

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON WEDNESDAY, 4 MARCH 2009,
COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



4 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 4 February 2009

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 4 February 2009, as circulated, and that they be taken as read and now be confirmed.



5 PROPOSED LAND EXCHANGE - 76 ROYAL ROAD AND PART OF ROYAL RESERVE

GLOSSARY

76 Royal Road, Massey	(the Royal Road property)
Infrastructure and Works Committee	(the Committee)
Owner of 76 Royal Road	(the Royal Road owner)
Royal Reserve	(the Reserve)

EXECUTIVE SUMMARY

The purpose of this report is for the Infrastructure and Works Committee (the Committee) to consider objections received in response to the public notification of the proposal to exchange part of Royal Reserve (the Reserve) with adjoining privately owned property and to make a decision on the proposed land exchange.

This report recommends that the proposed land exchange is approved because it will enable the Reserve to be upgraded and developed to a Citywide standard comprising two full sized sports fields, a playground, walkways and boardwalks and linkages through to Westgate.

The Committee has the delegated authority to consider reports relating to the exchange of land in respect of Citywide reserves.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Proposed Land Exchange 76 Royal Road And Part Of Royal Reserve report.
- A1* 2. **Approve** the exchange of reserve land under section 15 Reserves Act 1977 of approximately 1.8 hectares of Royal Reserve (being more or less the area marked A1 on the plan attached at page A1) with approximately 1.8 hectares of 76 Royal Road, Massey (being more or less the area marked A1 on the plan attached at page A1).
3. **Approve** that prior to the exchange referred to in resolution 2 above being given effect, that subdivision consent and land use consent has been granted in respect of the proposed development to the satisfaction of the Service Manager, Parks Planning.

BACKGROUND

1. In September 2008 this Committee approved the public notification of the proposed exchange of 1.8 hectares of the Reserve. The public notification sought objections to the proposal as required by section 15 of the Reserves Act 1977. Seven objections were received by the Council. This report presents those objections to the Committee for consideration.
- A2-A10* 2. The report presented to the Committee in September 2008 sets out the details of the background to the proposal and the reasons the proposed land exchange was considered appropriate for consideration and is attached at pages A2 to A10.
3. A summary of the background is set out below as well as issues relating to the objections.

A11

4. By way of background, in 2004 the Council approved through the outcomes of the Westgate and Massey North Design Workshop a plan for the re-development of the Massey North area. The plan includes the exchange of part of the Reserve and the development of the Reserve as proposed in this report. Council officers have advised that there have been no changes to this plan since its approval in 2004. The proposed design for the Reserve is therefore based on the plan approved in 2004. A copy of the plan is attached at page A11.
5. The exchange will enable the Reserve to be re-designed and up-graded so that the Reserve can be better integrated with the surrounding residential areas and can offer more recreational facilities and amenity consistent with the Reserves Citywide status. The re-designed and up-graded Reserve would also provide better integration and linkages with surrounding residences and provide a link through to Rush Creek and Westgate.
6. The Reserve is currently under-used and under-developed. The only road frontage currently available is at the Beauchamp Road car park providing 20 car parking spaces. The main reason the Reserve is currently under-used includes:
 - (a) The lack of road frontage and parking available;
 - (b) The lack of development and amenity provided within the Reserve; and
 - (c) The lack of well formed walkways and linkages through the Reserve.
7. The owner of 76 Royal Road, Massey (the Royal Road owner) is currently preparing an application for resource consent to subdivide the property at 76 Royal Road (the Royal Road property). The resource consent application will not be lodged with the Council until a decision has been made in terms of the exchange - as the outcome of this decision may impact on the final design of the Royal Road property. It is also likely that the resource consent application will be publicly notified.

A12

8. The Royal Road owner engaged a landscape architect to prepare a landscape plan for the development of the Reserve and the subdivision attached at page A12. This has now been revised to address concerns raised in the objections. Council officers consider that the issues raised in the objections have now been addressed as much as possible in the revised landscape plan. The main features of the revised landscape plan are:
 - a) Increased road frontage and car parking spaces to improve access to the Reserve and ensure the Reserve is more visually open and accessible as well as providing good connection with the development the road area including parking that will border the reserve will be approximately 300 metres in length;
 - b) 4m wide boardwalks to enter the Reserve and that continue into the Reserve, this increases the visual amenity of the Reserve and provides an attractive and open entry to encourage people into the Reserve;
 - c) a playground will be developed within the area shown on the landscape plan also helping to increase recreational use of the Reserve, and picnic benches and seats will be provided to further increase the use of the Reserve together with substantial landscape work;
 - d) a 15 metre wide pedestrian access way through the subdivision to the Reserve, this will increase pedestrian access to the Reserve, encourage walking to a greater number of people, and provide increased open space to local residents the design includes provision for specimen trees lining the access way providing green space and shade;

- e) the existing sports fields will be upgraded and increased in size to provide for multi sports to be played on the fields;
 - f) an increase in car parking at the Beauchamp Road car park from 20 to 29 car parks as well as upgrading this area and providing a larger turn around area for large buses;
 - g) a plaza entry way in to the Reserve is shown in the landscape plan at the Beauchamp Road entry to the Reserve;
 - h) walkways are proposed to link through to the Rush Creek side of the Reserve as well as to the new areas of adjoining land currently being developed and leading to the proposed playground as well as through to Westgate; and
 - i) the footpath leading from the Kohanga Reo to the Reserve has been widened and located on the inside of the berm so that the children at the Kohanga Reo can safely use the footpath and access the Reserve.
9. Council officers consider that the revised landscape plan will provide many benefits to the Reserve and users of the Reserve and existing and new residents - and that the revised landscape plan more than addresses concerns raised in the objections.
10. It is acknowledged however that the existing views and environment for existing residents will change as a result of the exchange. Council officers have on this basis attempted to redress those concerns through changes to the landscape plan. In addition to this, Council officers have also considered the interests of the wider community and the interests of future residents within the area. On balance, it is considered that the proposed development will provide a Citywide Reserve that is visually attractive, provides a high level of function and linkages through to the neighbouring communities that will benefit the community as a whole.
11. It is also noted that section 15 of the Reserves Act 1977 requires the Minister of Conservation to approve the exchange of reserve land. Therefore if this Committee approves this exchange, the resolution and copies of the objections will be forwarded to the Minister of Conservation seeking approval to exchange the land.
- A13-A25 12. An outline of the objections is set out below and a copy of the submissions are attached at pages A13 to A25.
13. The following sets out the issues contained in this report and are detailed further in this report.
- a) the main objections to the proposal;
 - b) the Council's response to the objections; and
 - c) other issues.

DECISION MAKING

Issues

Main Objections

14. Overall, the objections are generally focused on:
- a) the increase in traffic that could lead to more serious accidents at the corner of Beauchamp Drive (adjacent to the car park);

- b) that the proposal does not benefit existing home owners;
- c) that the existing residents would lose their current views for which their properties were purchased and road frontage at Beauchamp Drive;
- d) that the land to be received in the exchange is not suitable for development due to its steepness and the Reserve could be better used if more facilities were provided;
- e) that the density proposed for the development conflicts with the Council sustainability policies; and
- f) that the development will be detrimental to the health and safety of the tamariki at the Te Kohanga Reo.

Objection

Increase in Traffic

- 15. The main objections relating to the increase in traffic are that Beauchamp Drive has a dangerous corner, that the increase in traffic will result in more serious accidents, that there is insufficient parking in Beauchamp Drive, and that Beauchamp Road is within a current bus route and traffic needs to be slowed, also that the road is narrow and sometimes buses cannot pass if cars parked on the side of the road.

Proposed Resolution Options

- 16. The Royal Road owner's consultant has revised the plan for the road near the Beauchamp Road car park. A roundabout has been provided adjacent to the entry to the car park area and is shown on the attached landscape plan. The design of the road layout is acceptable to Council's roading officers in terms of the current proposed development.

Conclusion

- 17. It is intended that the roundabout will slow traffic at this corner. Also, as noted below additional car parking spaces will be provided within this car park and along the proposed new road.

Objection

Proposal Does Not Benefit Existing Home Owners

- 18. An objection was raised that the proposed new road providing road access to the reserve will not benefit existing home owners and will only benefit the developer and increase the value of the new properties.

Proposed Resolution Options

- 19. The proposed new road (lot 200) within the development will provide crucial road frontage to the Reserve as well as parking. The road will benefit users of the Reserve as well as providing access through and to the development and proposed new residences. The new road will also link through to Westgate. The location of the proposed new road is that approved by the Council in the Westgate and Massey North Design Workshop Outcomes 2004. Council officers have considered other road layouts however this layout continues to provide the most benefits to the Reserve and to be the most appropriate.

Conclusion

20. Council officers continue to support this location and layout for the road as it provides a large area of road frontage - and is therefore one of the most important aspects of the layout. The large area of road frontage will increase access to and use of the Reserve. This will improve both the safety and use of the existing Reserve. The proposed design shown in the landscape plan including boardwalks into the Reserve from the road will also visually encourage access and use of the Reserve. Overall, this layout provides the most benefit to the community as a whole.

Objection

Loss of Existing Views and Road Frontage at Beauchamp Drive

21. An objection was received that there will be a loss of existing road frontage on Beauchamp Drive and a loss of the view shaft from residents located near the corner of Beauchamp Road (around number 14). Existing residents are concerned as properties were purchased for the views and the open space aspect and do not want to lose these.
22. Objections also noted concerns that the existing residents will be the losers in this development.

Proposed Resolution Options

23. In terms of this objection it is noted that a large area of road frontage will continue to be available at the Beauchamp Road car park area as well additional landscape work and amenity will be provided within the car park. Also a plaza type entry way into the Reserve is proposed for this area to invite entry in to the Reserve.
- A1 24. The main issue here appears to be the loss of open space in the area marked A1 on the plan attached at page A1. There may be some loss of views through the existing open space once development has occurred - although the existing views are considered to be limited. The proposed design shown in the landscape plans are intended to increase the amenity in this area through landscaping to increase the amount of green space and amenity.
25. In terms of the last objection, Council officers consider that the layout of the subdivision and design will provide many benefits to all existing and new residents surrounding Royal Reserve.

Conclusion

26. The proposed designs for the development and the Reserve are intended to create a high level of amenity. While objections have been received in response to the proposal to exchange Council is also required to consider the needs of the community and Waitakere as a whole.

Objection

Land to be Taken Not Suitable for Development due to Steepness

27. An objection was raised that the area of land to be taken by the Council is steeper than the area of land to be exchanged. The objectors suggested that it would be more cost effective to develop area A to provide functional areas including a playground instead of exchanging the land.

Proposed Resolution Options

- A1 28. The area of land to be taken in the proposed exchange is steep although this will be filled as part of the development. It is noted that a large area (approximately one quarter) of the area marked A1 on the plan attached at page A1 is also steep particularly on the eastern side.
- A1 29. The development will involve seeking consent to carry out cut and fill earthworks to level the area through the area marked A2 on the plan attached at page A1. The benefits of this are to provide a level contour to increase the length of the Reserve and to allow the road to be located around the edge of the proposed Reserve to be exchanged (area A2).

Conclusion

30. As previously mentioned the Council has approved this layout and Council officers continue to consider that this layout for the road and the Reserve is more appropriate than retaining area A1 on the basis that the same level of development for the Reserve and the subdivision could not be achieved with area A1.

Objection

Development Conflicts with Council Sustainability Policies

31. An objection was raised that the 114 proposed lot development is "high density" and therefore conflicts with the Council's claim to be environmentally aware.

Proposed Resolution Options

32. An application for consent for the subdivision and development is proposed to be lodged in the next few months. It is noted that there is no proposal for high density housing and medium density may be proposed. The final proposal will be dependent on the outcome of this meeting and whether or not the land exchange is approved.

Conclusion

33. The Council's resource consent team will be able to make a decision with regard to whether the consent applications and proposed housing density are acceptable and whether or not community notification will be appropriate.

Objection

Te Kohanga Reo

34. An objection was raised that the proposed development will be detrimental to the health and safety of the tamariki at the nearby Te Kohanga Reo.

Proposed Resolution Options

35. The Kohanga Reo currently adjoins area A1 and is connected to the Reserve - although the area leased by the Te Kohanga Reo is fenced-off from the remainder of the Reserve. Under the proposed new development the area of land on which the Kohanga Reo is located will be separated from the remainder of the Reserve.

Conclusion

36. The Council did not receive any objections from the Kohanga Reo regarding the proposal itself. However, as mentioned above the landscape plan has been amended to provide a footpath on the inside of the berm from the Kohanga Reo down the hill to the Reserve. This footpath will provide increased safety and access that is currently not provided.

Overall Conclusion

37. In light of the above it is considered that the benefits resulting from the proposed exchange significantly outweigh any disadvantages. The benefits resulting from the proposed development are set out in paragraph 8 above.
38. In terms of the objections received to this proposal Council officers have provided comments specifically in relation to each objection. As noted above a number of the objections can be addressed through the design shown in the landscape plan.

Purchase of additional land for Reserve

39. It is also intended to acquire through the subdivision process (funded by the reserve contribution from the subdivision) the following:
- A1* a) the area marked A3 on attachment page A1 as part of the subdivision of the Royal Road property - the purpose of this is to provide additional road frontage and to further increase access to the reserve; and
- A11* b) the area marked A on attachment page A11 as part of the subdivision of the adjacent property - this will be separately negotiated by Council officers as part of the subdivision of the adjacent property.
40. The purpose of acquiring the additional land set out in paragraphs (a) and (b) above is to further increase access to and use of Royal Reserve. These areas of land will increase the road frontages to the Reserve and will therefore enable greater access and use to the Reserve. The areas will also provide a relatively flat and highly visible area adjacent to the new and existing subdivisions to provide for a playground.
41. The proposed purchases of land set out above in paragraphs (a) and (b) are intended to further enhance the accessibility and function of the Reserve and should not raise any further concerns in terms of the objections set out in this report.

Options Identified

Royal Road

42. The options in relation to the exchange involving the Reserve are as follows.
- a) To approve the exchange as proposed. Where the exchange is approved as proposed in this report the benefits set out above in paragraph 39 will result. It is considered that these are significant benefits and will result in greater public use of the Reserve - as it is considered that the Reserve is currently under used in relation to its Citywide status. The existing under sized sports fields are not well used and there are no other recreational facilities within the reserve. The exchange will enable a large area of road frontage to be provided directly to the Reserve. This will greatly increase access and use of the Reserve. The exchange will also result in the Reserve being developed as shown in the plans to be provided prior to the meeting.

- b) If the exchange is declined the existing layout for the development would need to be re-designed. The current area of land that is available within the Reserve imposes limitations on the use and development of full size sports fields. The proposed design layout for the development takes into consideration the steep topography of the site. The layout proposes, through excavation and fill, to level the ground area of the Reserve where it borders the proposed new road. The purpose of this is to increase pedestrian and visual access into the reserve and so that the Reserve will appear more visually inviting. Overall, if the exchange is declined all these benefits would be unable to be provided as there would not be sufficient open space on which to provide these. The existing shape of the Reserve is disconnected and difficult to design and engineer with the same level of function and access.

Assessment of Options

43. On balance it is considered that the benefits to the community as a whole and to the Reserve, in respect of the proposed development of Royal Road property, outweigh declining the proposed exchange.
44. The tables below set out the advantages and disadvantages of the proposed exchange.

		Social	Economic	Environment	Cultural
Option 1- Allow Exchange	Advantages	Increased use of area of the Reserve through development of sports fields, recreational facilities and improved road frontages and landscape works. Will enable the adjoining area of land to be acquired and area of land in adjacent subdivision to further increase access to the Reserve.	Values of each land area are equal so no loss to Council. Acquisition of an area of land that is able to be better integrated with the existing Reserve and disposal of a piece of land currently un-used and disconnected from the reserve due to contour.	Minimal impact on environment as an equal area of land to vest in the Council.	Te Kawerau A Maki and Ngati Whatua will be providing input into the landscape plan.
	Disadvantages	Loss of existing area of land - but gaining same land area.	Costs of constructing 2 sports fields - but this is identified through the Long Term Council Community Plan.	Impacts during construction of development work - but environmental impacts limited through consent.	Nil.
Option 2- Not to Allow Exchange	Advantages	Current area of land retained but not currently used to capacity.	No costs to Council.	No environmental impacts.	Nil.
	Disadvantages	Development of sports fields not possible and would be difficult to integrate the Reserve with development.	The loss of opportunity to acquire area to enable construction of sports fields, and loss of opportunity to develop park as part of the development. Loss of opportunity to purchase additional area of land and area of land in adjacent subdivision.	Nil.	Nil.

Consideration of Community Views

45. Under section 78 of the Local Government Act 2002 consideration is required to be given to the views of the community. Public notification has been carried out as referred to in this report.

Preferred Option

Royal Road

- A1 46. The preferred option is to exchange the area of land marked A1 on the plan attached at page A1 in exchange for the area of land marked A2 on the same plan.
47. The main reasons for this are set out in paragraph 8 above.

STRATEGIC CONTEXT

48. Under the draft Parks and Open Spaces Strategy 2005 provision is made for exchanges of land in circumstances resulting in benefit to the public (in this case as a Citywide reserve - to residents of Waitakere as a whole) subject to undergoing the public approval process. The benefits of the proposed exchange are set out above in this report.
49. There is an existing Reserve Management Plan adopted in 1993 for the Reserve - but at the time it was adopted the development at Westgate / Massey had not been considered. This plan has been programmed for renewal - and this can be addressed earlier than planned as a separate report to the Committee if the land exchange is approved. This can be carried out following approval of the exchange by the Committee - and is not required to occur prior to approval being provided.
50. As well, the Westgate and Massey North Design Workshop Outcomes March 2004 proposed a plan for this area of Massey for future residential town centre development that included the exchange of areas A1 and A2 and for subdivision as provided in this report. Council officers have advised that no changes, since 2004, have been made to the strategic planning for Massey North.

CONSULTATION

51. Consultation has been undertaken with relevant Council officers including Parks and Open Space Assets and Strategic Planning in terms of information regarding the Westgate and Massey North Design Workshop Outcomes March 2004.
52. Public notification has been undertaken as set out in this report.
53. Council officers have undertaken Iwi consultation with each of representatives of Te Kawarau A Maki and Ngati Whatua. Both Iwi are supportive of the land exchange and are interested in having further input in to the design for the Reserve.

RESOURCES

- A1 54. The land areas proposed to be swapped are more or less 1.8 hectares each. On the basis that the land areas are the same it is proposed that the areas marked A1 and A2 on the plan attached at page A1 will be exchanged as equivalent land areas and the legal fees will be met by the Royal Road owner.

55. No resources are required other than staff time in respect of the proposed exchange if the land exchange is approved.
56. The implementation of the landscape plan (excluding the sports fields and playground) for the new area of Reserve would be undertaken alongside the subdivision development and would be undertaken by the developer. The costs for the development would be offset by any financial contribution associated with the development. The costs proposed by the Royal Road owner for the development of the Reserve would need to be approved by Council officers in accordance with current contract rates prior to commencing works.
57. The landscape plan includes some proposed improvements to the existing Reserve including upgrading the sports fields and a large new playground on the new area of Reserve. These improvements would be undertaken by Council through a parks development programme. The draft Long Term Council Community Plan 2009-2019 provides funding for the Reserve in 2014/2015. Funding is provided in 2012/2013 for the playground for \$367,294, design costs for \$88,000 and for the development of the lower fields, paths and hard and soft landscaping for \$1,128,050).

Maintenance and Depreciation

58. The upgrade project for the sports fields, playground and landscape work including maintenance and depreciation has been provided for in the Long Term Council Community Plan 2014-2015 for \$44,076 per year for depreciation and \$183,457 per year for maintenance.

IMPLEMENTATION ISSUES

59. If a decision is made to approve the proposed land exchanges the process required to complete these projects involves:
 - a) drafting a memorandum to the Minister of Conservation to authorise the exchange the land by notice in the New Zealand Gazette; and
 - b) preparing a draft Gazette notice to attach to the memorandum together with copies of the Council's resolutions and objections through the public consultation process.

Report prepared by: Huia Kingi, Parks Consent Planner, Parks Planning and Renee Davies, Service Manager Parks Planning.



6 DESTINATION SIGNAGE STRATEGY

GLOSSARY

New Zealand Transport Agency

(NZTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval for the implementation of the Destination Signage Strategy to assist visitors and residents to easily find their way around Waitakere.

A presentation will be provided to the Infrastructure and Works Committee setting out the Destination Signage Strategy.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Destination Signage Strategy report and the presentation.
2. **Approve** the Destination Signage Strategy.
3. **Approve** the 2008/2009 work programme to commence implementation of the Destination Signage Strategy.
4. **Agree** the New Zealand Transport Agency be requested to complete the components of Destination Signage Strategy that falls within the roads they control as part of their work programme.

BACKGROUND

1. Development of the Destination Signage Strategy commenced in 2007/2008. The need was identified for a comprehensive destination signage strategy to address the gaps and inconsistencies in the existing destination signage and to establish standards to be applied for future signage in the new growth areas of the City.

DECISION MAKING

Issues

2. The Destination Signage Strategy was developed to address the existing deficiencies and to provide consistency with the destination signage provided on the adjacent road networks controlled by Auckland City and the New Zealand Transport Agency (NZTA).
3. Destination signage assists visitors and residents to find their way around Waitakere's road network. Destination signage makes it easier for road users to locate suburbs, town centres or regionally significant facilities that they are travelling to.
4. Destination signage assists road safety. Placing destination signs ahead of intersections allows road users to select the correct lane before the intersection minimising safety risks such as late lane changes, making turns from the wrong lanes and making U-turns.
5. Destination signs are large signs relative to the size of other road signs because of the amount of information they need to convey and are consequently quite visually prominent.
6. Past experience suggests further destination signage may not be universally welcomed on the part of the arterial road network which runs through the Waitakere Ranges.

Options Identified

7. The Destination Signage Strategy proposes to implement destination signs throughout the arterial road network.

8. While it is possible to vary the rate at which the programme is implemented and the extent of implementation, no other options for providing destination information to road users were identified.
- A26-A85 9. The Destination Signage Strategy also identifies improvements that should be made to existing destination signage on the NZTA's motorway and highway network. It is proposed that the NZTA be requested to include these changes in their work programmes. A detailed report on the Destination Signage Strategy is attached at pages A26 to A85.

STRATEGIC CONTEXT

10. Council's Integrated Transport and Communication platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe city travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
11. Provision of destination signs will facilitate safer and more efficient use of the road network.

CONSULTATION

12. Consultation with NZTA was undertaken during the development of the Destination Signage Strategy. Consultation was not undertaken with Auckland City; however, regard was given to the choice of destinations used in Auckland City's destination signage to ensure the proposed destinations in the Destination Signage Strategy are not inconsistent. It is envisaged that consultation with Auckland City will take place at the detail design stage for any signs indicating destinations over the City boundary into Auckland City.
13. Consultation with residents has not been carried out at a strategic level. It is envisaged that consultation will be required at the detailed design stage. In the case of signage in urban areas it is likely consultation will be limited to those properties that are directly adjacent to the proposed sign locations. In the case of rural areas and particularly the Waitakere Ranges it will be necessary to carry out wider consultation with the community and the Waitakere Community Board.

RESOURCES

14. The cost of implementing the Destination Signage Strategy work programme is estimated at \$865,000. Funding of \$150,000 has been approved in the Annual Plan 2008/2009 Advance Directional Signage budget. This will allow the project to proceed to the detailed design phase subject to the approval of the Infrastructure and Works Committee. Funding for implementation of the programme is allocated in the draft Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

15. There are no major implementation issues identified at this stage.

Report prepared by: Adam Moller, Senior Transport Engineer.



7 **HEALTH (DRINKING WATER) AMENDMENT ACT 2007 COMPLIANCE PROJECT UPDATE**

GLOSSARY

Public Health Risk Management Plan	(PHRMP)
Health (Drinking Water) Amendment Act 2007	(HDWAA)
Drinking Water Standards for New Zealand	(DWSNZ)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on actions taken by Council to comply with the Health Act 1956 including the status of Council's Public Health Risk Management Plan (PHRMP), and to seek endorsement of the backflow prevention policy.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Health (Drinking Water) Amendment Act 2007 Compliance Project Update report.
2. **Approve** the backflow prevention policy as detailed in the Backflow Prevention Programme Manual 2009.

BACKGROUND

1. A report was presented to the 4 December 2007 meeting of the Infrastructure and Works Committee regarding the implications of the Health Act 1956 (which includes the Health (Drinking Water) Amendment Act 2007 (HDWAA)) to Council.
2. In 2006 Council developed its first PHRMP. After consultation with Public Health, a revised PHRMP was produced in 2008. The PHRMP 2008 was submitted to the Drinking Water Assessor from the Auckland Regional Public Health Service and subsequently approved and registered in July 2008.
3. In the intervening period, new Drinking Water Standards for New Zealand (DWSNZ) were produced in 2008 and an amendment was made to the Health Act 1956 - the HDWAA 2007. This amendment mandated the DWSNZ 2008 and revoked the DWSNZ 2005.
4. The consequence of these legislative changes has meant the PHRMP 2008 has had to be aligned with the new Act and the DWSNZ 2008. In addition, following the 'Grading of Water Supplies' process carried out in 2008, a number of other improvements to the PHRMP have been requested.
5. A team has been working on the requirements of the HDWAA and improvements to various aspects of the PHRMP, and considerable progress has been made.

A86-A160

6. A Backflow Prevention Programme Manual outlining Council's proposed backflow policy has been prepared and is attached at pages A86 to A160. Backflow prevention is one important facet of the Health Act 1956.
7. Backflow can occur when a break in a watermain or fire-fighting activity causes a pressure drop in the water supply network, allowing a liquid, solid or gas contaminant to flow backwards into the public water supply where a cross-connection exists. This can happen either by back-siphonage or back-pressure from private pumps or storage tanks and applies to both hot and cold water systems.

DECISION MAKING

Issues

8. The legislation regarding the supply of drinking water is not optional; however, the extent to which Council's processes and procedures are implemented may depend on the expectation, affordability and risk.
9. For a city the size of Waitakere, there is an expectation that the water supply will retain an 'AA' Ministry of Health grading.
10. In order to peer review the work that Council officers have undertaken in addressing the requirements of the HDWAA, a tender has been let to audit the proposed procedures that relate to the new legislation, including:
 - a) Review of maintenance procedures in terms of avoiding contamination risks;
 - b) Review of EcoWater and EcoCity Services processes to manage water quality complaints. The overall objective is to have zero justified or recurring complaints, and where it is not possible to achieve this that Council can demonstrate that it has carried out every reasonable effort to achieve compliance (as required by the Health Act 1956);
 - c) Review of flushing procedures both for customer complaints and the established flushing programme;
 - d) Review of critical points, as defined in the HDWAA and flushing point's installation programmes;
 - e) Review of asset management practice;
 - f) Review of water leakage management;
 - g) Review of contract management practice and recording systems as required under the HDWAA;
 - h) Review of water quality testing procedures;
 - i) Review of backflow prevention including properties, wastewater pumping stations and any wastewater flushing devices, direct connections to the water supply network, hospitals, cemeteries and funeral parlours, swimming pools, maintenance of backflow devices, non return valves and break tanks;
 - j) Review management and control of water carriers;
 - k) Review the interface with Watercare Services Limited for water quality management;
 - l) Review adequacy of bylaws;
 - m) Review the Register as required by the HDWAA;
 - n) Review competency, training, qualifications of staff to comply with the HDWAA;
 - o) Review quality management;
 - p) Review of Emergency Management; and
 - q) Review of procedures for commissioning new water supply works.
11. There will be issues arising out of this audit that will result in enhanced processes for Council's Maintenance Contractors that will necessarily have cost implications and hence the Term Maintenance Contract will need to be varied accordingly.

12. Council's PHRMP is currently being audited against each clause of the HDWAA and amendments are being made to the PHRMP as required.
13. Components of the Health Act 1956 and the PHRMP have implications for other documents, such as the Term Maintenance Contract; the Water Supply Activity Plan; Incident Response Plan; Water Supply Operations Manual, and the previous backflow prevention policy.
14. Many processes have now been reviewed, especially relating to water quality complaints HDWAA.
15. There are issues for developers e.g. sub-divisions, and our contractors e.g. water main repairs, with regard to protection of water supply hardware and prevention of contamination of new and repaired water supply lines.
16. Water carriers must be registered if they are carrying drinking water and any contractor may not take water from any Council hydrant or bulk supply main without written authority from Council.

Backflow Prevention Policy

17. Council has an ongoing backflow prevention programme in order to mitigate potential hazards which could potentially result in contamination of the drinking water network.
18. Backflow prevention policy has been addressed in a new Backflow Prevention Programme Manual 2009. This document is ready for Council approval and implementation. The manual covers the following:
 - Definition of Terms;
 - How Backflow Occurs;
 - Council's Legal Obligations and Best Practice Guidelines;
 - Roles and Responsibilities;
 - Hazards and Acceptable Solutions;
 - Private Installations; and
 - Inspection, Testing and Maintenance.
19. Implementation of the backflow policy has implications for Council, since surveys will be conducted to ascertain high/moderate and low risk properties that may require backflow prevention devices. Any Council owned properties will also have to comply.
20. The Health Act 1956 puts the responsibility for backflow prevention on the owner of the property. A key point, however, is that if a property owner fails to comply then Council may intervene and install the device and charge costs to the property owner.
21. Other legislation relevant to backflow prevention includes: the Local Government Act 2002 and the Building Act 2004.
22. A key initiative has been a survey of Council owned properties, which has been conducted, and backflow prevention device installation is under way where necessary.

23. A licensing system to record backflow inspections and annual testing of backflow devices is currently being implemented in Pathway.

STRATEGIC CONTEXT

24. Council's objective is to provide water supply services based on the principles of sustainable management and integration of the 3 Waters. Compliance with the HDWAA relates primarily to the Strong Communities Community Outcome whereby water supplied to residents and businesses is safe and of a high quality.
25. Under the Local Government Act 2002, councils must retain ownership of the public water supply assets. Water is purchased in bulk from Watercare Services Ltd, with EcoWater managing the water distribution network for Waitakere.
26. The Council has a role to take an overview of all water supply services in the City (both public and private). This involves identifying potential health and environmental risks associated with water supply and ensuring that these risks are managed within acceptable levels.

CONSULTATION

27. Stakeholders who have been involved in the development of procedures relating to the HDWAA and the PHRMP include:
- Auckland Regional Public Health Service including:
 - The Medical Officer of Health; and
 - The Drinking Water Assessor.
 - Bilfinger Berger Services management and field staff (as the term maintenance contractor carrying out many maintenance activities on the water supply system).
28. Backflow prevention policy: There has been consultation internally with the following sections of Council:
- EcoWater;
 - Consent Services;
 - Field Services; and
 - Legal Services.

RESOURCES

29. Compliance with the HDWAA is mandatory and Council is taking a proactive approach to achieving full compliance with the Act. We are working with Auckland Regional Public Health Service staff to ensure our proposals are meeting their reasonable expectations, so that Council is not in a position of either over-delivering or under-delivering on the compliance requirements.
30. The introduction of the HDWAA has impacted Council resources:
- A new staff position has been created (Water Supply Quality Assurance Officer);
 - Existing staff have been re-assigned to ensure the proper implementation of the legislation;
 - Extra funding of \$500,000 operational expenditure and \$1.0 million capital expenditure was included in the Annual Plan 2008/2009. Budgets of \$5.4 million operational expenditure and \$3.2 million capital expenditure are included in the draft Long Term Council Community Plan 2009-2019 to cover the impacts of the HDWAA.

IMPLEMENTATION ISSUES

31. There may be legal issues for Council for non-compliance with any part of the HDWAA. Council will also be responsible for legal issues (including prosecution for example), of persons taking water from Council owned hydrants without written authority.
32. Council as water supplier can be liable for an offence under the HDWAA, with a fine not exceeding \$200,000, and if the offence is a continuing one, to a further fine not exceeding \$10,000 per day while the offence continues. Offences include failure to take all practical steps to comply with drinking-water standards, duty to monitor drinking water, duty to prepare and implement a PHRMP, and duty to take remedial action if drinking-water standards are breached.

Report prepared by: Richard Taylor, Assets and Network Manager.



8 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE FEBRUARY 2009

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Target Outturn Cost	(TOC)
Transit Oriented Development	(TOD)
Waitakere City Council	(Council)

EXECUTIVE SUMMARY

Sustainable design features are currently being assessed to evaluate their effectiveness versus cost for the transport interchange environment and Waitakere City Council (Council) officers will work closely with Auckland Regional Transport Authority (ARTA) to introduce appropriate sustainable initiatives into the design.

Detailed design for the bus interchange and roads is well advanced and nearing completion. Council officers are working collaboratively with ONTRACK on planning road construction works to mesh smoothly and minimise impact with Fletcher Construction Consortium's construction works.

Land acquisitions are proceeding well, given the tight timeframes. The Council is working collaboratively with the relevant land owners to progress these land purchases. Council officers have met with the owners of some properties to discuss the issue of car park loss, which is a concern to many businesses along Clark Street. Most affected property owners appear satisfied with the Council's proposals and these acquisitions are now proceeding.

Where acquisitions could potentially become protracted, Entry Agreements are being prepared. Entry Agreement will allow construction to proceed while negotiations continue. Good working relations with property owners during negotiations have been prioritised so that potential issues can be discussed and worked through to mutually acceptable solutions.

Concepts for the development of Totara Avenue west and Todd Triangle between Rankin Avenue and Great North Road, including alternative access to the Community Centre are being investigated. The alternative through-route provided by Clark Street extension will result in significant traffic reduction on Totara Avenue west allowing for the redevelopment of this zone as a pedestrian friendly high street, which is an important contributor to creating and enhancing the Merchant Quarter precinct. During development of design concepts for this street, it is proposed to consider a "shared surface" philosophy where all road users have equal priority.

A strategic relationship management plan related specifically to Transit Oriented Development (TOD) Relationships (acquisitions and infrastructure matters) is being developed. This plan will align with and become an appendix to the New Lynn Stakeholder and Developer Relationship Management Plan.

Labour Opposition Members of Parliament were briefed generally on New Lynn issues on Monday, 23 February 2009 and a briefing of government Members of Parliament is being organised through Public Affairs for the near future.

The New Zealand Transport Agency (NZTA) was scheduled to provide the outcome to the Council's funding application at its meeting scheduled for 27 February 2009.

Council officers, ONTRACK officers and quantity surveyors have been working to establish Council's cost share in relation to the Target Outturn Cost (TOC) 1 scope. Several meetings were held to discuss the make-up of "add-on" costs (preliminary and general, risk, contingencies and ONTRACK's costs etc.) which ONTRACK had included in their estimate. As a result of this work, ONTRACK reported an updated cost estimate, which reflected further reductions in response to the issues raised by the Council. ONTRACK however, also stated that further reduction to the TOC 1 costs was unlikely to result and advised that a formal response would be issued to the Council, following the final assessment of additional items, although to date this has yet to be received by the Council.

Cost estimates for Option 1 of the rail-station and concourse building exceeded ARTA's approved budget. ARTA are currently undertaking a process of Value Engineering for Option 1 to investigate potential Value Engineered cost savings that may be achieved. Council officers have worked collaboratively with ARTA during this Value Engineering exercise and provided ARTA with constructive feedback to assist in the achievement of the targeted Value Engineered savings. To date potential savings of approximately \$1.8 million have been identified.

An identified risk is that property owners' concerns are not managed adequately, resulting in formal objections to the statutory process and consequent delay to construction. This risk is being mitigated by assigning a dedicated and skilled Council officer to manage the relationships.

Land acquisition for the Clark Street Flyover remains a major risk. Council officers continue to apply pressure on ONTRACK to agree to the sale of number 1a Rankin Avenue, which is fundamental to the construction of the Clark Street Flyover. To date there has been only limited interest from ONTRACK who appear to remain unconvinced on the importance of the Clark Street Flyover. In parallel, Council officers continue to advocate strongly with central government Ministers and senior officers in an endeavour to elicit support from central government.

Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project, although it was anticipated that the overall project would initially be financed through borrowings, the slower repayment of debt by development contributions will have a further impact on the overall interest on debt.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the New Lynn Integrated Programme - Status Update February 2009 report.

BACKGROUND

The status of the New Lynn Integrated Programme was last reported to Infrastructure and Works Committee at its meeting held on 4 February 2009. This report covers project progress to mid February 2009.

DECISION MAKING

Issues

Transport Infrastructure

1. ONTRACK's construction works with Fletcher Construction Consortium will need to be progressed significantly before the Council's road construction contract can commence. The Council is working collaboratively with ONTRACK on planning road construction works to mesh smoothly and minimise impact with Fletcher Construction Consortium's rail works. Discussions to align the temporary traffic management and construction activities between the Council's construction works and ONTRACK's construction works are ongoing.
2. The developed design for the Council's proposed roadworks was approved by a Council resolution at the Council meeting held on 15 October 2008 and the detailed design is well advanced and nearing completion.

Sustainable Design Features

3. The following sustainable design features are currently under consideration. These features will be assessed to evaluate their effectiveness versus cost in the transport interchange environment and Council officers will work closely with ARTA to introduce appropriate sustainable initiatives into the design:
 - Passive solar shading via extensive canopy roof overhangs and fritted glass;
 - Concourse space naturally ventilated;
 - Extensive use of daylighting with a shallow floor plan and roof form designed to encourage light ingress;
 - Energy efficient machine-room-less lift;
 - Use of a restricted palette of materials making the structure resource efficient;
 - Materials are used in their raw state with minimal applied finishes to reduce resource usage and ongoing maintenance requirements;
 - Passive trench ventilation significantly reduces power consumption and plant requirements;
 - Use of pre-fabricated components and self-finished materials to minimize construction material use and waste;
 - Development of a significant integrated transport hub encouraging use of public transport and the sustainable growth and development of New Lynn;
 - Provision of bicycle parks and lockers to encourage cycle commuting;

- Provision of cycle paths to encourage cycle commuting;
- Provision of improved footpaths and connectivity to encourage foot-commuting and use of the transport hub;
- Solar water heating (likely to be inefficient due to low demand application);
- Photovoltaic solar power generation on roof;
- Photovoltaic lighting within the station and in the external environment;
- Green roof on the future southern entry lobby (located on the southern edge of the rail corridor);
- Paint certified under the Environmental Choice New Zealand labeling scheme;
- Low flow sanitary fixtures including sensor or push button taps (public toilet brief to be agreed);
- Low water use native planting;
- Roof water recovery for flushing/irrigation (likely low-demand inefficient);
- Use of water based paints wherever possible;
- Use of concrete with a recycled content;
- Design for durability - use environmental choice suppliers;
- Energy efficient concourse lighting, possibly Light Emitting Diode (LED);
- Light Emitting Diode (LED) external public access lighting;
- Heat pump heating to ticketing office;
- PVC free/LSF cabling. Sensible for underground public buildings;
- Recycled glass bedding for pavers;
- Integration of artworks/cultural references;
- Crime Prevention Through Environmental Design (CPTED) report and anti graffiti measures;
- Contractor to adopt construction waste management (70% target);
- Contractor to provide an environmental management plan;
- Rubbish bins with recycling facilities (Metalion); and
- Onsite stormwater treatment.

Land Acquisition

4. Land acquisitions, NZTA funding approvals and detailed engineering design need to be completed before the Council's Clark Street road widening project can commence. Land acquisitions are proceeding well, given the tight timeframes. The Council is working collaboratively with the relevant land owners to progress these land purchases. Council officers have met with the owners of some properties to discuss the issue of car park loss, which is a concern to many businesses along Clark Street. Most affected property owners appear satisfied with the Council's proposals and these acquisitions are now proceeding.
5. Notices under Section 18 of the Public Works Act 1981, which confirm the Council's desire to acquire land compulsorily, and which incorporate an initial offer, were sent to property owners in mid-December 2008. The statutory negotiation period expires during mid-April 2009.
6. Following verbal agreement, three Sale and Purchase agreements are now with property owners for signing. In eight cases, property owners had parking or similar issues that needed to be resolved, and officers met with the owners to find mutually-acceptable solutions. These owners are now proceeding with the statutory process and have engaged valuers, who are still in the process of appraising the land to be acquired. Once the appraisals have been completed, the valuers will meet in an attempt to reach agreement on the valuation.

7. In one case, an owner has objected to the land acquisition, pending further information to confirm the need for the land to be acquired. This matter is currently being addressed by Council officers. However, Council officers have ascertained that the road construction could continue around this property, if necessary, by temporary deferment of construction of a number of parking bays until such time as acquisition is concluded.
8. Where acquisitions could potentially become protracted, Entry Agreements are being prepared. Entry Agreement will allow construction to proceed while negotiations continue. Most owners have been canvassed with regard to Entry Agreements with generally positive response. Council officers have prioritised good working relations with property owners during negotiations, so that potential issues that arise can be discussed and worked through to mutually acceptable solutions.

Development and Implementation of the Town Centre

9. The design team have begun investigating concepts for the development of Totara Avenue west and Todd Triangle between Rankin Avenue and Great North Road, including alternative access to the Community Centre. The alternative through-route that will be provided by the proposed Clark Street extension will result in significant traffic reduction on Totara Avenue west, allowing for the redevelopment of this zone as a pedestrian friendly high street as described in the adopted New Lynn Urban Regeneration Framework. As outlined in this framework, the redevelopment of Totara Avenue west is an important contributor to creating and enhancing the Merchant Quarter precinct.
10. During development of design concepts for this street, it is proposed to consider a "shared surface" philosophy where all road users have equal priority. Council officers are working through the design implications of this approach with the Architectus design team and concepts will be brought to the Council for consideration once investigations have been completed.
11. The Urban Design and Development group are leading a work stream to expand upon the Urban Regeneration Framework. It is intended to address movement and linkages, sustainable design principles for buildings, car parking buildings, roads, spaces, social infrastructure, heritage, arts and air quality in the wider New Lynn area. The purpose of this work is to develop an urban plan to provide a detailed guide for future development within New Lynn and on the edge of the town centre.

Strategic Consents and District Plan

12. The Planning and Regulatory Committee gave approval to lodge the Notice of Requirement at its meeting held on 11 November 2008. This notice is required in order to establish a designation in the District Plan to provide for the Clark Street Flyover. Lodgement of the Notice of Requirement is being held until principles of agreement for acquisition of 1A Clark Street from ONTRACK have been further progressed.

Communications

13. Pamphlets detailing parking sites around New Lynn have been delivered to local businesses and another edition of New Lynn Matters will be produced and distributed in March 2009.

14. The New Lynn Liaison group continues to meet regularly and is working well.
15. There has been some feedback (and media) about businesses suffering because of the project and the Council and ONTRACK are investigating a variety of joint initiatives to help in this regard.

Relationship Management and Advocacy

16. A strategic relationship management plan related specifically to Transit Oriented Development Relationships (acquisitions and infrastructure matters) is being developed. This plan will align with and become an appendix to the New Lynn Stakeholder and Developer Relationship Management Plan. A current focus is managing relationships through the imminent land acquisitions at Clark Street and the Road closure at Astley Avenue. Further infrastructure and acquisitions related to the New Lynn TOD project will be managed as specified in this plan.

Advocacy

17. Labour Opposition Members of Parliament were briefed generally on New Lynn issues on Monday, 23 February 2009.
18. A briefing of government Members of Parliament is being organised through Public Affairs for the near future.

ONTRACK TOC Status

19. During the past few months, the Council's quantity surveyor (WT Partnership) has been working with ONTRACK's quantity surveyor on a review of the estimate of the Council's cost share in relation to the TOC 1 scope, as previously provided by ONTRACK. Several meetings were held during this period, between the Council, ONTRACK and their consultants to discuss the make-up of "add-on" costs (preliminary and general, risk and contingencies etc.) which ONTRACK had included in their estimate. As a result of this work undertaken by WT Partnership, a number of issues were raised with ONTRACK and their consultants with regard to the "add-on" costs and scope inclusions.
20. At the most recent progress review meeting held on 3 February 2009, ONTRACK reported an updated cost estimate, which reflected further reductions in response to the issues raised by the Council. At the same meeting, a number of further issues were raised in discussion and ONTRACK committed to investigating these. ONTRACK however, also stated that further reduction to the TOC 1 costs, as presented to date, was unlikely to result. ONTRACK also advised that a final, formal response would be issued to the Council, following the final assessment of these additional items, although to date this has yet to be received by the Council.

ARTA Status

- A161-162*
21. Cost estimates received by ARTA for Option 1 of the rail-station and concourse building exceeded ARTA's approved budget. ARTA are currently undertaking a process of Value Engineering for Option 1 in conjunction with their design team and quantity surveyors to investigate potential areas where Value Engineered cost savings may be achieved. Council officers have worked collaboratively with ARTA during this Value Engineering exercise and provided ARTA with constructive feedback to assist in the achievement of the targeted Value Engineered savings. To date potential savings of approximately \$1.8 million have been identified. A summary outcome of the Value Engineering exercise is attached at pages A161 to A162.

NZTA Funding Applications

22. The Council made a presentation to the NZTA Board at their November 2008 meeting to support the Council's funding application.
23. Since lodgement of the application for NZTA funding, Council officers have been assisting NZTA staff in the preparation of their internal Board report, by providing additional information and clarification as requested. The NZTA Board report has recently been through an internal review, undertaken by staff at the Wellington office. This review was completed on Friday, 13 February 2009.
24. The NZTA Board meeting to consider the Council's funding application for this project was scheduled for Friday, 27 February 2009.

Development Contributions

25. Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project.

Legal Agreements

26. There is no update on Legal Agreements.

Risk Management

27. All identified risks have been collated into a risk register. Risk mitigation strategies have been put into place for the most critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. No new significant risks were identified during the reporting period.

Consideration of Community Views

28. The New Lynn Community has been involved in the future planning of New Lynn since the 1996 and 2005 Planning Charettes.
29. Over the last two years, the Council has undertaken a consultation programme with New Lynn landowners in proximity to the rail corridor, and has held three public consultation meetings. A portfolio has been established with the responsibility of communications. Council officers are working with communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns prior to and during the construction period to ensure that the views of the community are clearly relayed back to the Council.

STRATEGIC CONTEXT

30. The New Lynn project is identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2006-2016. The project delivers on the following strategic platforms:
 - Urban and Rural Villages;
 - Strong Communities; and
 - Integrated Transport and Communications.

31. The New Lynn project is aligned with the following strategies:
- The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
 - Auckland Regional Land Transport Strategy;
 - The Council's Transport Strategy 2006 - 2016;
 - Growth Management Strategy; and
 - Economic Development Strategy.

CONSULTATION

32. Ongoing consultations are held with affected property owners and tenants on Clark Street with regard to the proposed land acquisitions required for the widening of Clark Street. The Council has allocated a dedicated resource to provide an ongoing liaison channel and ensure that all issues raised by these parties are fully discussed with them and suitable solutions are engineered by technical officers to meet their needs.
33. Council officers continue to liaise with ONTRACK in regard to matters affecting the community and assist ONTRACK with community consultation where possible.

RESOURCES

Timeline/Milestones

34. While the timeline and milestones for the project will continue to be developed as the project progresses, current established key milestones include:
- Train tracks installed in trench and new station complete - April 2010;
 - ONTRACK works complete - July 2010;
 - Council roading works (Stage 1) commence - mid 2009;
 - Council roading works (Stage 1) complete - mid 2011;
 - Clark Street extension (Stage 2) commence - early 2012; and
 - Clark Street extension (Stage 2) complete - mid 2013.

Financial Status

35. \$21,568,000 was budgeted in the Annual Plan 2007/2008 for roading components, land purchase, ONTRACK contributions and communications. Of this amount, \$19,600,000 has been carried forward into the Annual Plan 2008/2009.
36. A further \$47,740,600 has been allocated in the Annual Plan 2008/2009. Additional amounts will be required in the subsequent Annual Plan 2009/2010, Annual Plan 2010/2011, Annual Plan 2011/2012, and Annual Plan 2012/2013. The current total Council project costs are estimated at \$158,065,000 exclusive of administrative costs. This estimated cost has reduced by approximately \$16 million as a result of value engineering of the design during the detailed design stage. Three funding sources from NZTA, ARTA and development contributions are currently being investigated which will offset some of the estimated project cost. These amounts have yet to be confirmed but are estimated to be approximately \$80 million. Targeted rating is also being considered as a potential funding mechanism and work is being undertaken to assess its feasibility.

IMPLEMENTATION ISSUES

Project Risks

37. Securing sufficient funding to achieve interchange Option 2(Council's preferred option for the transport interchange).
38. A major risk is that property owners' concerns are not managed adequately as part of the land acquisition process, resulting in formal objections to the statutory process and consequent delay to construction. This risk is being mitigated by assigning a dedicated and skilled Council officer to manage the relationships.
39. Land acquisitions for the Clark Street Flyover. Council officers continue to apply pressure on ONTRACK to agree to the sale of number 1a Rankin Avenue, which is fundamental to the construction of the Clark Street Flyover. To date there has been only limited interest from ONTRACK who appear to remain unconvinced on the importance of the Clark Street Flyover. In parallel, Council officers continue to advocate strongly with central government Ministers and senior officers in an endeavour to elicit support from central government.
40. Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project, although it was anticipated that the overall project would initially be financed through borrowings, the slower repayment of debt by development contributions will have a further impact on the overall interest on debt.

Report prepared by: John Schermbrucker, Special Projects Manager.



9 RECOMMENDATION FROM THE HENDERSON COMMUNITY BOARD

SUNNYVALE RAILWAY STATION PUBLIC TOILET

It is recommended that the Infrastructure and Works Committee resolve to:

Agree that the proposed Sunnyvale Railway Station Public Toilet be located on Seymour Road to the west of the railway tracks.



REPORT FROM THE SUBCOMMITTEES

10 TOWN CENTRE SUBCOMMITTEE

THE SUBCOMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON MONDAY, 16 FEBRUARY 2009

MATTERS CONSIDERED

A163-A164

The Subcommittee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A163 to A164.

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the Meeting report of the Town Centre Subcommittee held on Monday, 16 February 2009.

DQ Battersby, JP

CHAIRMAN

