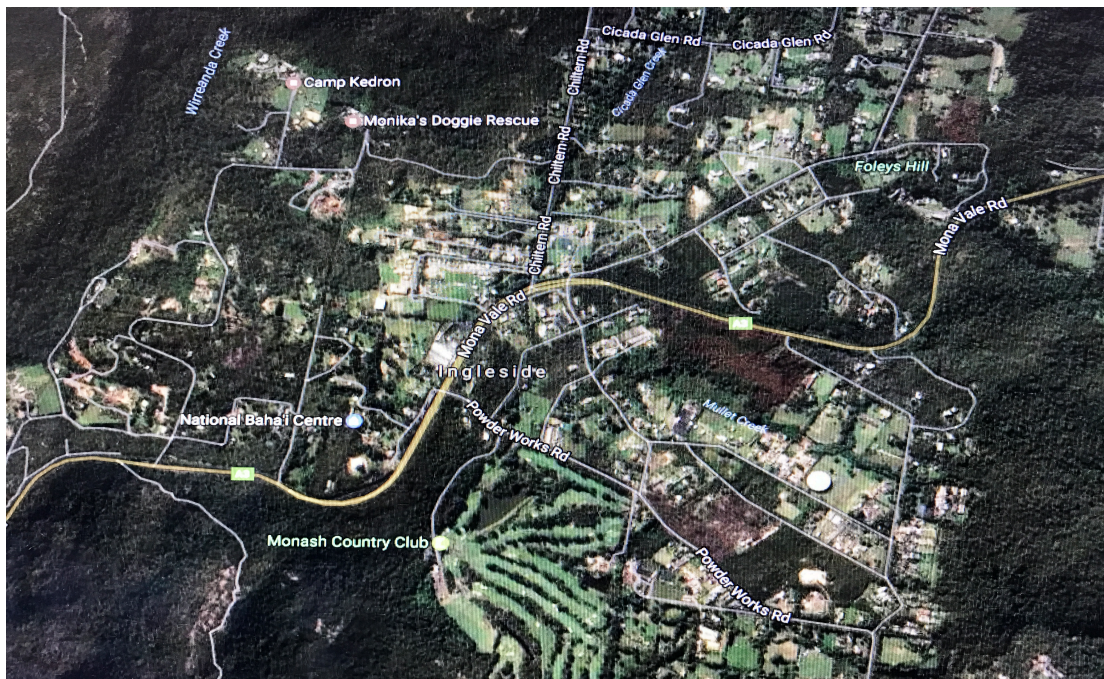


# SUSTAINABLE INGLESIDE ADVOCACY GROUP

SUBMISSION TO NSW DEPARTMENT OF PLANNING & ENVIRONMENT ON  
INGLESIDE DRAFT STRATEGY AND DRAFT TECHNICAL STUDIES  
February 28 2017



## SUSTAINABLE URBAN DESIGN AND PLANNING

### Comment on the Draft Structure Plan

Our vision is

*"For Ingleside to be a 'lighthouse development', showing how a modern community can live sustainably and in harmony with the natural environment"*

Sustainable Ingleside Advocacy Group (SIAG)  
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**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 Vision and 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")

## Contents

|    |                                       |    |
|----|---------------------------------------|----|
| 1. | Summary .....                         | 4  |
| 2. | Statement of Principles .....         | 4  |
|    | 2.1 Principles .....                  | 4  |
|    | 2.2 Additional Principles .....       | 5  |
| 3. | Comments on the Draft Strategy .....  | 6  |
| 4. | Opportunities / Recommendations ..... | 9  |
| 5. | South Ingleside .....                 | 11 |
| 6. | Conclusion .....                      | 12 |

## **1. Summary - Introduction: a Vision for a Village**

Underpinning this submission is our firm belief that the fundamental requirement for ensuring that a suburb will still be ‘modern’ 20 - 50 years from now is that it will continue to reflect excellence in **Sustainable Urban Design**, thereby contributing to the Government’s objective of achieving ‘Zero Carbon by 2050’. We see Ingleside as being such a ‘suburb’; or, in more precise terms, a ‘village’ within the wider Pittwater sub-region.

The vision for Pittwater, as developed by the community, working with the Pittwater Council is:-

***‘a vibrant sustainable community of connected villages, inspired by bush, beach and water’.***

Ingleside will become another village in the Pittwater area. By ministerial mandate, and with community agreement, it is envisaged that it will be developed and built to a high level of sustainability – a ‘Lighthouse’ project – an exemplar that will be a continuing demonstration of sustainable urban planning for 10 - 20 – as much as 50 years into the future.

Ingleside will be a village which fits comfortably under the Pittwater Vision.

Planning to such a standard is already being undertaken by many governments and communities worldwide. Here at Ingleside we should be ready to learn from others and make our own unique contribution to this fast-growing body of knowledge and expertise.

Critically, Ingleside needs to be a success: well-planned, well-managed, well-designed, well built.

After all, it is the basis for a conservative estimate of investment costs **of well over \$3.5 billion.**

We strongly support Commissioner Rod Simpson (of the Greater Sydney Commission) when he recently said that ***‘Design excellence is too late if you get the masterplan wrong’.***

So, let’s get it right from the start!

## **2.0 Statement of Principles - Planning for Ingleside**

2.1 SIAG notes and strongly supports the principles and ‘strategic highlights’ set down in the Department of Planning and Environment’s December 2016 brochure on **Planning for Ingleside**. Also the brochure **‘Planning for a Sustainable future’**. In addition, the Group has aligned its thinking with the **Priorities and Actions** for the 20-year vision set out in the draft **North District Plan** released by the Greater Sydney Commission in November 2016 .

The group acknowledges the value of the Specialist Investigations carried out as part of developing the strategy.

These principles, strategies and actions are summarised as follows:

- i. Environmental protection – the most valuable areas of natural environment will be conserved and protected.
- ii. Ingleside will be a sustainable development that meets the needs of a well-connected and diverse community, supported by local facilities and infrastructure. It offers a unique opportunity to create housing and community areas within a prized natural landscape, using the highest possible standards of ecologically sustainable development
- iii. Open space and community facilities - A substantial amount of open space will be provided to meet the recreational needs of future residents. – playing fields, parks and dedicated paths for walking and cycling to provide connections within the Precinct.
- iv. A new neighbourhood centre and primary school - with shops, cafes and essential services, plus a new primary school (ideally surrounded by higher density dwellings, park/s adjacent to the walk/cycle paths).
- v. An up-graded road network – including upgraded Mona Vale, Powderworks Road and Chiltern roads.
- vi. Greater housing choice and availability - a variety of housing options to a high level of sustainability, plus affordable housing for purchase and rent, and including a welfare housing component .
- vii. Heritage conservation, as well as the identification and protection of key 'view sites' and look-out points

2.2 SIAG would add the following to the above principles and strategy points:-

- viii A high level of sustainability in **all** structures - community buildings as well as dwellings, including passive and active solar design, water, energy etc (see *Water, Energy, Social and Demographic, Noise, submissions*)
- ix The development of a more dense, true walkable village/s
- x Transport – introducing a small (electric?) bus service similar to the very successful Manly service) to connect homes with the key shopping centres of Mona Vale, Elanora and Warriewood, the aim being to minimise the use of private cars. (see *Transport and Traffic submission*).
- xi. Identifying and employing the services of design/build organisations which specialise in high sustainability / moderate cost structures to counter the criticism of that 'sustainability is too expensive'- see Cape Paterson (Vic), White Gum, Narara, Goolgong.

- xii. Food security – seen as a critical aspect of future living – hence the aim would be to create a number of community gardens within easy reach of groups of dwellings and connected to walking /cycle paths and ‘parklets’.
- xiii. Scenic Protection - the preservation of ‘View Sites’ and Heritage aspects, as well as trees and tree groups, and waterways. (See ‘Scenic Protection’, Urban Trees’, ‘Peri-Urban Areas’, ‘Natural Hazards’, and ‘Waterways’ submissions)
- xiv. When detailed dwelling design is undertaken, a proportion of dwellings should be so designed as to be adaptable to meet changing household size and tenancy option , as well as ‘accessible’ to meet the demands of aging and disabled.
- v. The precinct should include an area or areas for the development of retirement/aged care facilities.
- vi. There must be provision for social housing in addition to the ‘affordable housing’ provision.
- vii. One or more facilities should be built to cater for rentable business space – to achieve ‘Business without Travel’ and thereby minimising journey to work travel.

### **3.0 Comments on the Draft Strategy - Concerns with the Draft Land Use + Infrastructure Plan**

We have reviewed the Draft Land Use and Infrastructure Plan and have a number of major concerns which are listed as follows:

1. It is stated in point 3.1 the ***“the vision for the Precinct is to create a sustainable development that meets the needs of a well-connected and diverse community, supported by local facilities and infrastructure”***  
There is no mention of the term coined by the previous Planning Minister, Rob Stokes, that it be a ‘Lighthouse’ Development for Sustainability. Ingleside will set unprecedented standards for sustainability
2. Figures quoted under Development Outcomes on page 5 do not seem to reconcile with figures in the Land Use outcomes on page 6.  
  
We don’t know how these figures are derived. Please clarify.
3. Mona Vale Road is the main arterial road linking the Northern Beaches to western Sydney. Must be recognised as such. It is extremely busy with fast speeds at non peak times and traffic jams in peak hours.  
It needs to be recognised that Mona Vale Rd is the single most difficult impediment to the creation of a single ‘village’.

4. The plans and promotional video show the proposed neighbourhood/ retail hub with alfresco dining and cafes along the road line with no major buffer such as mounds and planting to create a separation from the visual, noise + pollution impacts arising from a very busy thoroughfare.
5. Further to item 2, we see major issues with the Lane Cove Road deviation running through the middle of the proposed neighbourhood centre.  
For traffic wanting to turn right into Mona Vale Road from Chiltern Road, in this proposal it will have to link up with the Lane Cove deviation through the middle of the neighbourhood centre as well. Residents of the area and those using Cabbage Tree Road as a 'rat run' know of the time it takes get through the existing intersections.  
To make one point of exit onto Mona Vale Road from the north will not work. Also to have vehicles dominate the neighbourhood centre is not acceptable. A pedestrian zone will allow for landscaping, outdoor activities, walkability and enhanced human powered lifestyle.
6. These areas, if covered with tree canopies will reduce the Heat Island Effect – a problem that is being recognised in Western Sydney where new developments lack the greenery.  
It can be done as many examples overseas and locally have shown.
7. Further to item 2, there are major concerns with the location of the neighbourhood centre and it's separation from the South Ingleside.  
There is mention in the Report of the provision of wildlife corridors so that they can cross Mona Vale Road. What about humans crossings?  
The dangers of relying on a traffic light button to stop major arterial road traffic is **not** acceptable. It will mean there will be more car travel to get to the other side and less walkability.  
  
Connectivity from north to south has been compromised.  
  
A human overpass must be investigated and there are many possibilities. It could provide a landscaped area and commercial opportunities if designed suitably.
8. *'The vision for the Precinct is to create **a sustainable** development that meets the needs of a well-connected and diverse community, supported by local facilities and infrastructure'*
9. The list of technical reports on page 9 of the Strategy mentions a 'Sustainable Design + Construction' report.  
This document has not been included.

Without this report, we cannot assess the level of sustainability reached and if the highest standards will be achieved and from the contents of the strategy document, we are not confident that this will happen.

These highest standards include:

- Commitment to Zero Carbon by 2050
- Recognition of the precinct area's bioregion characteristics
- Create a Biophilic environment to encourage the human/nature connection
- Planning of new local roads to be sympathetic to the topography
- being people friendly rather than vehicular dominating to encourage walkability and community engagement
- High level Public transport
- Parks (max. 400m walk)
- reduce carbon footprint
- Efficient and thorough waste processing
- 100% water collection/harvesting
- Recycled water
- encouraging the uptake of electric vehicles
- mitigating heat island effect
- Food security - community gardens
- higher building targets – basix, to 60% reductions in Energy + water usage, 7.5 star rating
- LED street lighting and public areas
- green buffer areas along Mona Vale Road, sportsfields and noise generating facilities

10. The Cardno Report clearly states '**business as usual**':

***"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”***

This is unacceptable if the development is to be future proofed.

11. If, this project is to be “a Lighthouse Development”, an exemplar of sustainable development, then why has there been no investigation into the possibilities of renewable energy for power generation, onsite waste treatment and water supply and distribution?

The Kenesis report gives outcomes on energy and water reductions in their report.

This must be taken on board.

12. The Noise and Vibration Report – AECOM Noise and Traffic Report suggests that the noise created by traffic along Mona Vale Road –

**‘are likely to exceed the Infrastructure SEPP criteria by up to 10 dB(A)’ and that ‘noise mitigation measures will need to be considered as the Draft Plan for the Ingleside Precinct is further refined and in the preparation of the development control plan for the Ingleside Precinct’.**

It goes on further to discuss the expectation that the owners of properties will bear the additional cost and requirements of the conditions of the DA process.

Sustainable planning must include acoustic measures to those properties affected.

Big walls acting as acoustic barriers are ugly and not a solution. Green planted mounds acting as buffer areas are an option.

#### **4.0 Opportunities - Recommendations**

SIAG has formulated a number of recommendations on the basis of information presently available to us. The Group has requested further information and clarification in a separate document – see **Appendix A**.. When this information is received, we will review and lodge a modified submission which will necessarily follow after the current official DoPE closing date of 28 February 2017.

A number of strong and carefully considered recommendations are made as follows :-

- i. that the area south of Mona Vale road be developed first (South Ingleside). This has already been suggested and we agree.
- ii. that unless a generously designed and physically attractive grade-separated connection (major overpass or underpass) is created between the two areas, they should be regarded as distinct and separate sub-precincts or ‘villages’ each

- containing its own infrastructure (Neighbourhood Centre, services, shops, playing field/s, school, parks, walking/cycle paths etc)
- iii. that the density for South Ingleside be such as to achieve an ultimate planned population in the range in excess of 5000 people, as compared with the number of 4000 indicated in the 'Social and Demographic' study. This would probably involve some multi-story (max. 6 floors) units and apartment blocks immediately adjoining common facilities, transport, etc
  - iv. that the net housing density in areas adjoining the Neighbourhood Centre and other community facilities be such that as many people as possible can benefit from proximity to those facilities – in other words, that it will be a true walkable village with the emphasis being on pathways and limited shared roads.
  - v. that beyond the multi-storey elements, other sites would accommodate people in fairly tight town house clusters and group houses and thus release as much space as possible to natural bush eg the 140 hectares planned to be built on. (*see Biodiversity submission*)
  - vi. that significant areas of existing native bushland with all their flora and rare fauna, are largely retained, and that housing and infrastructure would be built outside of these protected areas. (*see Biodiversity submission*)
  - vii. That generous wildlife corridors (100 Metres) consisting of natural drainage lines and native bushland be retained as connections between the parcels of bushland and the adjoining National Park lands. (*see Scenic Protection, Waterways submissions*)
  - viii. there be a sustained official commitment to ensuring that **ALL** buildings (whether residential or otherwise) be of a high design standard, using leading-edge sustainable construction and design techniques within affordable cost parameters.
  - ix. Water, waste water, energy all be addressed to achieve a high level of Sustainability (*see Water, Waste Water, Energy submissions*) – working towards the Government's 'Zero carbon by 2050' target.
  - x. Planning of new local roads to be sympathetic to the topography so that building sites can enhance passive design principles
  - xi. People friendly – walking and cycling must be prioritised. Reduce car dependency and create 'Human Powered' village.
  - xii. Public transport encouraged – local minibus – preferably electric.
  - xiii. Vibrant neighbourhood centre encouraging community activities, freed up from the road. Pedestrianised areas in lieu of Lane Cove Road through the middle
  - xiv. more local parks and children friendly parks (parklets) within the designated housing areas – (max. 400m walk– as Social + Demographic paper states) – adjacent to walk/cycle paths. Also exercise stations.
  - xv. reduce the carbon footprint of the precinct by building own utility for renewable energy power generation (microgrid)

- xvi Install waste processing system (*see Waste submission*)
- xvii 100% water collection/harvesting via domestic tanks and commercial collection system for the neighbourhood centre, playing fields etc, grey water treatment for toilets + irrigation.
- xviii A precinct recycled water scheme (that incorporates sewer and stormwater collection and reuse) must be designed and installed.
- xix electric vehicle power charging stations and other encouragements for residents to buy ev's
- xx mitigating heat island effect – roads have canopies of green over the surface to drop temperature
- xxi investigate road surfaces that don't absorb heat or use the road surface as a solar collector. Minimise concrete – use Ecrete. Road edges – swales.
- xxii Food security - community gardens to be provided to mitigate reliance on transport of fruit and veges. Food security assurances in times of shortages with less reliance on imports.
- xxiii higher building targets – basix, 7.5 star rating, low embodied energy material selections, recycled materials, LED lighting, solar hot water
- xxiv Install LED street lighting and public areas
- xxv design and build buffer areas along MV road – mounds and dense native plantings

## **5.0 South Ingleside**

We support focusing on the South Ingleside village first.

In this 'sub-precinct' the Group believes that future residential development should be almost exclusively in medium density town house format plus possible low rise units.

In the southern sub-precinct a Neighbourhood centre is suggested near the intersection of Manor Road and Wattle Road – away from Powderworks Road. A branch of the Elanora Heights Primary School (Years 1-4) is suggested - located adjoining the Neighbourhood centre.

This area is highly suitable for the first serious 'bricks and mortar' development work within the Ingleside precinct as a whole. Work would include the progressive conversion of properties for medium density housing; the preparation and implementation of incentives to encourage good design; the execution of pilot and demonstration projects; site acquisition ; a gradual increase in the number of dwellings; identifying a site for the Neighbourhood centre (local shops, services, community hall) and branch of Elanora Primary School; surrounding the Village centre with higher density dwellings to achieve a true walking village ; detailed design and construction of walking/cycling paths, community gardens, parks and 'parklets'; first-stage provision of social and affordable dwellings (including rental ); and community business rental space. (*see 'Social and Demographic' submission*)

In addition it is suggested that an area be identified for a Retirement Village.

It is also suggested that small scale pilot projects in sustainable development be actioned - It would apply to a small area yet to be precisely identified and would involve calling for expressions of interest and ideas from design-and-build teams for experimental housing, boundary adjustments and innovative changes to existing uses. It would provide a one-off opportunity – over a limited time-frame - for design innovation outside the normative development control constraints – a demonstration project of sustainability in action which will provide education to the public and will satisfy one of the Greenstar Communities initiatives.

## **6.0 Conclusion: proposal for a follow up and discussion**

Sustainability Ingleside Advocacy Group would like to arrange a suitable time, following the provision of the submission documents, to discuss the responses with the key group responsible for the assessment and decision making for this very important 'Lighthouse' project.

***Sustainability Ingleside Advocacy Group***

***Date 28 February 2017***

## **APPENDIX A**

### **Questions and Concerns related to the Urban Plan as Supplied**

**(Note : these have already been sent – awaiting answers)**

We have examined closely the rough indicative Urban Plan as supplied and have asked a number of questions, to which we would appreciate urgent answers so that we can make our major submission.

Our key concern is that the planning process undertaken to date has not delivered the world-class ‘landmark’ scheme which the Minister clearly is seeking. We believe that a fresh approach must be launched, based on an imaginative brief and involving principles sketched out in this document.

For present purposes and in response to the official invitation to ‘have our say’ we raised some questions/concerns:-

- There appears to be no Consultant Report from a highly qualified Sustainable Urban Planner (like the reports by Cardno and Kinesis) – only a rough indicative plan. When will such a Sustainable Urban plan be published and received, together with a rationale?
- The consultant reports are already referring to North and South Ingleside – 2 separate suburbs. Can the Sustainable Urban plan, as requested, please show how the ‘2 suburbs’ will be connected into 1 integrated village?  
Note: We have been told, in the recent Reference Group meeting, that people will cross at several sets of lights on Mona Vale Rd. Clearly this won’t make for an integrated, connected village.
- The illustrations (eg Community centre) are of 1950 – 1970’s design. Please advise why these designs have been chosen for this 21<sup>st</sup> century high Sustainability development? Design and materials have progressed enormously over this period and should be incorporated in Ingleside.
- In the rough plan, new streets and building blocks have been drawn. Why was this done for this indicative plan? In any case, it would appear that the streets are not designed to enable a maximum number of dwellings to be properly orientated for Sustainability!? And the streets do not appear to flow with the topography.

- It is virtually impossible to see the topographic details. Could we please have an overlay that clearly shows the topography?
- It is impossible to see the way and the extent to which the suggested housing areas impact on the existing natural bush land. Can we please have another overlay showing this?
- It would also be very helpful to see the existing homes (as another overlay) so that it is possible to see which ones will be affected by acquisition and which homes won't. Could we please have this one as well? And could the 'paper' roads be removed!?
- Why is there no green (visual and sound-absorbing) separation between the very busy roads and the dwellings? (please note reference to '+10 Db increase' for noise along these roads in the 'Noise and Vibration Report')
- What is the rationale for locating the Community Centre and the School right on the edge of the very busy roads (one being a 4 lane + 2 bicycle lanes arterial road)? Apart from the smell of car fumes and the noise, there is an immediate and significant limitation on the number of high density dwellings that could and should surround the Community Centre.
- In the rough plan, there are no 'break out' parks (parklets) shown for collections of dwellings according to the ('Social and Demographic') guidelines (maximum 400 metres??) – why not?
- Why aren't the walkways/cycleways shown on the rough plan – to demonstrate 'connectivity' over the entire Ingleside suburb?
- No community gardens are shown – there should be a number of them. In this 21st century example of Sustainable Urban design, why is this?
- 'Missing Middle' – please advise where this is located in Ingleside? - important in formulating a submission.
- Food security is not mentioned at all – why not? It is a critical element in a Sustainable Village of the future.

Following the answers to these questions, we will be pleased to make a full and formal submission.

***Sustainable Ingleside Advocacy Group***

***28 February 2017***

