" have been put forward. The plans indicate that the fields may have the capacity to host sporting events with seating for a large number of patrons. Existing residential receivers lie within 200 m of the proposed locations, and may be adversely affected when large events are held at the ground.</li> <li>Where possible, the distance between crowd seating and noise sensitive receivers should be maximised, using parking lots, parks and back of house areas as buffer zones between the grounds and receivers where feasible. Buildings and storage facilities should also be placed between potentially noisy areas and noise sensitive receivers where possible.</li> <li>The EPAs Noise Guide for Local Government presents guidelines for the assessment of such activities as sporting events, and suggests noise management procedures in the form of noise control notices and prevention notices." Please allocate space for buffers.</li> </ul>

	The size, location and layout of activity centres should be appropriate to the development size and type, and take the needs of the existing and proposed community and the relevant activity centre hierarchy into account.	Green	
	Activity centres should facilitate a mix of complementary uses, including community facilities.	Amber	<ul style="list-style-type: none"> <li>Compatible facilities should be clustered and facilities shared to increase participation; increase opportunities for co-location of community facilities, recreational facilities and to share parking.</li> <li>This will depend on detailed planning and the DCP.</li> </ul>
	The provision of community facilities should be the needs of the existing and proposed community into account.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
	A wide range of businesses and employment types should be promoted in response to local circumstances.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
	Activity centres should be designed to reduce the need for car travel and to facilitate pedestrian access and movement.	Amber	<ul style="list-style-type: none"> <li>Neighbourhood Centre is surrounded by collector roads and overuse of pedestrian unfriendly roundabouts.</li> <li>An underpass connection from south to north to the neighbourhood centre that does not involve pedestrian surface crossing on Mona Vale Road should be incorporated.</li> </ul>
	Activity centres should incorporate well designed areas of public space.	Amber	<ul style="list-style-type: none"> <li>Provide 'Village Green' adjoining Neighbourhood Centre.</li> <li>This will depend on detailed planning and the DCP.</li> </ul>
<b>Landscape and Green Infrastructure</b>	Provide a network of well-distributed parks and recreation areas consistent with the needs of the existing and proposed community and the relevant open space hierarchy.	Green	

	Encourage design for multiple uses of open space areas.	Green	<ul style="list-style-type: none"> <li>Future Consideration: Cluster Community and recreational facilities and co-locate parking.</li> </ul>
	Utilise water sensitive urban design practices.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
	Ensure road reserve design provides for appropriate landscape treatments (including street trees), avoids future infrastructure / landscape conflicts, and facilitates active transport modes.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> <li>Street trees will provide shade over the road surface thus reducing the 'heat island effect'</li> </ul>
	Protect areas of high quality / important flora and fauna habitat.	Amber	<ul style="list-style-type: none"> <li>This will depend on RMS response.</li> <li>Future Consideration: Fauna corridors not to pass through high density development areas. DCP to prescribe fauna friendly fencing and rear buffer zones to private residential lots.</li> </ul>
	Utilise high quality design acknowledging future maintenance requirements.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>

Theme	Element	Guidance	Rating	Comment
<b>Productivity and Sustainability</b>	<b>Enhancing</b> The design seeks to enhance the local economy, environment and community by:	Respecting the needs and aspirations of the local community who live and work there through engagement strategies;	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
		Creating opportunities for businesses to be established and to thrive;	Green	
		Enhancing existing natural environmental qualities;	Red	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> <li>Possible issues: connectivity, corridor widths, vegetation loss, gird layout, not respecting contours, minimal riparian zones, hanging swamps with no buffer zones, inadequate wildlife and human crossings, identifying presently damaged land as opposed to developing undamaged land and densities.</li> </ul>

		Maximising functionality, and usability; and	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
		Celebrating heritage, culture and community identity.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
	<b>Connected</b> The design seeks to maximise connectivity by:	Ensuring there are connections to surrounding areas;	Green	
		Promoting the location and orientation of places;	Green	
		Providing a range of transport options, including public transport, and walking and cycling infrastructure;	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> <li>No new public transport commitment .</li> <li>No indication that buses will be integrated into the development.</li> <li>Walking and cycling will be challenging due to topography – suggest the higher density and town centres are not located on the steeper land between the golf course and Mona Vale Road.</li> <li>Provide a similar service to Manly's 'Hop, Skip &amp; Jump' bus service.</li> <li>Promote car sharing and similar services</li> </ul>
		Connecting jobs, schools, shops, facilities and services;	Green	
		Providing opportunities to connect with the natural environment.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> <li>Detail the cycle and walking paths in the Structure plan showing the location, extent and materiality of these facilities.</li> <li>Provide minimum width riparian zones of 100 metres wide to allow space for vegetation and cycle and walking paths to minimise impact on the natural environment.</li> <li>Support electric vehicle recharging points.</li> </ul>
	<b>Diverse</b> The development offers a diversity of experiences to choose from. For	Each locality has its own unique character and qualities;	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>



	example:	There is a rich range of experiences – including how you move around and interact with others, what buildings and spaces look and feel like, and what cultural, social and physical things you can do;	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
		There is a range of facilities, services and activities Available.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
		Despite the diversity, there is an overall harmonious Blend.	Amber	<ul style="list-style-type: none"> <li>This will depend on detailed planning and the DCP.</li> </ul>
		People can take different routes depending on their mood, or if in order to visit different places on your way; and	Green	
		There is biodiversity in the flora and fauna.	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed planning and the DCP.</li> </ul>
	<b>Enduring</b> The development makes places that endure and are of quality. For example:	Things are built to last. They are made of robust materials, are well-designed and provide a sense of quality;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed planning and the DCP.</li> </ul>
		Places are visually engaging as well as practical;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed planning and the DCP.</li> </ul>
		Places are well-maintained and cared for;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed planning and the DCP.</li> </ul>
		Places are designed to save resources including water, energy and materials, and have a minimal impact on the environment; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed planning and the DCP.</li> <li>A commitment to a Zero Carbon development will give it the best chance of satisfying this item. Green Infrastructure will be assured.</li> </ul>
		Places can evolve and adapt over time.	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed planning and the DCP.</li> </ul>

<b>Liveability</b>	<b>Comfortable</b> The development makes people feel comfortable and welcome within that place. For example:	Places are comfortable to walk through, sit, stand, play, talk, read, or just relax and contemplate within;	Amber	<ul style="list-style-type: none"> <li>Places need to be people friendly by prioritising walkability and cycling. Reduce car dependency. Pedestrianise the road running through the neighbourhood centre</li> </ul>
		Places have minimal exposure to unpleasant noise, wind, heat, rain, traffic or pollution;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> <li>There are no buffer zones to protect residential developments along Mona Vale Road</li> <li>Traffic report puts the onus onto the developers/residents for acoustic measures.</li> </ul>
		Places can be used freely, at least in part, without having to pay; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		Places allow people to be themselves and feel included as part of the community.	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> <li>Not possible in the neighbourhood centre with the road in the middle of the proposal</li> </ul>
	<b>Vibrant</b> The development creates places that are vibrant, and where there are people around. For example:	People can see that there are other people around;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		People enjoy themselves and each other's company;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		There are places to meet and interact, play, explore, recreate and unwind; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		There are places to meet and interact, play, explore, recreate and unwind; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		Overall places are desirable spaces to visit, experience, or live within.	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
	<b>Safe</b> The development makes people feel safe. For example:	People feel safe and secure, even at night or on their own;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		There are no signs of decay, such as graffiti, rubbish, weeds or derelict places; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>

		Roads and paths are safe for adults and children to walk or ride their bikes.	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
	<b>Walkable</b> The development creates places that are enjoyable and easy to walk and cycle around. For example:	Priority is given to people walking or riding, before vehicles;	Red	<ul style="list-style-type: none"> <li>Proposal seems to prioritise private vehicles over pedestrians etc.</li> </ul>
		It is easy to get around on foot, bike, wheelchair, pushing a pram or wheeling luggage;	Amber	<ul style="list-style-type: none"> <li>A well-developed landscape masterplan including this type of details is required before we can assess.</li> </ul>
		Buildings and streets feel like they are the right size and type for that place; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed masterplan and the DCP.</li> </ul>
		Physical activity and social interaction is encouraged and healthy lifestyles are promoted.	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
<b>Leadership and Governance</b>	<b>Context</b> The development works within the planning, physical and social context. For example:	Places set, or work within strategic planning frameworks;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		Places integrate with the physical environment, including topography, biodiversity, landscape and views, existing streets and buildings, and infrastructure;	Amber	<ul style="list-style-type: none"> <li>In general, not enough detail to assess. This will depend on detailed plan and the DCP.</li> <li>Provide a camping and cultural centre close to existing walking trails within Ku-ring-gai Chase National Park.</li> </ul>
		Places incorporate the heritage, culture and historical context of surrounding communities and places; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed masterplan and the DCP.</li> </ul>
		Places are compatible with the surrounding social and economic activities.	Green	
	<b>Engagement</b> The development engages with relevant stakeholders. For example:	Community developers acknowledge that urban design is primarily about creating places for people;	Green	

		Community developers engage people in the development of their community; and	Green	
		Community developers adopt a multi-disciplinary and collaborative approach to planning and design.	Green	
	<b>Excellence</b> The development fosters excellence, innovation and leadership. For example:	Best practice planning, design, engineering, procurement and maintenance is prioritised;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed plan and the DCP.</li> <li>Refer to page 23 of the strategy: 'the precinct MAY be able to deliver housing and development that is above and beyond the current building sustainability benchmarks in NSW'</li> <li>It has been identified that this development will be better than Basix. How will this be implemented and enforced, apart from larger water tanks?</li> <li>How will other sustainable initiatives be implemented? A Commitment to a Zero Carbon Development as is already happening around Australia?</li> <li>How will this be implemented on Community land – e.g. rain gardens, swales?</li> <li>Kinesis identified a range of measures, will they all be implanted and if so, what are the longer term pay backs. The consequent savings need to be calculated.</li> </ul>
		Universal design and accessibility is championed;	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess.</li> </ul>
		Design, and design expertise is integrated, from the earliest stages of a plan or project through to completion; and	Amber	<ul style="list-style-type: none"> <li>Not enough detail to assess. This will depend on detailed plan and the DCP.</li> </ul>
		Competent, skilled professionals are engaged to design and deliver on projects.	Green	
	<b>Custodianship</b> The development considers custodianship and maintenance over time. For example:	It is recognised that communities, environments and cities are continually evolving and adapting;	Amber	<ul style="list-style-type: none"> <li>The reports should provide data on how the development will be proofed and the levels of flexibility in the design. For example, the Carndo report only discusses traditional suppliers of a utility infrastructure. The future will be a green infrastructure.</li> </ul>

		The wider environmental, social and economic costs and benefits of development, operations, maintenance and disposal are considered;	Amber	<ul style="list-style-type: none"> <li>• Not enough detail to assess.</li> <li>• Activate the Kinesis report</li> <li>• Provide details of how the bicycle paths will work</li> <li>• Document and illustrate the land uses and functions of the public domain</li> <li>• Demonstrate how the public transport system will operate</li> </ul>
		The appropriateness of the design for ongoing maintenance, operations and upkeep is ensured.	Amber	<ul style="list-style-type: none"> <li>• This will depend on the percentage of land being maintained professionally or by home owners.</li> </ul>
		Strategies to reduce and adapt to climate change are incorporated into the design.	Amber	<ul style="list-style-type: none"> <li>• This will depend on how well the Kinesis report is activated.</li> <li>• A commitment to Zero Carbon Development will be the starting point.</li> </ul>