
LINDFIELD VILLAGE GREEN - PREFERRED CONCEPT DESIGN

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To present to Council a detailed analysis of the three concept designs prepared for the Lindfield Village Green and to recommend a preferred concept design for Council's adoption.

BACKGROUND:

This project has been reported extensively to Council with a total of eleven reports to Council since 2011. The reports have addressed a broad range of matters including open space planning, project definition, project scope and budget, tenders, community engagement and concept plans, and compulsory acquisition.

COMMENTS:

Three concept designs were placed on public exhibition for a period of eight weeks from Saturday 21 March to Friday 8 May 2015 with a further extension to Thursday 14 May 2014. The three (3) exhibited concept plans were:

- Amber Road & Outlines (Option A);
- JMD Design & TZG (Option B); and
- RPS and Welsh Major (Option C).

During the exhibition period the community were invited to provide feedback on the three options via a variety of mediums; at the same time Council undertook specialist assessment of the options.

This report outlines the results of the community response and each of the specialist assessments and recommends a preferred option that scores the highest across all the areas of consideration.

RECOMMENDATION:

That Council adopts the concept plan prepared by JMD Design & TZG (Option B) as the preferred design.

PURPOSE OF REPORT

To present to Council a detailed analysis of the three concept designs prepared for the Lindfield Village Green and to recommend a preferred concept design for Council's adoption.

BACKGROUND

At the OMC of 9 September 2014 Council considered a report entitled *Lindfield Village Green - Confirmation of Preliminary Scope of Works, Project Budget and Program*. The purpose of the report was to update Council on the progress of Lindfield Village Green project including recommending a preliminary project construction budget, an updated project program and clarification of scope of works.

At the meeting Council resolved that:

A. Council adopts the revised project scope which includes:

- *Provision of a minimum of 100 public car spaces on the site;*
- *Construction of a new single level basement public car park to be owned and operated by Council;*
- *Construction of a new park / civic space with a minimum size of 2,700m²;*
- *Streetscape works to adjoining streets and lanes (extent and detail defined in Contributions Plan - Work Programs); and*
- *Road and transport works to adjoining streets and lanes (extent and detail defined by Contributions Plan - Work Programs).*

B. Council progress with the project with a total project budget of \$19,730,000.00, this includes all contingencies, professional fees, staff time and other costs; the budget comprises:

- *\$16,555,300.00 from the Revised Delivery Program 2013 – 2017 Draft Operational Plan 2014 – 2015 from development contributions 2010 Plan;*
- *\$1,267,100.00 from the proceeds from the sale of no.9 Havilah Lane for the year 2016-2017; and*
- *\$1,907,600.00 brought forward and allocated from the 2010 Plan - Local Parks and Sporting Facilities - South for the year 2016-2017 for the car park construction;*
- *That following further discussions and advice from TfNSW the project scope and budget is reviewed if TfNSW agree to be a partner in the project.*

C. Council adopts the preliminary project programme for Stage 1 of the project which plans for construction of the project to commence in late 2016; and that any revisions to this programme be reported to Council following exhibition of concept designs:

- *Advertise Request for Tenders - August 2014*
- *Evaluation of tenders and short-listing - September to October 2014*
- *Full Council approval of short-listed consultant teams - October 2014*
- *Prepare concept designs - October 2014 to January 2015*

Item GB.5

S10377
29 April 2015

- *Public exhibition of 3 concept designs - February 2015*
- *Full Council approval of preferred concept design - April 2015*

D. Council write to the Minister for Transport with details of the cost of a second level of basement parking seeking confirmation that TfNSW wish to participate in the project, and that a further report is brought to Council advising of the Minister's decision once an official response has been received.

COMMENTS

Three concept designs were placed on public exhibition for a period of eight weeks from Saturday 21 March to Friday 8 May 2015 with a further extension to Thursday 14 May 2014. The three (3) exhibited concept plans were:

- Amber Road & Outlines (Option A);
- JMD Design & TZG (Option B); and
- RPS and Welsh Major (Option C).

During the exhibition period the community were invited to provide feedback on the three options via a variety of mediums including:

- a public survey (on-line and hard copy);
- an opt-in workshop (where participants self-selected to attend);
- a recruited workshop (invited participants based on a demographically represented sample).

At the same time Council undertook specialist assessments of the options which included:

- a cost review;
- a life cycle cost analysis;
- a Crime Prevention Through Environmental Design (CPTED) assessment;
- a transport review;
- a review of each option against the project brief & objectives;
- a peer review by specialist council staff; and
- PCG approval of preferred concept.

The following discussion will outline the results of the community response and each of the specialist assessments. Each option will be assessed and ranked according to whether it is preferred (green light and a score of 3 points); second preferred (amber light and a score of 2 points); and least preferred (red light and a score of 1 point).

At the end of this report in the Summary section these scores will be tallied and a preferred option recommended which scored the highest across all the areas of consideration.

Public Survey Results

Council engaged Cred Community Planning to collate and analyse the on-line and hard copy survey results. A copy of the full report entitled *Lindfield Village Green – Engagement Outcomes Report, June 2015* is provided in **Attachment A1**.

Item GB.5

S10377
29 April 2015

Discussion

There were 181 respondents to the online and hard copy survey. The majority of respondents (61%) were aged 40 years or over and 93% live in the Ku-ring-gai LGA (66% in Lindfield).

The age profile of the survey respondents is older than the age profile of the Ku-ring-gai LGA demographic as follows:

- a lower proportion of 18 to 24 year olds (3% of respondents compared to 8.7% across the LGA);
- a similar proportion of 25 to 39 year olds (16% of respondents compared to 13% across the LGA);
- a higher proportion of 40 to 59 year olds (40% of respondents compared to 30% across the LGA); and
- a much higher proportion of respondents aged 60+ (37% of respondents compared to 23% across the LGA).

The gender breakdown of respondents showed a higher proportion of female (56%) to male (42%) respondents (2% preferred not to answer).

Online survey respondents scored Option A as the most preferred option with a weighted score of 302, slightly ahead of Option B with a weighted score of 287. Option 3 was ranked as the least preferred option with a weighted score of 229. While the online survey indicated a slightly higher overall preference for Option A, there were different aspects of Option A and Option B that respondents preferred. For example:

- In relation to Option A, respondents had a much greater "Liking" for the location of the Café, the Art/water features, the Shade Structure, and the Entry/exit to the car park over the other options.
- In relation to Option B, respondents had a greater "Liking" for the landscaping and grassed areas over the other options.

Option C was the least preferred option across all consultation methods.

The following is a summary of respondent's preferences when asked if they liked this option:

Amber Road & Outlines

- 50% of respondents liked it;
- 21% were neutral; and
- 29% disliked it.

JMD & TZG

- 49% of respondents liked it;
- 20% were neutral; and
- 31% disliked it.

Item GB.5

S10377
29 April 2015

RPS & Welsh Major

- 23% liked it,
- 26% were neutral, and
- 51% disliked it.

The survey results show a slight preference (1%) for the concept prepared by Amber Road & Outlines over the concept prepared by JMD & TZG, the former also has a lower dislike rating of 29% when compared to the latter with a dislike rating of 31%; the RPS & Welsh Major proposal was the least preferred option by survey respondents.

Summary – survey results

The results of the survey show that the concept plan prepared by Amber Road & Outlines is preferred by the survey respondents; the JMD Design & TZG concept is ranked second; and the RPS & Welsh Major concept is ranked least preferred.

It should be noted that the results from any opt-in consultation are most likely reflective of one part of the local community, not necessarily of the broader community. From experience it is known that opt-in workshops and self-selecting surveys are often less representative of the broader community view and can work to particular agendas. Survey outcomes should be considered with this in mind.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Survey	3 (preferred)	2	1

Workshop Results - opt-in

Council engaged CRED Community Planning to design, facilitate and report on the Opt-in Community Workshop which was held on 29 April 2015. Cred's final report is titled *Lindfield Village Green – Engagement Outcomes Report, June 2015* and is attached in full in **Attachment A1** of this report.

Discussion

Sixteen community members self-selected to participate in the Lindfield Village Green opt-in community workshop. Participants self-selected to attend, meaning that many may have had a particular interest in aspect/s of the Village Green, for example parking. Some participants owned or rented properties directly adjacent to the site, and two community group members attended. This meant that issues important to participants such as traffic and parking influenced how participants scored their preferred option. Most attendees knew other attendees. The profile of participants was older than the Ku-ring-gai demographic, indicating that the outcomes of this workshop may not reflect the preferences of the general community of the LGA.

In terms of the demographic profile:

- overall participants were older, with around 80% of participants aged 60 years or over, compared to around 23% of the Ku-ring-gai population;

Item GB.5

S10377
29 April 2015

- only one participant (or 6%) was from a culturally and linguistically diverse background, compared to 21% of Ku-ring-gai residents who are from a non-English speaking background; and
- two participants (12%) had young children still living at home with them.

Participants at the opt-in community workshop indicated a preference for Option A, scoring 11 out of 18 (or 61% of the vote). The reason for this result is related to a preference for the location of the carpark entry/exit point being located on Tryon Road. Similar concerns arose around adding traffic to an already busy road (Tryon Road) or adding traffic to a currently quiet road (Milray Street).

Summary – opt-in workshop

Participants at the opt-in community workshop indicated a preference for Option A, scoring 11 out of 18 (or 61% of the vote); the concept by JMD Design & TZG scored 5 votes out of 18 or 27% and ranked second and RPS & Welsh Major proposal ranked third scoring 2 or 12% of the votes.

It should be noted that the results from any opt-in consultation are most likely reflective of one part of the local community, not necessarily of the broader community. From experience we know that opt-in workshops and self-selecting surveys are often less representative of the broader community view and can work to particular agendas. Participants of recruited workshops are less likely to have vested interests and are more likely to be more representative of the views of the broader local community. These workshop outcomes should be considered with this in mind.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Opt-in Workshop results	3 (preferred)	2	1

Workshop Results - recruited

Council engaged CRED Community Planning to design, facilitate and report on the Recruited Community Workshop which was held on 2 May 2015. Cred's final report is titled *Lindfield Village Green – Engagement Outcomes Report, June 2015* and is attached in full in **Attachment A1** of this report.

Discussion

Council engaged an independent agency to randomly recruit participants who lived in Lindfield and neighbouring suburbs. These participants had a broad interest in the Village Green and represented the demographic of the Lindfield area. Very few attendees knew each other.

The recruited workshop participant age profile was more closely aligned to the age profile of the Ku-ring-gai LGA than the online survey. The age profile of participants compared to the Ku-ring-gai LGA age profile as follows:

- 18 to 34 years represented 18% of participants (compared to 15% across the LGA);
- 35 to 49 years represented 32% of participants (compared to 25% across the LGA);
- 50 to 64 years represented 35% of participants (compared to 22% across the LGA); and
- 65+ years represented 15% of participants (compared to 16% across the LGA).

Item GB.5

S10377
29 April 2015

Participants were representative of a range of backgrounds:

- 38% had young children still living at home with them;
- 50% were female and 50% were male (close to the Ku-ring-gai demographic at 52% female); and
- 20% spoke a language other than English at home (similar to the LGA at 21%).

Given that the demographic of the recruited workshop participants is more closely aligned to that of the Ku-ring-gai LGA, and that recruited workshop participants are more unlikely to have vested interests, Council could have some confidence that the outcomes of this workshop more closely represents the views of the broader local community when compare to the opt-in survey and workshop.

Participants at the recruited community workshop indicated a preference for Option B, with 16 out of 30 participants preferring this option to Options A and C (or 53% of the vote). Second preferences were split between Options A and C (preferred by 7 participants or 23% each). Views were varied across all themes.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Recruited workshop results	2	3 (preferred)	1

Review of project costs

Council engaged Rider, Levett & Bucknall (RLB) Quantity Surveyors, to prepare a preliminary estimate of the construction costs for each of the concept designs; the final report is titled *Lindfield Village Green - Design Competition - Concept Design Stage Estimate Report, 2015* and is attached in full in **Attachment A2** of this report.

The estimate report of each concept design scope takes into account the following:

- provision for up to 100 public (Council owned and managed) car spaces;
- construction of a new single level basement public car park and an option for an additional (second) level basement car park for long stay parking;
- construction of a new park/civic space with a minimum size of 2,700m²;
- streetscape works to adjoining streets and lanes;
- road and transport works to adjoining streets and lanes; and
- Council's total project budget of \$19.7 million.

Each design concept estimate includes the following allowances:

- Design contingency;
- Construction contingency;
- Escalation allowance;
- Design and management fees;
- Statutory authority fees;
- project management costs.

Item GB.5

S10377
29 April 2015

Discussion

Detailed below is a summary reconciliation of each concept design estimate to Council's budget:

Description	Councils Budget	JMD & TZG (Option A) dated 16.03.15	JMD & TZG (Option B) dated 16.03.15	JMD & TZG (Option C) dated 16.03.15	Amber Road & Outlines dated 16.03.16	RPS / Wesh + Major dated 16.03.17
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OPTION 1: Development includes 1 Level Basement (Scheme)

Construction Works	14,500,000	13,908,566	13,983,735	13,764,664	15,500,450	15,984,523
Design Fees	5,200,000	1,390,857	1,398,373	1,376,466	1,550,045	1,598,452
Staff Project Management Costs	INCL.	305,988	307,642	302,823	341,010	351,660
Statutory Fees	INCL.	312,108	313,795	308,879	347,830	358,693
Design Contingency	INCL.	795,876	800,177	787,642	1,330,450	1,829,333
Construction Contingency	INCL.	835,670	840,186	827,024	953,489	1,006,133
Escalation	INCL.	500,000	500,001	500,002	500,000	500,000
	19,700,000	18,049,065	18,143,910	17,867,499	20,523,274	21,628,793

Note: JMD Design & TZG proposes three alternative car park entry locations as part of their concept design reflecting the separate Option A, Option B and Option C costs in the above summary reconciliation table. For the purposes of the assessment JMD Design & TZG - Option B consultants preferred entry access point, has been used in the discussion and assessment of alternative concept designs.

RPS & Welsh Major is the most expensive option, at \$21.628 Million which is more than \$1.9 million over budget; JMD & TZG is the lowest cost option at \$18.143 million which is about \$1.5 million under budget ; and the Amber Road & Outlines concept is the second lowest cost at \$26.088 million which is about \$800,000 over budget.

The quantity surveyor also noted a number of budget risks in relation to each concept plan:

Amber Road & Outlines

- Landscaping including tree selection is not included in documentation to date.
- No structural information provided to RLB.
- Bulk excavation volumes to be confirmed.
- Outdoor seating and other loose furniture requirements not provided.
- Additional allowance included for basement roof due to extent of retaining planter box walls and pavilion floor slab structural design.
- Allowance for engineering services is based on a dollar per square meter basis.
- Limited information available as to the extent of service relocation required to road and footpath areas.
- Structure to pavilion subject to future detail.
- No clear indication of scope of works site boundary
- Roads and Streetscape scope of works not clearly identified.
- Allowances for water features subject to future detail.
- Assessment includes an increased design development contingency allowance above

JMD Design & TZG

- Landscape including tree selection not included in document.
- Bulk excavation volumes to be confirmed.

Item GB.5

S10377
29 April 2015

- Allowance for engineering services based on a per square metre subject to detail design.
- Limited information available as to the extent of service relocation required to road and footpath areas.
- Structure to pavilions subject to future detail.
- Selected finishes on information available to date indicates finishes are well known types of finishes.
- Minimum additional loading required for top soil to roof of basement.

RPS & Welsh Major

- Landscaping including tree selection is not included in documentation to date.
- No structural information provided to RLB.
- Additional allowance included for basement roof due to extent of retaining/planter box walls.
- Allowance for engineering services is based on a dollar per square meter basis.
- Limited information available as to the extent of service relocation required to road and footpath areas.
- Clock Tower allowance subject to future structural and aesthetic design detail.
- Structure to pavilion subject to future detail.
- Allowances for water features subject to future detail.
- Allowance for solar shelter subject to future detail.
- Allowance to steel scope works subject to future detail.
- Extent of proposed paving and works to Lindfield Avenue unclear.
- Assessment includes an increased design development contingency allowance above JMD
- Design / TZG allowance as the documentation provided is unclear as to structural member's size and configuration; in particular the basement roof slab and above ground steel structures.

Overall the level of risk associated with the JMD Design & TZG concept is considered to be lower than the alternatives. The Amber Road & Outlines proposal has a number of cost risks associated with the proposed structures and water elements as well as the proposed scope of works particularly related to streetscape. The RPS & Welsh Major also has considerable cost risk associated with the proposed structures.

Summary – Estimated Construction Costs

In summary the concept prepared by JMD Design & TZG is considered to represent the best value for money against Council's project budget and the least risk. In addition it would allow some capital budget flexibility for design development and scope creep and does not require value engineering to meet the budget. The concept prepared by Amber Road & Outlines is ranked second and the concept by RPS & Welsh Major is ranked third

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Cost estimate	2	3 (preferred)	1

Life Cycle Cost Analysis

Subsequent to the *Concept Design Stage Estimate Report* prepared by RLB Council engaged the same quantity surveyor to undertake Life Cycle Cost reporting for each of the three concept

Item GB.5

S10377
29 April 2015

designs. The full report *Lindfield Village Green - Life Cycle Costing – Concept Design Stage, 2015* is in **Attachment A3**.

The Life Cycle cost assumes a 30 year life range and considers the following elements:

- planned maintenance costs;
- re-active maintenance costs;
- replacement costs; and
- operational costs.

Discussion

A summary table presenting the results of the Life Cycle Cost analysis is provided below:

Section	JMD / TZG		Amber Road / Outline		RPS / Welsh + Major	
	Totals Life Cycle Costs	% of Annual Cost / Capital Cost	Totals Life Cycle Costs	% of Annual Cost / Capital Cost	Totals Life Cycle Costs	% of Annual Cost / Capital Cost
Capital Cost	\$ 18,049,065	-	\$ 20,523,274	-	\$ 21,628,793	-
Life Cycle Planned Maintenance	\$ 3,001,860	0.55%	\$ 3,058,128	0.50%	\$ 3,937,788	0.61%
Life Cycle Re-active Maintenance	\$ 306,720	0.06%	\$ 476,928	0.08%	\$ 457,272	0.07%
Life Cycle Replacement	\$ 1,438,884	0.27%	\$ 2,254,716	0.37%	\$ 1,551,204	0.24%
Operation Cost	\$ 2,488,320	0.46%	\$ 2,284,200	0.37%	\$ 3,006,720	0.46%
Occupancy Cost	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%
End of Life Cost	\$ 10,800	0.00%	\$ 10,800	0.00%	\$ 10,800	0.00%
Total (excl. Capital Cost)	\$ 7,246,584	1.34%	\$ 8,084,772	1.31%	\$ 8,963,784	1.38%
TOTAL LIFE CYCLE COST	\$ 25,295,649	-	\$ 28,608,046	-	\$ 30,592,577	-

The three (3) options are comparable in terms of respective Life Cycle Costs relative to the initial capital costs and are all are within an acceptable range. The total Life Cycle Cost for the nominated 30 year life range from 1.31% to 1.51% of the initial capital cost per annum.

The Amber Road & Outlines concept has a total Life Cycle Cost of some \$8.084 million over 30 years which equates to a cost of about \$269,000 per annum. The JMD & TZG concept has a total Life Cycle Cost of some \$7.246 million over 30 years which equates to a cost of about \$241,000 per annum. The concept prepared by RPS & Welsh Major has a total Life Cycle Cost of some \$8.963 million over 30 years which equates to a cost of about \$298,000 per annum.

The potential saving to Council over 30 years between the lowest and highest is in the order of \$1.7 million. Further:

- the concept prepared by Amber Road & Outlines has the lowest percentage Average Annual Cost as a proportion of Capital Cost and is the lowest in terms of Operating Cost.
- the JMD & TZG concept has the lowest Capital Cost, Planned Maintenance Cost, Re-active Maintenance Cost & Life Cycle Replacement Cost; and

- the concept prepared by RPS & Welsh Major has high levels of specifications and substantially higher total Life Cycle Costs.

Summary – Life Cycle Cost

The JMD & TZG concept is preferred as it proposes a modest level of specification that has the lowest overall cost and presents the lowest risk in terms of unforeseen expense and re-active maintenance requirements.

The concepts prepared by Amber Road & Outlines and RPS & Welsh Major are ranked second and third respectively as they both have a higher a level of specification and greater number of features and subsequently present higher ongoing capital costs due to the higher initial capital cost outlay.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Life Cycle cost	2	3 (preferred)	1

Staff Review

A workshop with staff from Strategy and Environment, Operation and Community Departments was held on 13 May 2015. The purpose of the workshop was to seek specialist technical staff input and feedback on each concept design and to assess each concept design individually in order to determine a preferred option and overall ranking. Minutes of the meeting are attached to this report in **Attachment A4**.

The following staff attended the workshop:

- Principal Landscape Architect;
- Building Assets Co-ordinator;
- Manager Planning & Heritage;
- Team Leader Urban Design;
- Manager Projects;
- Manager Community Development;
- Director Operations;
- Team Leader Design & Projects;
- Landscape Planner;
- Manager Environment & Sustainability;
- Manager Open Space;
- Public Domain Projects Officer;
- Community Engagement Officer.

The workshop commenced with a briefing on key activities addressed the following:

- Background & Village Green objectives;
- Concept Design selection process to short-list design consultants;
- Project Scope & Budget; and
- Concept Plan Assessment & Project Timeline (Online Survey; CPTED Assessment; Cost Estimate assessment summary; Life Cycle Cost assessment summary)

Discussion

Each concept design option was assessed individually by the group using the advantages and disadvantages methodology. As a result of the workshop participants unanimously identified JMD Design & TZG as the preferred concept design for the following key reasons:

- the concept fulfils the project objectives by providing an open and welcoming 'village green';
- the concept provides an adaptable and flexible use of space to enable a varied program of social activities, ie. markets and night time cinema events;
- the concept maintains open and inviting access, particularly from Tryon Road, for improved safety and surveillance of the public space;
- the concept allows ease of asset maintenance and overall longevity of features, and subsequent lower maintenance costs; and
- the concept proposes an appropriate number of water and misting features.

The group noted their concern that the concept proposes a modest sized kiosk facility and that this would not provide adequate rental return to cover ongoing maintenance and repair costs.

Summary – staff review

The JMD & TZG concept was identified as the preferred design by the participants of the staff workshop as it was found to best meet the requirements of the project brief. The proposal by Amber Road & Outlines was ranked second and the RPS & Welsh Major concept was ranked third.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Staff review	2	3 (preferred)	1

Project Objectives

In 2014 Council ran an Expression of Interest for design teams to prepare concept designs for the Linfield Village Green for public exhibition. A key component of this EOI was a set of a vision and set of project objectives.

The vision stated that:

"Ku-ring-gai Council is committed to creating a place for the wider community, residents and users to meet and play, and connect.

Lindfield Green will be a unique space that will play a central role in the community life of Lindfield residents. Once completed Council intends to manage an ongoing program of events such outdoor markets, outdoor cinemas, live music and performances to activate and enliven the area."

Discussion

The project objectives are as follows:

Item GB.5

S10377
29 April 2015

- Place and community;
- Function;
- Vibrancy and activation;
- Accessibility and safety;
- Climate change and sustainability;
- Design quality;
- Value for money;
- Traffic and vehicular access;
- Management and maintenance.

Council has undertaken an assessment of each of the exhibited options against each of the objectives listed above. A full assessment is in **Attachment A5**.

Overall the concept design prepared by JMD Design & TZG scored the highest across all of the objectives. Areas where this option performed less well are as follows:

- Function - limited seating amenity and a limited protection for activities during wet weather.
- Vibrancy and activation – small (27sqm) size of kiosk facility would provide minimal income generating opportunity for Council.
- Vibrancy and activation – the visually open character of the design is limited in providing alternatives for shelter.

These matters will be considered in the next stage of design.

Summary – project objectives

In summary the assessment scored the design options as follows:

- Amber Road & Outlines - total score 49/60
- JMD Design & TZG – total score 57/60 (preferred)
- RPS & Welsh Major – total score 46/60

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Objectives	2	3 (preferred)	1

Traffic and Transport Review

People Trans transport planning consultants were commissioned by Ku-ring-gai Council in April 2015 to critique the three concept plans with an emphasis on the transport related strengths and weaknesses of each option. The final report, *Lindfield Village Green - Concept Design Options - Transport Review – 2015*, can be found in **Attachment A6**.

In undertaking this assessment the consultant has referenced the *Lindfield Local Centre Transport Network Model Study Report-2013/14* which provides a wider and higher level perspective of the future land uses and road network infrastructure and operation within Lindfield.

Discussion

The objectives of this study are to assess the relative strengths, weaknesses, opportunities and threats of each design option based on the following transport elements:

- Pedestrian Movement (to and from the site);
- Pedestrian Movement (within the site);
- Bicycle Movements (to, from and through the site/end of trip facilities);
- Public Transport Integration (Railway station, trains and buses/bus network);
- Private Vehicle Road Network Operational Impacts (existing & future);
- Intersection Operation;
- Car Park Access & Layout;
- Service Vehicle Operational Impacts (loading/servicing);
- Safety.

Considerations of future adjacent land uses, road network infrastructure and operation has been similarly assessed in particular, with a view to the impact of the future adjacent mixed use development, at Lindfield Village 23-37 Lindfield Avenue.

The transport assessment reports the following conclusions:

- The concept prepared by JMD & TZG is marginally preferred over the other two options given that it has a single primary parking access location on Milray Street; excellent pedestrian links to Lindfield Station; and relatively flat and easily accessible internal design.
- The RPS & Welsh Major concept was the least preferred, primarily based on access being retained from Lindfield Avenue into Kochia Lane and the southbound operation of the shared zone in Chapman Lane. This arrangement not only creates additional conflicts for vulnerable road users (pedestrians and cyclists) along a strong desire line but it would also be difficult for vehicles to turn right onto Tryon Road from Chapman Lane during certain times of the day.

Summary – Transport Review

The JMD & TZG concept is the preferred design in transport terms primarily due to the single primary parking access location on Milray Street; this location is preferred as it will have less impact and distribute traffic more evenly on the local network. The proposal by Amber Road & Outlines was ranked second and the RPS & Welsh Major concept was ranked third.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Transport	2	3 (preferred)	1

Crime Prevention Through Environmental Design (CPTED) Assessment

Strategic Risk Solutions (SRS) was engaged by Council to conduct a crime risk analysis report of the three concept designs; the full report titled *Crime Risk Analysis Report - Review of concept plans - Lindfield Village Green - 2015* is attached in full in **Attachment 7** of this report.

Discussion

The assessment examined each concept design and assessed them against CPTED design criteria of:

- surveillance;
- access control;
- territorial reinforcement; and
- space management.

Further design elements were reviewed including:

- lighting;
- fences and walls;
- entrapment spots and blind corners;
- signage;
- landscaping;
- footpaths and cycle ways; and
- car parking and car parks.

The study notes that Council's Tryon Road carpark is old and tired visually, with poor amenity and limited community usage (other than car parking) in its current state. Any of the three concepts would considerably enhance the area on multiple grounds in so far as community use whilst retaining the parking options.

SRS' assessment found that all three concept designs comply with CPTED principles and that if Council were to proceed with any one of the three concept designs this would pose no additional crime risk to the local area. To further strengthen support for Council's Village Green project initiative, SRS reinforce that proceeding with any of the three concept designs would:

"...significantly enhance the amenity of the area, engender greater community engagement in this mixed residential/commercial/retail area than presently exists and contribute to potential decrease to the current crime levels in the area."

and

"...will add to the use and amenity of the area and complement the community needs of nearby residents and visitors to the area, significantly lifting the character of the area providing a vibrant community use precinct for Lindfield".

Summary - CPTED Assessment

The assessment finds all three concepts are equal in terms of CPTED principles and the project would contribute to a potential decrease to the current crime levels in the area.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
CPTED	3	3	3

Project Control Group (PCG) Approval

The information presented above was presented to the Local Centres Major Projects PCG on 3 June 2015; the PCG comprises the Directors and senior Council staff from across Council, though a number of Directors were not able to attend.

At the meeting the group agreed that the JMD Design & TZG concept is preferred and that a report to Council should be prepared on this basis.

INTEGRATED PLANNING AND REPORTING

Places, Spaces and Infrastructure – P4 Revitalisation of our centre
Community, People and Culture – C4 Healthy lifestyles

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
A range of well planned, clean and safe neighbourhoods and public spaces designed with a strong sense of identity and place.	P4. 1.1 Plans to revitalise local centre are being progressively implemented and achieve quality design outcomes in collaboration with key agencies, landholders and the community. P4. 1.4 An improvement plan for Lindfield centre is being progressively implemented in collaboration with owners, businesses and state agencies	Implement a place management approach for the local centre improvements to co-ordinate works and achieve quality outcomes. Engage with relevant stakeholders to establish timing, extent and partnership opportunities. Undertake due diligence and undertake project scope. Identify and engage with the key stakeholders.
A healthy, safe and diverse community that respects our history and celebrates our differences in a vibrant culture of learning.	C4. 1.2 New and enhanced open space and recreational facilities have been delivered to increase community use and enjoyment.	Undertake acquisitions for new parks. Undertake assessment and identify locations for new parks. Complete the design for identified parks and include design principles which facilitate passive recreation activities. Construct parks at identified locations and include design principles which facilitate passive recreation activities.

GOVERNANCE MATTERS

This project has been reported extensively to Council with a total of eleven [11] reports to full Council since 2011. The reports have addressed a broad range of matters including open space planning, project definition, project scope and budget, tenders, community engagement and concept plans and compulsory acquisition. The reports are as follows:

1. *Ordinary Meeting of Council 21 April 2015 - GB.5 – Compulsory Acquisition of Roads*
2. *Ordinary Meeting of Council 31 March 2015 - GB.7 - Update Report on the Development Contributions System*
3. *Ordinary Meeting of Council 28 October 2014 - GB.10 – Lindfield Village Green – Selection of Preferred Tenderers T17/2014*
4. *Ordinary Meeting of Council 9 September 2014 - GB.5 – Lindfield Village Green – Confirmation of Preliminary Scope of Works, Project Budget and Program*
5. *Ordinary Meeting of Council 7 October 2014 - GB.8 - Update Report on the Development Contributions System*
6. *Ordinary Meeting of Council 4 April 2014 - GB.11 - Update Report on the Development Contributions System*
7. *Ordinary Meeting of Council 10 December 2013 - GB.19 - Lindfield Village Green - Tryon Road - Project Update*
8. *Ordinary Meeting of Council 13 August 2013 - GB.6 - Update Report on the Development Contributions System*
9. *Ordinary Meeting of Council 9 April 2013 - GB.5 - Reclassification of Council Land – 9 Havilah Lane, Lindfield - Report following Exhibition and Public Hearing*
10. *Ordinary Meeting of Council 9 April 2013 - GB.6 - Lindfield Village Green - Stage 1 - Project Commencement*
11. *Ordinary Meeting of Council 13 December 2011 - Confidential item C.1 – Open Space Acquisition - Lindfield*

RISK MANAGEMENT

Council has actively managed the key risks identified to date.

Risk 1 - The preferred concept plan exceeds the budget

Cost of proposed work is being actively managed to ensure it is within the project budget. To date four quantity surveyor firms have been engaged to undertake audits and estimates.

The preferred concept prepared by JMD Design & TZG is considered to represent the best value for money against Council's project budget and the least risk; in addition it would allow some capital budget flexibility for design development and scope creep and does not require value engineering to meet the budget.

Risk 2 - The ongoing maintenance of the project will be too high

Council engaged a quantity surveyor to undertake Life Cycle Cost reporting for each of the three concept designs. The Life Cycle cost assumes a 30 year life range and considers planned maintenance costs; re-active maintenance costs; replacement costs; and operational costs.

Item GB.5

S10377
29 April 2015

The preferred concept prepared by JMD Design & TZG has a modest level of specification that has the lowest overall cost and presents the lowest risk in terms of unforeseen expense and re-active maintenance requirements.

Risk 3 - The new park will not be safe

Council engaged a specialist consultant to conduct a crime risk analysis report of the three concept designs. The assessment examined each concept design and assessed them against CPTED design criteria. The study found that all three concept designs comply with CPTED principles and that if Council were to proceed with any one of the three concept designs this would pose no additional crime risk to the local area and potentially contribute to potential decrease to the current crime levels in the area.

Risk 4 - The design does not meet the project objectives

Council staff have undertaken a detailed assessment of each option against all the project objectives set out in the project brief.

Overall the concept design prepared by JMD Design & TZG scores highly across all of the objectives; areas where this option performed less well will be considered in the next stage of design.

Risk 5 - The community's preferred option does not meet the technical requirements and standards

Community members were provided with a broad range of opportunities to provide feedback on the designs for the Lindfield Village Green during the 8 week exhibition period from Saturday 21 March to Thursday 14 May 2015. Overall the community's preference varies. Taking the results of the survey and opt-in workshop the concept prepared by Amber Road & Outlines is preferred by a small margin. Taking the recruited workshop results the JMD Design & TZG concept is preferred by a significant margin.

Based on the information presented in this report it would be a high risk for Council to select the concept prepared by Amber Road & Outlines on the basis that is more preferred in the results of the survey and opt-in workshop. In comparison the JMD Design & TZG concept plan had a high level of support in the results from the recruited workshop (which represents the views of the broader local community when compared to the opt-in survey and workshop) and scores highest across all other technical criteria.

Risk 6 - The design will impact on local traffic

Council has prepared the *Lindfield Local Centre Transport Network Model Study Report-2013/14* which provides a wider and higher level perspective of the future land uses and road network infrastructure and operation within Lindfield as a whole. With reference to this broader study transport planning consultants were engaged to critique the three concept plans with an emphasis on the transport related strengths and weaknesses of each option.

The preferred concept prepared by JMD & TZG is marginally preferred over the other two options given that it has a single primary parking access location on Milray Street and thereby minimising impacts on the broader traffic network.

Risk 7 - Maintaining the 'design integrity' and avoiding a poor quality design outcome

To manage this risk the preferred approach is to maintain the involvement of the authors of the concept (JMD & TZG) through the early stages of design. However this may not be consistent with the Local Government Act and Council's Procurement Policy which requires Council to run an open tender process for goods or services with a value greater than \$150,000.

Section 55 of the *Local Government Act 1993* defines the requirements for tendering. Clause 3 allows exceptions to this requirement under a number of circumstances; Clause 3(i) states Section 55 does not apply to:

"a contract where, because of extenuating circumstances, remoteness of locality or the unavailability of competitive or reliable tenderers, a council decides by resolution (which states the reasons for the decision) that a satisfactory result would not be achieved by inviting tenders"

The reason for Council's decision not to tender in this case is that:

- the consultant team JMD Design and TZG were selected as a result of a competitive process (an EOI) based on experience and expertise with similar projects;
- the consultant team JMD Design and TZG have a significant amount of prior involvement having worked on the project since December 2014;
- The consultant team JMD Design and TZG preliminary concept design has achieved a high level of community support and meets all the technical criteria;
- Engaging another consultant to complete the concept design would risk loss of design integrity and potentially be a risk to Council's reputation;
- Engaging another consultant to complete the concept design would result in significant delays to the project which would potentially be a risk to Council's reputation.

For reasons outlined above the consultant JMD Design and TZG are at a significant advantage over other potential tenderers and a satisfactory result would not be achieved by inviting tenders at this stage. It is therefore recommended that Council resolve to directly engage the consultant team JMD & TZG to complete the concept design stage of the work and that an open tender be advertised for the proceeding stages of which include design development, Development Application, construction drawings, Construction Certificate and specifications.

Risk 8 – ongoing negotiations with Transport for NSW (TFNSW) may require Council's land to be reclassified

A large portion of the site is currently classified community under the *Local Government Act*. The lots are as follows:

- Lot 2 in DP 219628 (known as 8 Tryon Road)
- Lot 3 in DP 219628 (known as 8 Tryon Road)
- Lot 5 in DP 219146 (known as 10 Tryon Road)
- Lot 12 in DP 225925 (known as 3 Kochia Lane)
- Lot 31 in DP 804447 (known as 5 Kochia Lane)

Item GB.5

S10377
29 April 2015

The remaining portion of the site is road reserve which comes under the *Road Acts 1993*, and is not classified as such. Council has resolved to undertake compulsory acquisition of this land.

In order to allow more flexibility in dealing with any land use matters (e.g. potential commuter car parking by TFNSW and/or commercial operations on the site), it is prudent for Council to consider having the site reclassified to operational land status. Reclassification would also assist with any potential land titling issues and provides flexibility for Council with longer leasing arrangements and could avoid any unnecessary time delays. If Council adopts the preferred option then, it is considered the process for reclassification should be relatively straightforward as there is certainty for the community in Council's long term vision for the site as a village green, car parking and a café space.

FINANCIAL CONSIDERATIONS

The total project budget was defined in OMC – 9 September 2014 when Council resolved that:

".....Council progress with the project with a total project budget of \$19,730,000.000, this includes all contingencies, professional fees, staff time and other costs; the budget comprises:

This budget is largely derived from development contributions with a small proportion from the sale of no. 9 Havilah Lane for the year 2016 – 2017.

The other financial consideration for Council is the cost of ongoing maintenance of the park and car park. As discussed earlier in this report the estimated total Life Cycle Cost of the preferred option is \$7,246,584.00 over 30 years or about \$240,000 per annum.

An opinion on the estimated likely rentals arising from the retail spaces proposed in each of the options was sought from a local real estate agent, the estimates are as follows:

Amber Road & Outlines - \$70,000 - \$80,000 pa gross ex GST
JMD Design & TZG - \$35,000 - \$40,000 pa gross ex GST
RPS & Welsh Major - \$100,000 - \$110,000 pa gross ex GST

The concept plan prepared by RPS & Welsh Major has the highest potential rental return however this option is the least preferred on almost all other criteria. The preferred concept plan prepared by JMD Design & TZG would have a very small rental return that would cover less than one sixth of the total maintenance costs.

Council should consider requiring modifications to the preferred concept design so as to provide a larger café space, which would be retained in Council ownership, and would cover annual operating costs attributable to the facility, excluding depreciation.

This matter is incorporated in Council's Fit for the Future implementation plan for all "hub" projects, and will be further reported on in the next stage of the project.

SOCIAL CONSIDERATIONS

Ku-ring-gai Local Government Area has been going through a period of change commencing in 2004. This is bringing about population growth following years of declining and stable population

Item GB.5

S10377
29 April 2015

since the 1980s. Infrastructure is essential to support and encourage the integration of the new residents of Ku-ring-gai, both among residents of the new dwellings being built and those moving into larger existing housing vacated by the members of Ku-ring-gai's older population who have 'downsized' into smaller local accommodation.

The provision of additional community infrastructure providing both outdoor and indoor community spaces will continue to support this process and help Ku-ring-gai continue to be a vibrant and popular place to live for all ages

ENVIRONMENTAL CONSIDERATIONS

As described in the paper *OMC – 9 September 2014 Lindfield Village Green – Confirmation of Preliminary Scope of Works, Project Budget and Program*, Council has completed due diligence activities on the site of the new park, including:

- Stage 1 Preliminary Site Investigation;
- Waste classification & VENM assessment;
- Geotechnical investigations;
- Land survey.

The full reports can be viewed on Council's website on the Activate Lindfield web page.

COMMUNITY CONSULTATION

Council started the conversation with the local community on the opportunities and vision for the new Village Green in early 2014 by creating the 'Activate Lindfield' initiative. Since that time 692 residents, business owners and other interested stakeholders have signed-up to the Activate Lindfield e-newsletter.

On 26 February 2014, Council staff hosted an event on the site of the new village green, with approximately 600 people of all ages dropping in to speak to staff, play on the jumping castles, visit the animal farm or relax on the benches. We spoke to workers, residents, parents, commuters, shoppers, business owners with over 120 surveys completed.

In late 2014 Council established a web page for the project; this is continually updated as new information comes to hand such as Council reports and consultant reports, refer http://www.kmc.nsw.gov.au/Projects_priorities/Key_priorities/Activate_Lindfield/Lindfield_Village_Green.

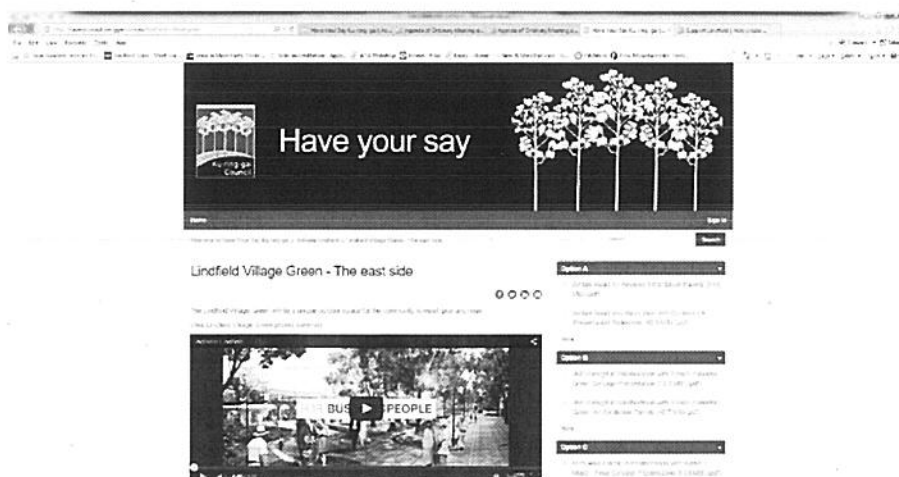


Figure 1 – Council website page – Lindfield Village Green

In April 2015 flyers were sent by post to 8,032 residents in Lindfield, Roseville and Killara to announce the upcoming exhibition commencing in April 2015. Council also produced a brochure for residents to take home from the exhibition to assist with completing the on-line survey.

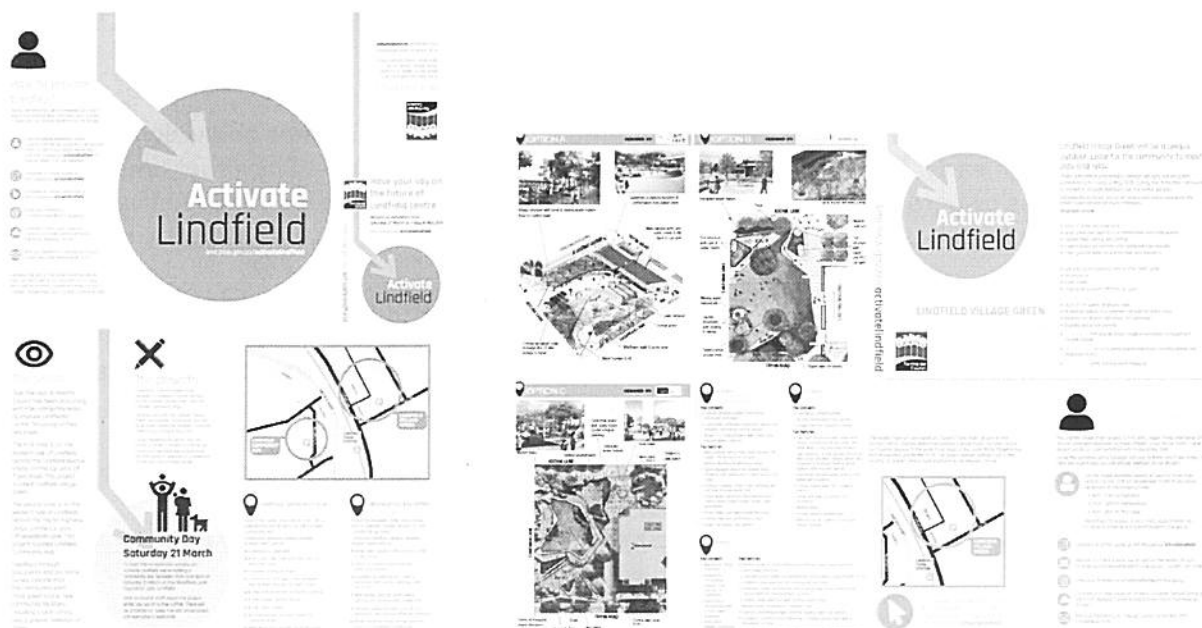


Figure 2 – Lindfield Village Green brochures

Three alternative preliminary concept designs were placed on public exhibition for eight weeks from Saturday 21 March to Friday 8 May 2015 with a further extension to Thursday 14 May 2014. During this time the community, invited to provide feedback on the three options; there were numerous ways residents could ask questions and provide feedback on the designs:

- attend the exhibition launch event which was held on Saturday 21 March;
- complete a Lindfield Village Green survey on-line;

Item GB.5

S10377
29 April 2015

- visit the mobile exhibition space at Council's Tryon Road car park where Council staff were available to talk about the designs at the following times:
 - 8am - 11am on Tuesdays
 - 11am - 2pm on Wednesdays
 - 3pm - 6pm on Thursdays
 - an option was also provided for groups of six or more, to make an appointment for another time
- register to attend a workshop at Wednesday 29 April 2015;
- complete a printed survey which was available at Council's Customer Service Centre at 818 Pacific Highway Gordon during business hours.;
- mail a submission to Ku-ring-gai Council Locked Bag 1056 Pymble NSW 2073; or
- join a discussion using one of the online "Have Your Say" tools which include 'Q&A', 'online forum' and 'Submit comment direct to Council'.

Council also recruited 37 people via phone to attend a recruited workshop on Saturday 2 May 2015. Attendees were selected to be demographically representative of the Ku-ring-gai population thereby providing a statistically valid sample. The following consultation was completed:

Consultation method	Respondent group	Number
Exhibition launch	General community	Over 300 people (estimate only)
Mobile exhibition space	General Community	200-300 visitors (estimate only)
Lindfield Village Green Survey	General community	181 surveys
1 x Lindfield Village Green opt-in workshop	Local residents and businesses	17 participants
1 x Lindfield Village Green recruited workshop	Recruited local residents randomly selected and representative of a broad range of age groups, genders, and cultural backgrounds	30 participants
On-line questions via "Have Your Say"	General Community	13 questions submitted and answered
Submissions to Council	General Community	6 submissions
Web site traffic	General Community	1087 unique visits & 807 active visitors

What did community tell us?

Early in the project (February to October 2014) the community submitted general comments about the Activate Lindfield Project. The community submitted 16 comments via the website. The main themes of comments were:

- the need for improved retail and food offering;
- the need for connecting both sides of Pacific Highway (bridge/underpass) - for amenity and safety (and other safety improvements in relation to Pacific Highway); and
- improving the urban village atmosphere

The community submitted 13 questions via the website. Responses were provided by Council staff. The major issue raised via the Q&A was traffic, parking and access. Of particular concern was the issue of access to parking at the site from surrounding streets and overall parking availability. Other issues that were raised included:

- noise;
- public safety/security;
- the proposed park layout; and
- project timeframes.

Full details, including verbatim comments can be viewed in **Attachment A8**.

Public submissions

Council received six written submissions on the exhibited concept plans, a full summary of each submission and staff response is provided in **Attachment A9**. Some of the issues raised are highlighted below:

- Construction of the park would be beneficial now rather than in 5-10 years' time.
- A simple parklots of grass is needed with a few beautiful trees, some benches and a central feature like a fountain or bandstand.
- "Improved cycling facilities" should receive a very low priority.
- Havilah lane is used as a parking area. Parking for locals is inadequate.
- Additional parking is to be provided given that the Lindfield population will grow extensively in the next 20 years.
- Submission objects to Chapman Lane being used as a through road. Chapman Lane should have restricted traffic only to service the heritage buildings facing Chapman Lane.
- Submission suggests Council take into consideration the possible change in use of the private property on the opposite side to the proposed works. There is likely to be developments that may take place on the private land.
- Submission is concerned with the ongoing maintenance of the three proposals.
- Provision of public toilets is essential. These could be incorporated in a building adjacent Tryon Road.
- Submission favours two-way access into both Tryon Road and Havilah Lane (with Havilah Lane widened to allow two way accesses to Havilah Road).

Item GB.5

S10377
29 April 2015

- Submission supports the Council project initiative to improve the local centre and enhance public amenity.

It is proposed that the next design stage will include a full review of all comments and submissions made by the public; and specialist consultants and, if required, revisions to the concept plan addressing the key issues raised. Any amendments to the concept will be reported to Council for approval.

INTERNAL CONSULTATION

A Project Control Group (PCG) for the project has been established comprising senior staff, managers and directors from all departments within Council. The PCG meets regularly to review the progress, budget and scope.

The information from this report was presented to the Local Centres Major Projects PCG on 3 June 2015; the PCG comprises the Directors and senior Council staff from across Council. At the meeting the group agreed that the JMD Design & TZG concept is preferred.

A workshop with staff from Strategy and Environment, Operation and Community Department was held on 13 May 2015. The aim of the workshop was to seek specialist input from a range of staff across Council departments.

SUMMARY

Three concept designs for the new Lindfield Village Green were placed on public exhibition for a period of eight weeks from Saturday 21 March to Thursday 14 May 2014. The exhibited concept plans were:

- Amber Road & Outlines (Option A);
- JMD Design & TZG (Option B); and
- RPS and Welsh Major (Option C).

Following completion of the exhibition Council has reviewed the findings of a range of studies and community responses including:

- public survey results;
- opt-in workshop results;
- recruited workshop results;
- a cost review;
- a life cycle cost analysis;
- a crime prevention through environmental design (CPTED) assessment;
- a transport assessment;
- a review of each option against the project brief & objectives; and
- a peer review by specialist council staff.

The results of the community responses and each of the specialist assessments have been presented in this report. Each option has been assessed and ranked according to whether it is preferred (green light and a score of 3 points); second preferred (amber light and a score of 2 points); and least preferred (red light and a score of 1 point).

The following table tallies the scores and identifies the JMD & TZG concept as the preferred option because it scores the highest across all the areas of consideration.

Criteria	Amber Road & Outlines	JMD Design & TZG	RPS & Welsh Major
Survey	3	2	1
Opt-in Workshop	3	2	1
Recruited workshop	2	3	1
Cost estimate	2	3	1
Life Cycle cost	2	3	1
Staff review	2	3	1
Objectives	2	3	1
Transport	2	3	1
CPTED	3	3	3
Total score	21	25 (preferred)	11

Overall the community's preference varies and is difficult to quantify; taking the results of the survey there is a slight preference (1%) for the concept prepared by Amber Road & Outlines over the concept prepared by JMD & TZG; participants at the opt-in community workshop indicated a preference for Option A, scoring 61% of the vote compared to the concept by JMD Design & TZG which scored 27% of the vote; taking the recruited workshop results the JMD Design & TZG concept is preferred over the other two options (53% to 23% respectively).

Given that the demographic of the recruited workshop participants is more closely aligned to that of the Ku-ring-gai LGA, and that recruited workshop participants are unlikely to have vested interests, the outcomes of this workshop may be more likely to represent the views of the broader local community when compared to the opt-in survey and workshop. Council could have some confidence that the outcomes of this workshop would be representative if a broader survey were to be undertaken.

Based on the information presented in this report it would be a high risk for Council to select the concept prepared by Amber Road & Outlines on the basis that it may be more preferred in the results of the opt-in workshops and self-selecting surveys by the community. The results from any opt-in consultation are most likely reflective of one part of the local community, not necessarily of the broader community. Experience shows that opt-in workshops and self-selecting surveys are often less representative of the broader community view and can work to particular agendas. Opt-in results should be considered with this in mind.

It is therefore recommended that the concept plan prepared by JMD Design & TZG (Option B) be adopted by Council as the preferred concept plan and that in order to maintain design integrity JMD Design & TZG be engaged directly to complete the concept design stage of work of the project. This stage will include a full review of all comments made by the public and specialist consultants and revisions to the concept plan addressing the key issues raised.

It is also recommended that the final concept plan be reported back to Council in 2015 and that the adopted option be placed made public for notification purposes. This report will include recommendations in relation to the number of commuter parking spaces to be accommodated within the proposal.

RECOMMENDATION:

That:

- A. Council adopt the concept plan prepared by JMD Design & TZG (Option B) as the preferred design.
- B. A full review of all comments made by the public and specialist consultants is undertaken and revisions are made (if required) to the concept plan addressing the key issues raised.
- C. Council allow minor variations to the preferred concept plan to accommodate potential amendments arising from comments made by the public and specialist consultants.
- D. The preferred concept be modified so as to provide a larger café space, which would be retained in Council ownership, and would cover annual operating costs attributable to the facility, excluding depreciation.
- E. The final concept plan be reported back to Council in 2015 and that the report includes recommendations in relation to the number of commuter parking spaces to be accommodated within the proposal.
- F. That once adopted by Council the final design be made public.
- G. In relation to completion of the concept design stage of work for the project, and pursuant to Section 55(3)(i) of the Local Government Act, Council is of the opinion that a satisfactory result would not be achieved by inviting tenders for the following reasons:
 - the consultant team JMD Design and TZG were selected as a result of a competitive process (an EOI) based on experience and expertise with similar projects;
 - the consultant team JMD Design and TZG have a significant amount of prior involvement having worked on the project since December 2014;
 - The consultant team JMD Design and TZG preliminary concept design has achieved a high level of community support and meets all the technical criteria;
 - Engaging another consultant to complete the concept design would risk loss of design integrity and potentially be a risk to Council's reputation;
 - Engaging another consultant to complete the concept design would result in significant delays to the project which would potentially be a risk to Council's reputation; and
 - JMD Design and TZG would be at a significant advantage over other potential tenderers and a satisfactory result would not be achieved by inviting tenders at this stage.
- H. That the three design teams responsible for the exhibited concept plans be advised of Council's decision and thanked for their participation in the project.
- I. That a Planning Proposal be prepared, in accordance with section 55 of the *Environmental Planning and Assessment Act, 1979*, to reclassify lots:
 - Lot 2 in DP 219628
 - Lot 3 in DP 219628

Item GB.5

S10377
29 April 2015

- Lot 5 in DP 219146
- Lot 12 in DP 225925 &
- Lot 31 in DP 804447

Known as the Tryon Road carpark, Lindfield from Community land to Operational land via an amendment to the Ku-ring-gai Local Centres LEP, 2012.

J. That Council formally seek to discharge all interests for lots:

- Lot 2 in DP 219628
- Lot 3 in DP 219628
- Lot 5 in DP 219146
- Lot 12 in DP 225925 &
- Lot 31 in DP 804447

Known as the Tryon Road carpark, Lindfield.

- K. That the Planning Proposal by submitted to the Department of Planning and Environment for a Gateway Determination in accordance with Section 56 of the *Environmental Planning and Assessment Act, 1979*.
- L. That upon receipt of a Gateway Determination, the exhibition and consultation process is carried out in accordance with the requirements of the *Environmental Planning and Assessment Act, 1979* and with the Gateway Determination requirements.
- M. That Council undertake a public hearing under the provisions of the *Local Government Act, 1993* for the proposed reclassification Lindfield Car Park from Community land to Operational land.
- N. That a report be brought back to Council at the end of the exhibition and public hearing processes.

Bill Royal
Team Leader Urban Design

Sue-Anne Fulton
Public Domain Projects Officer

Antony Fabbro
Manager Urban & Heritage Planning

Andrew Watson
Director Strategy & Environment

Attachments:	A1	Lindfield Village Green - Engagement Outcomes Report - June 2015	2015/145308
	A2	Lindfield Village Green - Design Competition - Concept Design Stage Estimate Report - 2015	2015/066185
	A3	Lindfield Village Green - Life Cycle Costing – Concept Design Stage	2015/145311

Item GB.5

S10377
29 April 2015

	- 2015	
A4	Lindfield Village Green - Concept Design Options - Council Specialist Assessment	2015/145850
A5	Lindfield Village Green - Objectives Assessment Table	2015/145822
A6	Lindfield Village Green - Concept Design Options - Transport Review – 2015	2015/143486
A7	Lindfield Village Green - Crime Risk Analysis Report - Review of concept plans - 2015	2015/145427
A8	Activate Lindfield - Engagement outputs - Have Your Say Ku-ring-gai web site	2015/145352
A9	Summary Table - Lindfield Village Green Public Submissions	2015/145429

