

SUSTAINABLE INGLESIDE ADVOCACY GROUP

**SUBMISSION TO NSW DEPARTMENT OF PLANNING & ENVIRONMENT ON
INGLESIDE DRAFT STRATEGY AND DRAFT TECHNICAL STUDIES**

February 28 2017



8. SOCIAL AND DEMOGRAPHIC ISSUES

Sustainable Ingleside Advocacy Group (SIAG)

8 Bassett St Mona Vale 2103

Sustainable Ingleside Advocacy Group's (SIAG) vision for Ingleside is "to be a 'lighthouse development' showing how a modern community can live sustainably and in harmony with the natural environment".

SIAG has made the following submissions on various aspects of sustainability:

1. SIAG Overview
2. Biodiversity
3. Energy and Climate Change
4. Natural hazards
5. Noise
6. Peri Urban Areas
7. Scenic Protection
8. Social and Demographic Issues
9. Sustainable Urban Design and Planning
10. Transport and Traffic
11. Urban Trees
12. Waste management
13. Water Cycle Management
14. Waterways

SIAG has also submitted a document consolidating its individual submissions into one PDF file ("SIAG Consolidated Submission")

EXECUTIVE SUMMARY

The following are required to make the Ingleside precinct a vibrant, liveable and sustainable suburb.

- One moderate size multipurpose community centre in the North and one in the South.
- 1 primary school preferably on the west side of Mona Vale Road well away from Mona Vale Road itself.
- 1 local medical centre in North Ingleside.
- Private childcare centres. Childcare centres are essential for women to be able to return to work.
- Multi-purpose sports fields. These areas need to be within walkable distance of the proposed South Ingleside and North Ingleside.
- Passive local open space for passive recreation and activities.
- Linear open space in Environmental Conservation areas adjacent to riparian corridors for walking and cycling.
- It is important to provide many types of housing for all sectors of society catering for a whole mix of families with different ages and different needs.
- Minimising the use of cars as much as possible.
- Planning to make the densest areas of development the most walkable areas.
- Preserving far more of the bushland by making the areas of development denser.
- Developing a well-planned public transport for the entire precinct. This is discussed elsewhere in the submission.
- Developing the villages of North Ingleside and South Ingleside with their own unique village feel.

CURRENT SOCIAL AND DEMOGRAPHIC ISSUES IN THE NORTHERN BEACHES

Currently the Northern Beaches like the rest of Sydney has experienced a shortage of housing and increasing house prices. Many families are putting in granny flats to house either aged parents or married children and their families as housing has now become so expensive in the area. There is a need for more affordable housing for families with young children. People on lower incomes are being excluded from the area.

Over the last couple of years there have been significant changes in the traffic in the Northern Beaches. It is common now to have traffic jams along the Wakehurst Parkway, not only at the intersection with Warringah Road, but also at the intersection with Dreadnought Road and Oxford Falls Road. Pittwater Road is experiencing very heavy traffic almost all day and not just during the peak hour. Mona Vale Road backlogs from 6 AM until 10 AM. This backlogs down Powderworks Road to the intersection with Ingleside Road. Residents talk incessantly about how much the traffic has increased and how difficult it is to travel through the area particularly in the morning and evening peak hours and on Saturday mornings.

As older people downsize younger families are moving in. Many of the older houses have been replaced by McMansions. These large houses fill the suburban blocks. Consequently there has been a loss of greenery throughout many of the suburbs. The Councils street tree policies have **not** led to the replacement of old trees with new plantings of native trees within the roadside verges.

Many of the current residents of Ingleside live there because they love the rural life. This rural life will largely disappear as the blocks decrease in size. There will be a shortage of places to agist horses. This problem will become more intense if Duffy's Forest and Terrey Hills are also developed in the same manner as Ingleside.

PRINCIPLES AND POLICY ISSUES

In 2014 the New South Wales state government released a plan for growing Sydney. Its goals are.

- A competitive economy with world-class services and transport
- A city of housing choice, with homes that meet our needs and lifestyles
- A great place to live with communities that are strong, healthy and well connected
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources

The original goals from Pittwater's 2025 community strategic plan have been superseded by the new Northern Beaches Council

The residents of Pittwater, who are now part of the Northern Beaches Council, hold the goals 'Pittwater 2025' that were adopted by Pittwater Council with high regard and feel these goals are worth implementing

Pittwater's 2025 Community Strategic Plan provided an overarching framework with the key objective being to help the region respond to opportunities, challenges and change over the coming years. The Plan provided a long term focus and coordinated direction for all Council's activities, plans and policies. The community vision outlined within the plan was –

'To be a vibrant sustainable community of connected villages inspired by bush, beach and water'.

Key directions that were outlined to achieve this vision include:

- Supporting & Connecting our Community - the need to enhance the health and wellbeing of the community by supporting a sense of community and a friendly and creative lifestyle

- Valuing & Caring for our Natural Environment - the need to be a model community, leading the way towards sustainable living by reducing our ecological footprint, protecting and enhancing bush, beach and waterways as well as achieving long-term sustainability and biodiversity
- Enhancing our Working and Learning - the need to create a thriving local economy which maintains a beautiful environment in which to live, work and learn
- Integrating our Built Environment - the need to create a sustainable and relaxed living environment including appropriate development, effective transport choices and efficient support services
- Leading an Effective & Collaborative Council - the need to have a transparent and accountable decision-making process including enhancing participation and engagement, fostering community partnerships and providing support to the community

The vision described in the Plan can be incorporated into the planning process and design outcomes of new developments in the area. Of particular importance is the opportunity to increase the supply of **sustainable** housing choices and encouraging an appropriate mix of residential, industrial and open space.

Pittwater Social Plan 2012-2016

In July 2012, Pittwater Council adopted the Pittwater Social Plan 2012-2016 **“Live, Connect, Participate”**.

The key objective of the plan is to enhance the liveability of the Pittwater community, strengthen existing connections and facilitate a culture of participation across the community. The Social Plan comprises a number of discussion papers which reflect the key themes and priorities to create a socially sustainable community within Pittwater:

- Residential Role and Function Analysis –A key theme of this detailed demographic analysis is the importance of creating a diverse community, which ensures a range of services and facilities can be supported across the spectrum of age and household needs
- A Sense of Place – This paper highlights the importance of building an individual’s connection to a place, be it a physical space, the natural environment or the people. It highlights the importance of social cohesion, participation, connectedness, standards of living, employment and education for a socially sustainable community
- Sustaining a Vibrant Community – This paper highlights the key ingredients of a vibrant and sustainable community. It stresses the importance of a shared vision for the local community, the liveability of the local area, and having a sense of local pride. The paper encourages a commitment to fostering continuous improvement

and developing strong connections to local environmental assets, such as bush, beaches and waterways that are highly valued by the community.

EVALUATION OF DRAFT STRATEGIES PLAN ON SOCIAL AND DEMOGRAPHIC ISSUES

The Development of Ingleside

Not only do we agree that 'South Ingleside will probably be developed first', but, in our Sustainable Urban Design submission, we say that almost the total focus should be on the development of South Ingleside first.

Also, we say that perhaps South Ingleside should be further densified to support say around 5000 people (a greater number of dwellings), and that more of these dwellings be clustered around the Neighbourhood Centre, shops, services, a significant size park, plus parklets, play and exercise areas and community gardens, good walk/cycle ways, all within a comfortable walking distance for elderly people and young families etc. This will preserve the bush land as less space will be required to houses people.

There must be a very generous percentage of higher density housing to cater for projected percentages of older people and young families.

A genuine walkable village!

Also we suggest the provision of a site for a Retirement Village

Location

For Social, Environmental and Economic reasons, the Community/Retail Centre for North Ingleside should be located well away from Mona Vale road (refer to the Sustainable Urban Design segment of the submission). We suggest that there should be a community centre/retail in South Ingleside, away from Powderworks Road as well.

We question whether, just on a Social basis, the development of North Ingleside could ever be seen as a part of South Ingleside.

House costs

It is our strong recommendation that, even though the study suggests that 'people will be on moderate to high incomes, with a high level of car ownership', every effort be made to secure developers which can design and build to a high level of Sustainability at a moderate cost. Also in such a way as to minimise the use of cars.

It has been already demonstrated that this can be achieved – Victoria (Cape Paterson) and WA (White Gum).

Transport

From a Social, as well as Environmental and Economic points of view, there must be a very good, easy to use, economical, public transport system to support this, including small bus/es rotating around Mona vale centre, Elanora centre, Warriewood shopping centre, Terrey Hills and around the Ingleside village – e.g. the Manly example. (See Transport submission)

Affordable Housing

This area of Ingleside should also contain an area focused on affordable housing (really affordable housing for a significant impact on the Social aspect), applying all the skills, knowledge and benefits of Sustainable design, efficient and economical construction through modern technology, with shared elements etc. Not CoHousing, but moving that way.

And the figure should be 20% - not 5%. The Government needs to be serious about affordable housing!

Social housing should be part of the mix as well.

Rentable Space

We also strongly recommend the provision of rentable space in close proximity to the Community Centre, for local businesses (*'Business without travel'*).

This study has much useful information and many good points. It appears to be well researched, with sensible conclusions.

Dwellings are to be Low Level (3 stories maximum?), Medium Density (Town Houses, Cluster Houses etc.? – what size per block average?). Very Low Density (block size?). Please define the area required for the different densities.

Connectivity

The points made in respect to connectivity are noted with concern:-

- 'The Precinct's neighbourhood retail centre would be centrally located near the intersection of Mona Vale and Lane Cove Roads, but residents accessing these facilities from Ingleside South will need to cross the busy arterial road'

- 'It is recognised that Mona Vale Road will provide a major access barrier to local movement between the precincts'.

This is a serious and unacceptable situation and action must be taken to remove this access barrier (see Executive Summary and Sustainable Urban Design section of Sustainable Ingleside's submission).

Parks

A commonly recognised standard for passive open space involves ensuring all residents are within 400-500 metres walk from a park'. This may be OK for major parks, but we strongly recommend additional small parks, especially in areas of denser dwellings (egg a walk distance of around 200 metres) where older people and young families will tend to reside.

'Council has expressed a preference for fewer, but larger centralised parks, rather than a large number of small parks that would see all residents within walking distance of a park'.

Council seems to be arguing against the idea of residents being able to walk to a park easily!!??

If this is so, then we do not agree with Council on their argument.

Key points from the Study

(2.1) We are told that, within the 700 hectares (2/3 in private ownership and 1/3 in public ownership):-

- There will be 3,400 dwellings (1900 in North Ingleside and 1500 in South Ingleside) – low density (45%), medium density (47%) and very low density (7%) and mixed use? (1%)
- Future population at around 9000 (5000 North and 4000 South)
- South Ingleside will probably be developed first (less new infrastructure required)
- Dwellings will be low level , medium density
- There will be 30%of the area for natural bushland, 40% for dwellings (and community buildings?), and 30% for future development

OPPORTUNITIES TO MAKE INGLESIDE A LIGHT HOUSE DEVELOPMENT

To make Ingleside a vibrant community the following infrastructure is required

- One moderate size multipurpose community centre in the North and one in the South
- 1 primary school preferably on the west side of Mona Vale Road well away from Mona Vale Road itself
- 1 local medical centre. There are several medical centres already in Elanora shops which would serve Ingleside South. It would be logical to have a medical centre on the west side of Mona Vale Road
- Private childcare centres. Childcare centres are essential for women to be able to return to work.
- Public Open Space. It is not clear from the report what is meant by public open space. It needs to be defined. Is it bushland or is it grassed park areas?
- Multi-purpose sports fields. Sports fields are in short supply in the Northern Beaches. It would be possible to overcome this issue by utilising the sports fields in both the proposed Ingleside primary school and Elanora primary school after school hours. Both these areas are within walkable distance of the proposed South Ingleside and North Ingleside.
- Passive local open space – equitable access for future residents – for passive recreation and activities
- Linear open space in Environmental Conservation areas adjacent to riparian corridors – walking and cycling.



The walking path around the Narrabeen Lagoon is an example of the type of linear open space that is required in this precinct plan. The Narrabeen Lagoon path is used by thousands of people. There are joggers, bike riders, dog walkers, walkers, mothers pushing prams and groups of elderly people strolling along. This path is in use from dusk to dawn. It is having a huge impact on people's physical and mental well-being. It needs emulating in the paths throughout the Ingleside precinct.

- It is important to provide many types of housing for all sectors of society. Elton consulting has examined Warriewood Valley. They expect it to be indicative of the types of families that will be moving to the Ingleside precinct. They expect the majority of households will be young families with or without young children. Elanora Heights used to be very similar to that demographic. However as people have aged, the lack of public transport has forced many of them to downsize out of the suburb where they have lived for many decades. This deprives elderly people of contact with their community that they have lived in for a long time.

This is why it is essential to provide housing within Ingleside that doesn't just cater for young families but for a whole mix of families with different ages and different needs.

- The use of cars can be socially isolating. It is very easy to drive into a dwelling without acknowledging or interacting with neighbours. It is essential that the plan for Ingleside encourages walkability and sociability. These go hand-in-hand.
- The walk ability index for Ingleside is very poor

<https://www.walkscore.com/score/3-cicada-glen-rd-ingleside-nsw-australia>

Almost all errands require the use of a car. It is essential that the areas of high density development in Ingleside are on the flat areas of Ingleside. There are two predominantly flat areas in Ingleside. These are the Wilson Wilga estate in South Ingleside and the flat area along Lane Cove and Walter Road in North Ingleside. More bushland can be preserved by making the areas of development denser.

- It is essential that there is frequent, easily accessed public transport. The public transport also has to consider the needs of all residents. Teenagers need to be able to get back from basketball at Warriewood as late as 11 PM. Usually this means a parent needs to pick them up. Well planned public transport could make this unnecessary.
- It is essential that Ingleside North and Ingleside South both have their own unique village feel with coffee shops, wine bars, bakeries and a small grocery store.