

**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, 1 APRIL 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 March 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 March 2009, as circulated, and that they be taken as read and now be confirmed.



5 **PRESENTATIONS**

A **RATHGAR ROAD, POMARIA ROAD AND TE PAI PLACE CYCLEWAY PROJECTS**

Transport Assets and Strategy officers will make a presentation to the Infrastructure and Works Committee on the Rathgar Road, Pomaria Road and Te Pai Place Cycleway projects consultation process, and seeks feedback from the Infrastructure and Works Committee.

B **TRAFFIC MANAGEMENT**

The Council's Traffic Management Unit will make a presentation to the Infrastructure and Works Committee on their work and achievements in managing traffic signals on behalf of the Council.



6 **HENDERSON VALLEY PARK RESERVE MANAGEMENT PLAN - SECOND ROUND OF SUBMISSIONS**

GLOSSARY

Draft Henderson Valley Park Reserve Management Plan	(draft management plan)
Henderson Valley Park	(the park)
Henderson Riding for the Disabled	(RDA)

EXECUTIVE SUMMARY

The purpose of this report is to present to the Infrastructure and Works Committee the amendments to the draft Henderson Valley Park Reserve Management Plan (draft management plan), based on submissions received to the second round of community consultation.

This report includes all proposed amendments to the draft management plan, and recommends the adoption of the final Reserve Management Plan incorporating those amendments.

There is a current proposal on behalf of the Henderson Riding for the Disabled (RDA) for a covered arena. The issues around this proposal are outlined in this report.

RECOMMENDATIONS

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

1. **Receive** the Henderson Valley Park Reserve Management Plan - Second Round Of Submissions report.
2. **Approve** the adoption of the Henderson Valley Park Reserve Management Plan, incorporating the following amendments:
 - a) Item No. 1 - That all typographical and grammatical errors highlighted in submissions and discovered during the amendments be corrected;
 - b) Item No. 2 - Include a summary of Henderson Riding for the Disabled in Part One, Recreation and Use;

- c) Item No. 3 - Add the following implementation bullet point to Policy 4.1;
- d) Allow for a covered all weather arena to be constructed over the existing dressage arena. Ensure that the proposal is in keeping with Policy 3.4.
- e) Item No. 4 - Include the location of the RDA covered arena to Part Three, concept plan;
- f) Item No. 4 - Add the following implementation bullet point to Policy 4.1;
 - Ensure that the grassed bridle trail that connects Border Road to Henderson Valley Road is developed in conjunction with the cycleway.
- g) Item No. 5 - Amend Policy 3.1, implementation bullet point four to read;
 - Retain the remnant orchard plants on the reserve, where such species are not invasive, and where such species are not hazardous to the health of horses.
- h) Item No.6 - Amend Policy 4.1, implementation bullet point 4 to read;
 - Retain the stile at the Tabitha Crescent open space area to allow for the informal access and connection to the playground at the Henderson Valley Road frontage.
- i) Item No.7 - Add the following implementation bullet point to Policy 4.1;
 - Allow for the construction of a half court to the Tabitha Crescent open space area.

BACKGROUND

1. The process to prepare a Reserve Management Plan for Henderson Valley Park (the park) began in February 2007. The Advisory Group, established to oversee the development of the Reserve Management Plan, was formed in February, 2008. The first round of consultation for the intention to prepare the draft management plan occurred in February, 2008 where five submissions were received. Meetings with the Henderson Valley Pony Club occurred in March 2008, and meetings with the RDA occurred in April, October and December 2008.
2. The draft management plan was prepared in 2008, and was presented to the Infrastructure and Works Committee in September 2008. This report sought approval to publicly notify the draft management plan for a second round of community consultation.
3. There is a current proposal on behalf of the RDA for a covered horse riding arena. The development of equestrian facilities on the park is allowed for in the draft management plan. However, the specific proposal and location of the covered arena was not included in the draft management plan. The Advisory Group considered that the location and bulk of the building could potentially have a negative effect on adjacent landowners. The Advisory Group decided that the RDA should liaise directly with the landowners before the proposal is included in the draft management plan.
4. One member of the Parks and Open Space Assets team and one member of the Parks Planning team met with the RDA on Tuesday, 7 October 2008 to outline the consultation process with the landowners, as well as the consultation process required for the Reserve Management Plan.
5. A letter was sent to the affected landowners, outlining that members of the RDA would be visiting, and the consultation required for the Reserve Management Plan process. One member from Parks Planning attended a meeting with some landowners on Tuesday, 11 November 2008 to clarify the consultation process.

- A8-A8 6. The RDA has undertaken consultation with the affected landowners. The results of that consultation are attached at pages A1 to A8.

DECISION MAKING

7. Each submission received has been carefully considered for recommended amendments to the draft management plan.
8. For this reason, it is considered that decisions made on issues appropriate to be included in the draft management plan are in line with the relevant criteria of the Local Government Act 2002, in particular, Sections 76-82.

Issues

- A9-A44 9. The recommended amendments to the draft management plan are based on the issues raised in submissions to the second round of community consultation. Twenty submissions were received. Copies of the submissions are attached at pages A9 to A44.
- A45-A60 10. The issues raised in submissions have been considered, some requiring amendments and additions to the draft management plan. A table summarising the submissions, with comments from Council officers and Elected Members, and the recommended amendments are attached at pages A45 to A60.

Consideration of Community Views

11. Extensive community consultation is required throughout the preparation of the draft management plan, as required by the Reserves Act 1977. Community views were sought in the first and second round of consultation through the submission period and open day process, as well as meetings with individual user groups and residents. The draft management plan and the amendments to the draft management plan reflect the issues raised in submissions.

STRATEGIC CONTEXT

12. This draft management plan was prepared within the context of Waitakere's Strategic Priorities and Platforms. The Strategic Platforms particularly relevant to Reserve Management Plans are the Green Network, Urban and Rural Villages and Strong Communities.
13. The draft management plan was prepared in the context of the draft Parks and Open Space Strategy (update of the 1999 Parks Strategy), which provides guidelines on the management of parks in Waitakere. The objectives and policies in the draft management plan are guided by the objectives and policies of the draft Parks and Open Space Strategy.
14. The draft management plan was also prepared in the context of the draft Leisure Strategy.

CONSULTATION

15. Consultation with officers across Council has been undertaken throughout the preparation of this Reserve Management Plan through the Advisory Group.
16. The Advisory Group included officers from, Parks and Open Space Assets, Leisure Services, and Strategy and Development.

17. The Advisory Group also included Members from the Infrastructure and Works Committee, Te Taumata Runanga, and Henderson Community Board.
18. Both iwi have been consulted throughout the development of this Reserve Management Plan.

RESOURCES

19. Preparation of the draft management plan was undertaken by the Parks Planning Section of Council.
20. Funding of \$134,000 for 2007/2008 has been allocated through the Annual Plan process to complete this draft management plan, as well as the Reserve Management Plan for the Henderson Ward Local Reserves.

IMPLEMENTATION ISSUES

21. The proposed work suggested as part of the draft management plan will be forwarded to the Long Term Council Community Plan and Annual Plan Committee for funding consideration in the 2012-2022 years.

Report prepared by: Carol Drinnan, Reserve Management Planner.



7 WAITAKERE RAIL ISSUES

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Developing Auckland's Rail Transport Project	(Project DART)
Central Business District	(CBD)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on recent rail issues in Waitakere. Issues covered in this report are:

- Swanson Station pedestrian rail overbridge;
- Swanson and Henderson station park and rides;
- Waitakere Station access, parking and other issues;
- Electrification bridge clearance issues at Hickory Avenue;
- ONTRACK's proposal for an additional pedestrian rail overbridge in Henderson; and
- The rail corridor trespass project.

RECOMMENDATIONS

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

1. **Receive** the Waitakere Rail Issues report.

2. **Agree** that Council officers engage with the Auckland Regional Transport Authority and ONTRACK to identify other options for park and ride at Swanson Station and to report the results to the Infrastructure and Works Committee at a later date.
3. **Agree** that the Chief Executive Officer write to the Chief Executive Officer of ONTRACK about the following issues:
 - a. To note that while there may be merit in having an additional pedestrian rail overbridge in Henderson linking Smythe Road to Edsel Street, the Council is not in a financial position to contribute to this project at this stage, and urge ONTRACK to reallocate the sum budgeted for this to legitimate rail corridor walking routes and additional trespass fencing.
 - b. To inform ONTRACK that the Council is not now proceeding with its planned Henderson park and ride due to the Auckland Regional Transport Authority's conditions for approving this park and ride and Council financial constraints.

BACKGROUND

1. Urban rail services in the Auckland region have improved considerably from a position in the early 1990s when a complete closedown of the then skeletal urban passenger network was being seriously considered. Over the past 15 years, Western line rail patronage has increased over seven-fold and is projected to double again between 2009 and 2016.
2. In Waitakere, double-tracking of the western rail line has been completed between Titirangi Road and Swanson Station. The New Lynn rail trench is due to be completed in 2010. The completion of the "core network upgrade" is a vital prerequisite for the introduction of 10-minute peak train services across the urban rail network. This includes the double tracking the remainder of the western rail line; the Newmarket Station upgrade; signalling upgrades and maximising the capacity of the Britomart Transport Centre. The availability of additional rolling stock and the availability of funding are also factors that may impact on the timing of the introduction of 10-minute peak train services.
3. Planning is well advanced for the electrification of the Auckland urban rail network. The Government announced on 16 March 2009 that ONTRACK's electrification plans will proceed unchanged. However, the purchase of electric trains that was to come out of Auckland's now-abandoned regional fuel tax will now be supported by crown funding, either via a capital appropriation or additional debt funding. There is still uncertainty around the impact of the change in procurement of electric trains on the timing of the introduction of electric passenger services. In addition, there is uncertainty around the funding of additional elements needed to support and make the most of electrification, such as additional trackwork and platforms, platform extensions to accommodate eight-car trains, and triple-tracking of parts of the southern line.
4. Some physical work took place over the last two Christmas/ New Year periods to provide the necessary bridge clearances for electrification at Avondale and Newmarket. Electrification issues have previously been reported as follows:
 - Project overview to the City Development Committee on 6 September 2007;
 - Infrastructure issues to the Infrastructure and Works Committee on 2 April 2008; and
 - Planning issues to the Planning and Regulatory Committee on 9 September 2008.

DECISION MAKING

5. Responsibility for rail issues is shared between ONTRACK, the national rail network provider, and the Auckland Regional Transport Authority (ARTA) which plans and funds public transport in the Auckland region. The Council has a role in providing park and rides. There are numerous interfaces between these organisations and the Council. The Council sees rail as being critical to achieving Waitakere's strategic outcomes. To this end, the Council's role extends beyond its legal regulatory role to an important advocacy role. Council officers are in regular contact with ARTA and ONTRACK on a broad range of rail-related issues.
6. This report asks Elected Members to decide on a number of issues. The options for Elected Members are to adopt, reject or amend the recommendations or propose alternative recommendations.

Issues

Swanson Station Pedestrian Rail Overbridge

7. The Council requested ONTRACK to provide at-grade pedestrian crossings at stations west of Henderson, instead of the earlier proposal to construct pedestrian overbridges like the one at Glen Eden Station. ONTRACK staff reviewed the planned pedestrian overbridges at Sturges Road, Ranui and Swanson stations. In the case of Sturges Road and Ranui, ONTRACK concluded that an acceptably safe at-grade crossing solution, controlled by electronic gates, could be achieved. However, at Swanson Station ONTRACK could not approve an at-grade pedestrian crossing as double-tracking terminates immediately west of the station. This means trains may need to be held in the station area while the single track ahead clears, and could at times block a level crossing. The section of track at Swanson is also signalled for bi-directional train operation.
8. ONTRACK has worked with Council officers and the Swanson community to design a pedestrian rail overbridge at Swanson Station that fits with the local context. This will have lifts and stairs instead of the ramps. ONTRACK has agreed to fund the lifts and ARTA has agreed to fund their operation and maintenance.
- A61 9. ONTRACK has nearly finalised the design of the pedestrian rail overbridge with a proposal for a design, attached at page A61, that has been favourably received by officers and community representatives. The Council's arts team is developing concepts for treatments of the balustrades to further strengthen the connection between the bridge design, the local Swanson context and the area's rail heritage.
10. The existing at-grade pedestrian crossing at the eastern end of Swanson Station has been kept open temporarily. However, owing to the significant safety issues, including the fact that trains can run in two directions on both tracks, a 10 km/h speed limit has been imposed on trains at this point.
11. The Penihana land to the south of the rail line is identified as a future urban growth area in the Draft Growth Management Strategy and in the District Plan. In the event of this development occurring, the planned overbridge can be extended into Penihana, which would provide it with excellent access to Swanson Station.

Swanson Station Park and Ride

12. The Council had budgeted in the current financial year to develop a 125-space park and ride on the south side of Swanson Station. However, ARTA declined to enter into a lease agreement with the Council for this site as it is needed by ARTA electrification project for an additional track and platform to allow a terminating electric passenger service to be clear of any through diesel train movements. At that point, the Council suspended work on the project.
13. The Council wrote to ARTA and submitted on ARTA's draft Park and Ride Strategy, stating that it considers Swanson Station to be an ideal site for a park and ride and requested that ARTA work with the Council to either decide that the planned park and ride could proceed or to find an alternative site. Officers engaged with ARTA on this issue to see if a park and ride, even at a smaller scale, could be accommodated on the site.
14. A desktop exercise by Council officers, based on ARTA and ONTRACK's standards for trackwork and platforms, indicated that there would be insufficient space for even a single row of angle-parked vehicles plus manoeuvring room and a two-way roadway. Given that there appears to be no viable way to make park and ride work at this site, officers intend to engage with ARTA and ONTRACK to see if there are other viable sites that may be suitable for a park and ride.

Henderson Station Park and Ride

15. The Council had planned to use the site of the former goods shed at the end of Smythe Road as the location for a 120-space park and ride for Henderson Station. ONTRACK had indicated a willingness to lease this land to the Council at a peppercorn rental for a park and ride, subject to assurances that its use would be reserved for rail passengers and not for people working in Henderson.
16. However, as this area is within the ARTA leased area for Henderson Station, it required ARTA's permission to gain a sub-lease over the area required for the park and ride. In December 2008, ARTA advised that it did not support a park and ride at this location as the ARTA Draft Park and Ride Strategy does not support having park and ride in town centres. ARTA was also concerned about the impact on feeder bus services and on the traffic generation effects of the park and ride. Officers met with ARTA in January 2009 to discuss these issues. ARTA indicated that it might be prepared to support a small park and ride at this location if the Council could demonstrate that it would not impact on future feeder bus services and that suitable bus priority measures be provided to ensure that travel times by feeder bus services would be competitive with the drive times to the park and ride.
17. The land on which the park and ride site is proposed is in the designated rail corridor, meaning that it can only be used for rail purposes, of which park and ride is one. As ONTRACK has expressed reluctance to divest its land holdings, this means that a park and ride is likely to be the best use of this site. It should be noted that ONTRACK gave notice to a sitting tenant and demolished the old goods shed specifically in order to facilitate the Council's park and ride proposal.
18. However, the Council is unable to satisfy ARTA's conditions for approving a park and ride at this location, as by the very nature of the roading network in this area, vehicles accessing a park and ride from Western Heights and Henderson Valley will always have a faster trip than feeder bus services. The Council was also unable to identify any viable bus priority measures owing to the existing congested conditions in this area and the constraint of the Henderson Valley Road rail overbridge itself. Consequently, the Council has not put this project forward for funding in the Draft Long Term Council Community Plan 2009-2019.

Waitakere Station Access, Parking and Other Issues

19. The Council is aware of the range of issues with Waitakere Station, such as the poor condition of the station building; the poor lighting levels; the lack of a formed pedestrian access; and the absence of closed circuit television cameras, help points and a public address system. ARTA has advised that it will be some time before Waitakere station can be upgraded due to current budgetary constraints. However, at the Council's request, ARTA has agreed to review lighting levels and to see whether a public address system can be installed to inform rail customers of any disruptions to services, subject to funding availability. A public address system is particularly important as delayed westbound train services are often turned around before they reach Waitakere Station in order to speed up service recovery from delays and there is currently no Vodafone cell phone coverage in Waitakere Village for the receipt of train delay text messages.
20. Waitakere Station is the only station on the urban passenger rail network without formed pedestrian access, making access more difficult for all people, especially those with reduced mobility, and creates a significant fall and trip hazard. The issue is complicated by the fact that ARTA does not as yet hold a lease from ONTRACK over Waitakere Station and that the existing unformed parking area adjacent to the station platform is on ONTRACK land. The Council has also received a number of complaints about the condition of the unformed car park. In response to these complaints, the Council has been carrying out periodic remedial works to re-grade and smooth the car park since January 2008.
21. The Council is now proposing to take a lease directly from ONTRACK, with ARTA's consent, over the unformed parking area, with the intention to seal and stripe the existing car park and provide a formed pedestrian access between the footpath on Township Road and the station platform. In addition, the Council is looking at other options to provide additional park and ride at Waitakere station.

Rail Electrification

22. Current advice from ONTRACK is that it is likely that the western line will be fully electrified before the whole of the southern and eastern lines. This is due to the fact that the double-tracking of the western line has been designed to the maximum extent possible to facilitate future electrification, the much lower number of bridge clearance issues and the strongly facilitative role taken by the Council to electrification.
23. ONTRACK is soon to resolve its access road requirements for the project. Officers have engaged closely with ONTRACK to see what possibilities there are for these access roads to form part of the planned future rail corridor walk and cycleway.
24. The single most complex and time-consuming task of the electrification project will be to resolve the large number of bridges with substandard vertical clearance for electrification. Owing to this large number of issues across the future electrified network, ONTRACK is reviewing its electrification clearance standards in light of current international best practice. ONTRACK advises that significant economies may be able to be achieved with minor amendments to these standards to a level that matches international best practice and in no way compromises on safety.
25. In Waitakere, the two bridges identified as needing increased clearance are the Hickory Avenue pedestrian bridge and the Sturges Road overbridge.

Hickory Avenue Pedestrian Overbridge

26. In the case of the Hickory Avenue Pedestrian Overbridge, which is a Council asset, ONTRACK had previously advised the Council that the current 4.92 metre vertical clearance of the overbridge would need to be raised by 140 millimetres in order to achieve minimum electrification clearance. ONTRACK now advises that, subject to a detailed survey of the bridge and track, and a review of risks, an acceptable clearance may be achieved with a minimal amount of track-work and a frequent monitoring and maintenance programme, they may accept the sub-standard clearance of this overbridge. If ONTRACK were to approve a substandard clearance, they would periodically review its acceptability. ONTRACK's decision is likely to be influenced by any plans affecting the time that the bridge is likely to remain in use. The risk is that ONTRACK could withdraw its acceptance of a substandard clearance at any time, meaning that a significant pedestrian connection could be lost at short notice. Officers believe that it is better to address this issue now.
27. According to a recent survey carried out by the Council, the Hickory Avenue Pedestrian Overbridge is used by 269 people a day. It is the most direct pedestrian connection between the Council's older adults housing at Wilsher Village and Railside Avenue. The nearest alternative crossing point is the airbridge which would mean an additional distance of 630 metres from the corner of Hickory Avenue and Henderson Valley Road to the corner of Railside Avenue and Dora Street. The increased distance would be more to points on Railside Avenue south of Dora Street and less to points on Railside Avenue north of Dora Street. For the Council offices, Henderson Bus/ Rail Interchange and destinations north of the airbridge, the airbridge route is shorter. The bridge is also heavily used by Henderson High School students around school start and finish times.
28. The Council carried out a feasibility study in 2005 for a road underpass connecting Hickory Avenue with Dora Street underneath the western rail line and Railside Avenue. This would also provide a pedestrian and cycle route to replace the current overbridge. However, there are no plans to construct this connection in the Draft Long Term Council Community Plan 2009-2019.
29. ONTRACK advises that it retains a strong preference for grade separation of pedestrians, cyclists, and motor vehicles from train services. However, ONTRACK also acknowledges that the use of at-grade pedestrian crossings controlled by electronic gates, as used at Ranui and Sturges Road stations, have been effective at significantly reducing unsafe crossing practices. ONTRACK will consider applications for at-grade pedestrian crossings controlled by electronic gates based on a safety assessment of the site specific elements of each crossing.
30. Officers are working on preferred options for addressing electrification clearance issues at the Hickory Avenue Pedestrian Overbridge and the Sturges Road Bridge for subsequent reporting to the Works and Infrastructure Committee.

Proposed additional pedestrian overbridge at Henderson

31. ONTRACK's Developing Auckland's Rail Transport Project (Project DART) includes a trespass initiative to reduce the amount of trespass and track walking in the rail corridor. This includes survey work using railway station closed circuit television cameras, intelligence from train drivers and on-site surveys to determine the locations with the highest degree of trespass and track walking. The area between Henderson Station and the Hickory Avenue Pedestrian Overbridge had a high trespass rate over 50 trespassers per day.

32. ONTRACK proposed a two-pronged approach to addressing this issue with the first part being more effective trespass fencing and the second being a proposal for an additional pedestrian overbridge if the fencing was not an effective solution.
33. ONTRACK installed 1.8 metre high tamper-proof pool fencing between the Hickory Avenue Pedestrian Overbridge and the end of Smythe Road. Both the end of Smythe Road and Hickory Avenue had been major points for trespassers to enter the rail corridor to either access the Henderson Station platform or to cross to Railside Avenue or vice versa. The Council recently surveyed trespassing at this point and recorded a total of three trespass incidents across an entire day, a reduction of 94 per cent in trespassing over the previously recorded levels.
34. ONTRACK's proposed a three-way funding split for the additional overbridge between the Council, ARTA and ONTRACK. The proposed overbridge would provide for pedestrian crossing points of the rail corridor at approximately 200 metre intervals, similar to what will be provided in New Lynn as a result of the Transit Oriented Development project. It would also provide a southern connection to the Henderson Station platform, significantly expanding the station's walkable catchment. It would provide a legitimate pedestrian route across the rail corridor between Smythe Road and Edsel Street. However, it could detract from the use of the airbridge, could overshadow the Henderson Heritage Station, is no longer needed for the park and ride and would need to be integrated with ARTA's plans to extend the Henderson Station platform for eight-car trains.
35. Given that the trespass fencing work carried out by ONTRACK has been very effective at reducing the rate of trespass across the rail corridor around Henderson Station and the fact that the Council has not budgeted to provide a share of the cost of this overbridge, it is not proposed that the Council offer to make a contribution towards the cost of an overbridge at this time. The Council's one third share would be in the order of \$200,000 - \$250,000.
36. That is not to say that the proposal for an additional pedestrian crossing is without merit. However, given current fiscal constraints and the fact that the fencing has largely solved the trespass issue, it is proposed to review the possibility of an additional pedestrian crossing at this or a nearby point at a later date.

Rail Corridor Trespass Project

37. Both track walking and track crossing are major issues across the Auckland urban rail network. While both are issues in Waitakere, track walking has been identified as the major issue. A number of key trespass and track walking sites have been identified in and around Sturges Road, Henderson, Sunnyvale, Glen Eden and New Lynn stations. ONTRACK has developed a trespass initiative to address these issues through the three E's – engineering, enforcement and education.
38. ONTRACK has installed 1.8 metre tamper-proof pool fencing at various key entry points for trespassers and track walkers. ONTRACK has also trialled underfoot deterrents to entering the corridor west of the Glenview Road level crossing.
39. The Council has contributed a half-share to the cost of fencing at Clayburn Reserve. At the Council's request, ONTRACK has provided fencing at Singer Park owing to the serious safety issues presented by children attending soccer matches at the park climbing up the embankment and entering the rail corridor at an angle that would make them very difficult to be seen by train drivers. The Council has contributed a half-share to the Singer Park fencing. ONTRACK has also undertaken, as part of the double-tracking project, to install 1.8 metre tamper-proof pool fencing by Swanson Station Park to replace the earlier low fence that separated the park from the rail corridor. The Council will meet the cost difference between a like-for-like reinstatement and the current trespass fencing standard in view of the potential for children using the playground entering the rail corridor.

40. ONTRACK is meeting with the Council to discuss advancing some of its proposed legitimate walking routes where there are significant track walking issues. These potential routes are:
- Sturges Road to Mount Lebanon Lane;
 - The end of Rainside Avenue to Sunnyvale Station; and
 - From Glen Eden Station eastwards to Malam Reserve and Clayburn Reserve and possibly on to West Coast Road.
41. This would involve ONTRACK constructing the walkways and handing them over to the Council to maintain through a Licence to Occupy. This is because ONTRACK does not provide footpaths whereas they are core business for the Council. Parks officers have said that they are happy to explore this concept. In the short term, there are likely to be minimal implications for operational expenditure.
42. The proposed legitimate walking routes do not conflict with the ONTRACK electrification project's plans for access roads and are all compatible with the Council's plans for a rail corridor walk and cycleway.

STRATEGIC CONTEXT

43. The development of the Auckland region's urban rail network will have a strong positive influence on nearly all of the Council's strategic platforms, namely integrated transport and communications; urban and rural villages; strong innovative economy; strong communities; and sustainable energy and clean air.
44. **Integrated transport and communication, Te Whakaurunga Waka Te Whakawhiti korero**
Rail is the passenger transport spine for Waitakere and connects two of Waitakere's three main town centres and a significant number of other town centres to each other and to the rest of the region.
45. **Urban and rural villages, Nga kainga taone, tuawhenua**
The ongoing development of rail strongly supports town centres that are thriving places, providing exciting options for people to live, work and play.
46. **Strong innovative economy, He tupuranga kaha ihi wana**
Rail provides a congestion-free alternative to road transport. This will support Waitakere as an even more attractive place to live and work.
47. **Sustainable energy and clean air, He kaha motuhake. He hau ora pai**
The increased use of rail lowers fuel consumption and reduces air pollution.
48. **Strong Communities, He iwi kaha**
Passenger rail is a strong tool for community cohesion and development. It also provides access to jobs, retail, health, welfare, leisure and social opportunities for people who, whether by choice or not, do not have access to a car.

CONSULTATION

49. The proposed position set out in this report follows on from previous Council resolutions which strongly support a much improved rail system. This report has involved consultation with Heritage, Transport Strategy, Transport Assets, Urban Design and Development, Arts and Building Consents officers.

50. Any consultation with Maori needed is the responsibility of either ARTA or ONTRACK, except for park and rides where it is the Council's responsibility.
51. Officers intend to seek the views of the users of the Hickory Avenue overbridge and the airbridge about the option of an at-grade pedestrian crossing at Hickory Avenue.

RESOURCES

52. The funding for the works at Waitakere Station and fencing half-share contributions is from a specific Transport Assets budget for rail station precinct upgrades. Any funding implications for the Council from downstream actions resulting from this report, such as legitimate walking routes alongside the rail corridor and the implementation of arts concepts on the balustrades of the Swanson Station Pedestrian Overbridge would be reported to the relevant committee of the Council for decision.

IMPLEMENTATION ISSUES

53. Any implementation issues would be the subject of reports to the relevant committee of the Council at the relevant time.

Report prepared by: Darren Davis, Principal Advisor: Transport.



8 TEMPORARY RELOCATION OF THE PIHA POST OFFICE BUILDING TO PIHA DOMAIN

GLOSSARY

Piha Residents and Ratepayers Association (the Association)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee to temporarily relocate the Piha Post Office building from private land onto Piha Domain.

RECOMMENDATIONS

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

1. **Receive** the Temporary Location Of The Piha Post Office Building To Piha Domain report.
2. **Approve** the temporary relocation of the Piha Post Office building to Piha Domain for a period of one year, with a right of review at the end of the period.

BACKGROUND

1. The Piha Residents and Ratepayers Association (the Association) operates the postal service within the current Piha Post Office building. The postal service is run by the Association as a not for profit community service and is one of only a few community-run postal services left in New Zealand.

2. The postal service is currently operated out of a building located on privately owned land. The Association is unable to continue to operate the postal service out of the Piha Post Office at its current location as this site has been sold and the new land owners have requested that the building now be removed by 1 April 2009 to enable the land to be developed. The Association is seeking to temporarily relocate the Piha Post Office building with the postal service to the Piha Domain until a permanent solution can be found by the Association.

3. On 1 July 2008, the Waitakere Community Board made the following resolution:

The Waitakere Community Board resolved to:

1. **Receive** the Temporary Relocation of the Piha Post Office to Piha Domain report
2. **Agree** that the Waitakere Community Board recommend to the Infrastructure and Works Committee that approval be granted for the temporary relocation of the Piha Post Office to a re-locatable cabin on Piha Domain within the leased area of the Piha Domain Camping Ground, for a period of one year, with a right of review at the end of that period.
3. **Agree** that within a period of one year a full investigation and consultation be undertaken to find a permanent site for the Piha Post Office.”

1127/2008

4. On 2 July 2008, the Infrastructure and Works Committee made the following resolution:

The Infrastructure and Works Committee resolved to:

1. **Receive** the Temporary Location of the Piha Post Office to Piha Domain report.
2. **Approve** the temporary relocation of the Piha Post Office to a relocatable cabin on Piha Domain within the leased area of the Piha Domain Camping Ground, for a period of one year, with a right of review at the end of the period.
3. **Agree** that within a period of one year a full investigation and consultation be undertaken to find a permanent site for the Piha Post Office.”

1136/2008

DECISION MAKING

Issues

Proposal

5. The Association proposes to temporarily relocate the Piha Post Office building to an area within the Piha Domain. The postal service will continue to run from this new location; six hours a week from 10:00am to 12:00pm on Tuesdays, Thursdays and Saturdays. The post office boxes will also continue to operate from the relocated building.
6. This is a deviation from the original proposal in July 2008 of only placing the post boxes on Piha Domain. The reason for the change is that the Association would like to retain the use of the Piha Post Office building for future use.

A62

7. The owner of the land where the Piha Post Office building currently resides had given permission for the Piha Post Office building to remain in its current location until consent matters had been resolved for the development of the land. These matters have been resolved and the building now needs to be moved.
8. The existing Piha Post Office building is approximately 28m² (7m x 4m) and will be located on timber piles on the Piha Domain. Resource and building consents will be required to be obtained by the Association.
9. It is proposed to locate the building within the open grassed area north of the Piha Bowling Club car park and south of the playground. This will provide easy access for the public and minimise the disruption to the campground operations. A plan showing the preferred site is attached at page A62.

Campground

10. Discussions have been held with the campground Manager and they support the above proposal.

Lease Term

11. It is proposed that a lease for a term of one year be granted to the Association to locate the Piha Post Office building on the Piha Domain for the purposes of operating the postal service, with right of review at the end of the period.

Piha Reserves Management Plan

12. The Piha Reserves Management Plan recognises that Piha Domain is seen as a key focus area for community facilities for the residents of Piha therefore the temporary relocation of the postal service building into the Campground would not contravene the plan.

STRATEGIC CONTEXT

13. Council has adopted the platforms of 'Strong Communities' which addresses how the Council supports community identification and increased resourcing and support of community efforts.
14. The platform of 'Urban and Rural Villages' also provides context to this report through its support of provision of resources for community led initiatives and infrastructure to reduce travel.

CONSULTATION

15. This proposal has the approval of Council officers, the Association and the tenant.

RESOURCES

16. The only Council resources required would be staff time. The Association will pay for any consents and moving expenses. It is proposed to undertake the move of the Piha Post Office building in early April once all consents have been obtained.

IMPLEMENTATION ISSUES

17. There are no implementation issues relating to the recommendations.

Report prepared by: Grant Jennings - Parks and Open Space Asset Manager.



9 SUNNYVALE RAILWAY STATION PUBLIC TOILET

GLOSSARY

Sunnyvale Railway Station	(the railway station)
Crime Prevention Through Environmental Design	(CPTED)
Closed circuit television	(CCTV)
Auckland Regional Transport Authority	(ARTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee approval of the design and location of the proposed public toilet at Sunnyvale Railway Station (the railway station).

RECOMMENDATIONS

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

1. **Receive** the Sunnyvale Railway Station Public Toilet report.
2. **Approve** the proposed location (Option 3 in this report) and design (Option 1 in this report) for the public toilet at Sunnyvale Railway Station.

BACKGROUND

1. There is currently no public toilet provided for railway commuters at the railway station.
2. The provision of a public toilet at the railway station complies with the current Council policy for toilet provision and the draft Parks and Open Space Strategy which states that toilets will be provided in association with rail stations.
3. A report was submitted to the February 2009 meeting of the Henderson Community Board on the proposed location and proposed concept plan for the public toilet. The Henderson Community Board identified location Option 4 for Parks officers to consider and investigate. The Henderson Community Board resolved:

The Henderson Community Board resolved to:

- “1. **Receive** the Sunnyvale Railway Station Public Toilet report.
2. **Agree** to recommend to the Infrastructure and Works Committee that the proposed Sunnyvale Railway Station Public Toilet be located on Seymour Road to the west of the railway tracks.”

(61/2009)

A63

4. The location for investigation as requested by the Henderson Community Board was supported by the residents who attended the February 2009 meeting is shown on the aerial map location plan as Option 4 attached at page A63.

DECISION MAKING

Issues

5. It is proposed to install a public toilet at the railway station.

Location

- A63
6. The railway station meets the requirements of a location where the use is expected to be high, where people have travelled some distance and there are no other toilet facilities available.
 7. Four possible locations were investigated for the proposed public toilet block. The options are outlined below and can be seen on the aerial photograph attached at page A63.

Assessment of Options

Option 1 - At the front entrance of the Park and Ride

8. This location is at the front of the Park and Ride facility and provides passive surveillance from passing vehicles and pedestrians. This location would be visible to the railway stations closed circuit television (CCTV) systems. As this location is at the entrance to the Park and Ride it would restrict visibility of drivers entering and exiting the car park. The location of the public toilet in this area would not be suitable for all train commuters unless they had a vehicle parked in this area.

Option 2 - On or near the station platform

9. This location would be on ONTRACK land and not Council owned land. The topography of the land near the platform slopes down from the road and this would result in the facility being hidden from passing vehicles which creates a security and vandalism risk. However the area would be under the surveillance of the CCTV cameras. The area around the railway platform is currently heavily targeted by taggers and would create another maintenance cost for Council. ONTRACK have provided feedback confirming a lease would be provided to Council if this was the preferred location for a toilet block.

Option 3 - On the corner of Manui Place and Serwayne Place

10. This location is on road reserve and is positioned between the Park and Ride and the railway platform along the main pedestrian route. This location can also be seen from the railway platform and is visible to any commuters who arrive at the railway platform from alternative routes. This location has high passive surveillance and is also visible by two of the railway stations CCTV cameras which would deter vandalism and increase security.

Option 4 - On Seymour Road to the west of the railway track

11. This is the preferred option of the Henderson Community Board and is supported by residents. This location is within road reserve and is on the western side of the railway track. The toilet would be located next to an existing concrete pathway. This location has high passive surveillance as it is located on a main road, however it is located too far from the railway station and the Park and Ride for the railway stations CCTV cameras to monitor. This location would not be suitable for all train commuters unless they were walking to Seymour Road after leaving the western bound train.

Preferred Option

- A63-A64
12. For the above reasons Option 3 is the preferred location for the public toilet. This location is between the Park and Ride and the railway station which provides close proximity to the activity in accordance with the strategy. A Crime Prevention Through Environmental Design (CPTED) assessment was undertaken on the proposed location and complies with best practice. The proposed location can also be seen by two of the Auckland Regional Transport Authority (ARTA) CCTV cameras which provide additional security. The proposed location can be seen on the aerial maps attached at pages A63 and A64.

Parks Standard Toilet Design

13. The Parks standard toilet design has been developed through significant product research into durability and sustainability. The Parks standard toilet design is appropriate for the proposed location and contains all accessible unisex toilets.
14. The following sustainable features have been incorporated into the toilet design to reduce vandalism, graffiti and ongoing costs to Council:
- Tilt slab concrete wall;
 - All fixtures and fittings are stainless steel;
 - All services (plumbing and electrical) are hidden in the walls;
 - Use of vandalite or similar vandalism-resistant lighting;
 - Maximum use of natural lighting to reduce power;
 - Maximum use of natural ventilation through the roof design to reduce power; and
 - Use of Dual Flush buttons and spring loaded shut off taps for efficient water use.

Assessment of Options

- A65-A66
15. There are two options for the public toilet design. A one cubical facility or a two cubical facility. The proposed design of the toilet can be seen on the diagram attached at pages A65 and A66.

Option 1 – One cubical toilet facility

16. The installation of a one cubical toilet would reduce the footprint of the toilet and therefore minimise the visual impact the building has on the surrounding environment. If the demand for additional toilet facilities increases in the future another cubical could be added onto the one cubical building.

Option 2 – Two cubical toilet facility

17. A two cubical toilet could be installed in all four proposed locations. This would have a larger footprint and therefore a larger visual impact on the surrounding environment.

Preferred Option

18. For the above reasons Option 1 is the preferred design. It is proposed to install a one cubical toilet at the railway station.

19. It is proposed that the toilet opening hours will be co-ordinated with the operational hours of the railway station. Currently the first train arrives at the railway station at 5.47am and train services cease at 7.27pm and are replaced by buses until 11.32pm.

STRATEGIC CONTEXT

20. This project contributes to Council's strategic platform of Integrated Transport and Communications by providing additional facilities to make using the rail network more attractive and user friendly.

CONSULTATION

21. The proposed installation of the public toilet design and location Option 3 has the approval of the Parks Design Review Panel and approval from Transport Assets.
22. A mail drop was undertaken to all properties within an 800 metre walking distance from the railway station in December 2008. This mail drop included the proposed two cubical concept design and the proposed Option 3 location. Nine hundred mail drop flyers were distributed to the community and three submissions were received opposing the project. The issues raised by these submissions are outlined in the table below:

Issue	Response/Mitigation
Proposed location too close to neighbouring residential houses	Three possible locations were identified for the location of the public toilet. These options were investigated and location Option 3 is the preferred option. This is discussed in more detail in the agenda report.
Toilet will attract undesirable behaviour	The toilet has been designed with the principles of CPTED.
Odours will be emitted from the public toilet	If the toilets were to proceed they would be cleaned daily between 7am - 9am. This would minimise any risk of offensive odours coming from the public toilet. Parks have other toilet blocks of this design throughout the city, including one at Swanson Station Park (cleaned daily) which is located in close proximity to the station and the railway café. To date Parks have not received feedback regarding offensive odours.
Communication/ notification process	A mail drop was undertaken to all households within an 800 metre walkable distance from Sunnyvale Station. This mail drop was completed by 27 December 2008. This mail drop did not include contact details. Future mail drops will include a contact person with contact details.
Increase in traffic on Manui Place	The installation of toilets at Sunnyvale Railway Station should not affect the amount of traffic using Manui Place. The proposal to install a toilet is in accordance with the draft Parks Strategy which states that toilets will be provided in association with railway stations. The primary users of the toilet will be railway commuters.

23. ARTA has been consulted on the proposed location options for the public toilet. ARTA has provided feedback on what locations would be visible to their CCTV cameras. This information has been included in the location options above.

RESOURCES

24. The estimated cost to install the proposed public toilet is \$180,000 this includes all consents and professional service costs. Funding has been provided in the Annual Plan 2008/2009 to carry out the toilet installation. A summary of the costs associated with the replacement of the toilets is included below in table.

	Build (includes consent and professional service costs)	Annual Renewal (Depreciation cost based on a new toilet with 30 year life span)	Annual Maintenanc e (daily frequency)	Annual Vandalism and Graffiti Repairs (estimated)	TOTAL ANNUAL COSTS
Cost of new two unit block	\$180,000.00	\$5,000	\$11,278.00	\$8,000.00	\$24,278.00
Cost of new single unit block	\$130,000.00	\$3,333	\$5,639.00	\$5,000.00	\$13,972.00

IMPLEMENTATION ISSUES

25. There are no implementation issues relating to this report.

Report prepared by: Tracey Hamilton, Project Development Officer.



10 KEN MAUNDER PARK PUBLIC TOILET AND CHANGING ROOMS

GLOSSARY

Suburbs New Lynn Cricket Club and
the Lynn Avon United Football Club (the Clubs)
Ken Maunder Park Community Trust (the Trust)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee to incorporate the proposed public toilet and changing rooms at Ken Maunder Park with the new indoor training facility.

A67 A copy of the approved plan for Ken Maunder Park is attached at page A67.

RECOMMENDATIONS

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

1. **Receive** the Ken Maunder Park Public Toilet And Changing Rooms report.
2. **Approve** the proposed public toilet and changing rooms at Ken Maunder Park be incorporated into the new indoor training facility at Ken Maunder Park.

BACKGROUND

1. Ken Maunder Park is a Citywide park therefore jurisdiction for any development resides with the Infrastructure and Works Committee.
2. The upgrade of the public toilet and changing rooms at Ken Maunder Park meets Council's strategic objectives. Funding has been provided in the draft Annual Plan 2009/2010 for the physical works.
3. The existing toilet facility requires renewal and is located in an undesirable location within the car park. In the current location users of the public toilet have to cross the car park to access the facility, this is not ideal, especially during peak times when the car park is busy.
4. Ken Maunder Park hosts three sporting clubs. The Suburbs New Lynn Cricket Club; the Lynn Avon United Football Club (the Clubs); and the Western Districts Hockey Club. The Clubs submitted a joint application to Council's Leisure Facility Partnership Fund in 2006/2007 to undertake improvement works to the existing cricket club buildings, remove the football club building and build an indoor training facility. Council approved their application in February 2007 and allocated \$250,000 toward the project.
5. At the December 2007 meeting of Infrastructure and Works Committee the committee resolved the following:

The Infrastructure and Works Committee resolved to:

1. *That the Ken Maunder Park Proposed Redevelopment report be received.*
2. *That the Infrastructure and Works Committee approves the proposed plan for the redevelopment of Ken Maunder Park"*

(3868/2009)

DECISION MAKING

Issues

A68

6. It is proposed to incorporate the new public toilet and changing rooms with the indoor training facility. The existing location and the proposed location can be seen on aerial photograph attached at page A68.

Location

7. Ken Maunder Park meets the requirements for a public toilet where the use is expected to be high, where people have travelled some distance and there are no other facilities available.
8. It is proposed to relocate the public toilet facility from the existing location and incorporate the toilets and changing rooms with the indoor training facility. Building is programmed to commence in the 2009/2010 financial year.
9. A Crime Prevention Through Environmental Design report was undertaken on Ken Maunder Park and it was identified that by relocating the public toilet it will provide a better view of the foreground car parking area. Relocating the public toilet and other associated park development works, such as widening the park entry, would provide good security and a clear view from Binstead Road and Rata Street. This will increase the overall passive surveillance of Ken Maunder Park. Park development works are programmed to be undertaken in the 2010/2011 financial year.

- Combining the public toilet and changing rooms with the indoor training facility will reduce the number of buildings on Ken Maunder Park and will provide maximum passive surveillance as view shafts are not blocked by multiple buildings.

Operation

- Criteria around combining the public toilet and changing rooms with the indoor training facility have been discussed with the Clubs. The Clubs approved the preliminary criteria set out by Parks Assets. If the combined facility was approved a compressive agreement would be arranged with the Clubs to ensure that the public are able to use the facilities as required by the draft Parks and Open Space Strategy.

Changes from Current Operating Costs

- The public toilet and changing facilities will be used more frequently due to the indoor training facility. People using the indoor training facility will use the public facilities provided rather than private facilities. This would increase the frequency for cleaning and therefore the operating cost of the public facilities. This is outlined in the below table.

	Maintenance Frequency	Yearly Maintenance Cost
Existing Maintenance	3 times per week	\$2,410.20
Proposed Maintenance	Daily	\$11,278.00

- As part of the agreement with the Ken Maunder Park Community Trust (the Trust), funding for the increase in operational costs would need to be recouped as a large proportion of usage will generate from the indoor training facility users.

Parks Standard Toilet Design

- The Parks standard toilet design has been developed through significant product research into durability and sustainability. As the standard toilet design is based on two all accessible unisex toilets, the specifications will be applied to the larger toilet and changing room facility that would be required at Ken Maunder Park.
- The public toilets would be open between 7am until 9pm in summer months and between 7am to 7pm in winter months. No internal access would be provided between the public toilets and the indoor training facility. Clubs who have booked the fields would be issued a key to unlock the changing rooms. The toilets and changing rooms would be located at the front of the training facility and accessible directly from Ken Maunder Park.

Project Implementation

- The Trust has engaged an architect to design the indoor training facility and a project manager to implement the project. It is proposed that the budget allocated to the Ken Maunder public toilet and changing room project would be managed by the Trust as part of the indoor training facility development. This funding would only be used for the public toilet and changing room facility.
- It is proposed that a Council officer participates on the control group for this project. Council would be involved in design signs off such as Parks Design Review and would attend quality assurance checks throughout the construction of the facility. Final approval for the public toilet and changing rooms would be with Parks Assets.

STRATEGIC CONTEXT

18. Council has adopted the platforms of 'Strong Communities' which supports local focal points where people gather like sports clubs. This platform supports the community's needs to enable people to be brought together. The upgrade and relocation of the public toilet would be in accordance with this platform.

CONSULTATION

19. Parks Design Review and Leisure Services have been involved in determining some preliminary criteria for the incorporation of the public toilet and changing rooms with the indoor training facility.
20. The Trust involved in the development of the indoor training facility has been consulted on the option of combining the public toilet facility into the indoor training building. Preliminary criteria around opening hours, accessibility and locking have also been discussed. The Trust is supportive of the incorporation of the public toilet facility with the indoor training building. Further discussions around the funding for additional maintenance will be held with the Trust on approval of incorporating the public toilet with the indoor training facility.

RESOURCES

21. The estimated cost to install public toilet and changing facilities is \$330,000. This cost includes all professional fees, consent fees and construction costs. Funding has been provided in the draft Annual Plan 2009/2010 to carry out the toilet and changing room upgrade.

IMPLEMENTATION ISSUES

22. There are no implementation issues relating to the recommendations.

Report prepared by: Tracey Hamilton, Project Development Officer.



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

GLOSSARY

Infrastructure and Works Committee	(the Committee)
Royal Reserve	(the Reserve)
Strategic Plan for Massey North	(Strategic Plan)

EXECUTIVE SUMMARY

The purpose of this report is for the Infrastructure and Works Committee (the Committee) to consider the proposed exchange of 1.8 hectares of 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 on the basis that the exchange provides an opportunity for the Council to acquire 1.8 hectares of land to upgrade and develop the currently under-used and under-developed Reserve to a Citywide standard and in accordance with the strategic planning for Massey North.

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.
- A69* 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 A69) with approximately 1.8 hectares of 76 Royal Road, Massey (being more or less the area marked A2 on the plan attached at page A69).

BACKGROUND

1. A report was presented to the Committee at its meeting in March 2009 for consideration of the proposed exchange of part of this Reserve as set out in this report.
2. The Committee resolved to carry out a site visit to the Reserve prior to making a final decision on the proposed exchange.
3. Members of the Committee undertook a site visit to the Reserve on Wednesday, 11 March 2009. Overall, Members were supportive of the proposed exchange, re-design and upgrade of the Reserve.
- A70-A80* 4. The full background to the land exchange proposal including the strategic context and resourcing are set out in the report presented to this Committee in March 2009 a copy of which is attached to this report at pages A70 to A80.
- A81-A82* 5. Briefly, in 2004 the Council approved through the outcomes of the Westgate and Massey North Design Workshop a strategic plan for the re-development of the Massey North area (Strategic Plan). The Strategic Plan provides for the exchange of part of Royal Reserve and the development of the Reserve and is attached at page A81]. Council officers have advised that there have been no changes to the Strategic Plan since its approval in 2004. The proposed design for the Reserve is therefore based on the plan approved in 2004 - and is attached at page A82.
6. Overall, the exchange will enable the Reserve to be re-designed and up-graded to better integrate the Reserve with the surrounding environment including residential areas and connections through to Rush Creek and Westgate. The exchange will enable the sports fields to be upgraded to full size multi-use fields and will provide increased recreational facilities and amenity consistent with the Citywide status of the Reserve.

STRATEGIC CONTEXT

7. Under the draft Parks and Open Spaces Strategy 2005 provision is made for exchanges of land in circumstances where there is benefit to the public (in this case as a Citywide reserve - to residents of Waitakere as a whole) subject to undergoing a public consultation process. The benefits of the proposed exchange are set out above in the attached report.

8. 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. The Reserve Management 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.
9. As referred to above a Strategic Plan was prepared as a result of the Westgate and Massey North Design Workshop in March 2004. The Strategic Plan provided for future residential town centre development that included the exchange of areas A1 and A2 and development of the Reserve as provided in this report.

CONSULTATION

10. Consultation has been undertaken with relevant Council staff including Parks and Open Space Assets and Strategic Planning in terms of information regarding the Westgate and Massey North Design Workshop Outcomes March 2004.
11. Public notification has been undertaken as set out in this report.
12. 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

- A69 13. 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 A69 will be exchanged as equivalent land areas and the legal fees will be met by the Royal Road owner.
14. No resources are required other than officer time in respect of the proposed exchange if the land exchange is approved.
- A82 15. The implementation of the landscape plan attached at page A82 (excluding the sports fields and playground) for the new area of Reserve would be undertaken alongside the subdivision development and carried out 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.
16. 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

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

IMPLEMENTATION ISSUES

18. 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 of 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.



12 FUTURE OF WAIKUMETE CEMETERY

GLOSSARY

Resource Management Act 1991	(RMA)
Waikumete Cemetery	(the Cemetery)
Long Term Council Community Plan	(LTCCP)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval of a work programme to secure additional capacity for burial services at Waikumete Cemetery (the Cemetery).

Council completed an Assessment of Water and Sanitary Services, as required under the Local Government Act 2002, in 2005. This assessment identified the issue that the capacity of the Cemetery would be fully used up by 2021 due to constraints in the District Plan. The constraints include the presence of some potentially significant ecological species, heritage requirements and geotechnical stability issues. Accordingly, Council provided funding in the Long Term Council Community Plan (LTCCP) 2006-2016 to investigate options to provide future capacity for burial services. Funding has been provided in the draft LTCCP 2009-2019 to continue this work.

An evaluation of options has been completed and the preferred option is to follow the Resource Management Act 1991 (RMA) process to enable more land to be utilised, coupled with implementation over time of new burial technologies. Thus, this report sets out a work programme to secure additional land in the Cemetery.

It is recommended that the work programme to provide additional capacity be commenced now, due to the long lead time required to settle RMA matters.

RECOMMENDATIONS

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

1. **Receive** the Future Of Waikumete Cemetery report.
2. **Approve** the work programme for the Waikumete Cemetery as set out in the agenda report.

BACKGROUND

1. The Burials and Cremations Act 1964 requires local authorities to establish and maintain appropriate cemetery facilities to provide for burial for persons dying within its district.
2. The Assessment of Water and Sanitary Services identified that Cemetery is nearing capacity and may reach the end of its useful life within ten years. Council has recognised that it needs to provide burial services beyond this date and commissioned a Master Plan to evaluate proposals for the long term management of the Cemetery for eventual public consultation and inclusion in the draft LTCCP 2009-2019.

DECISION MAKING

Issues

3. The Cemetery covers an area of 108 hectares and since 1908 has served as a major cemetery for the Auckland region. The Cemetery has significant cultural heritage and contains the graves of many notable people both locally and nationally. The surviving headstones are an invaluable source of genealogical and social history. The Cemetery provides for a wide range of denominational and cultural groups and together with its wider environs, bush, valleys and streams, it forms the largest public open space within the urban part of Waitakere.
4. The Local Government Act 2002, Part 7, Sections 123 to 136 requires Council to undertake an Assessment of Water and Sanitary Services. In this context water includes drinking water, wastewater and stormwater; and sanitary services include cemeteries, crematoria, solid waste and public toilets.
5. The Assessment of Water and Sanitary Services raised the issue of capacity constraints at the Cemetery and the need to plan for future burial services. Feedback from the community is summarised in the Table 1 below:

Option	Importance				
	None	Low	Neutral	Very	Extreme
Closing Waikumete in 2021	45%	16%	19%	7%	13%
Purchasing land for a new cemetery	31%	15%	22%	11%	21%
Extending Waikumete to 2055	16%	7%	8%	9%	60%
Implementation of new burial technologies	10%	3%	11%	14%	62%
Encouraging private enterprise to provide a new cemetery	54%	11%	16%	7%	12%

Table 1 - Community feedback on preferred options for future burial services.

6. Accordingly, the Council received information on the Assessment of Water and Sanitary Services at its meeting of 28 June 2005 and resolved as follows:

“Provide a new cemetery or extend Waikumete Cemetery by 2021.”

1230/2005

Options Identified

7. The following have been considered as options to meet current and future demand:

- Closure of the Cemetery when capacity runs out;
 - Expanding the capacity of Swanson Cemetery and feasibility of its use to augment or replace the Cemetery in providing for burial needs;
 - Development of land elsewhere in the city for an additional cemetery;
 - To consider the RMA processes to enable additional development;
 - Implementation of alternative burial techniques; and
 - The possibility of ceasing the activity.
8. Analysis of development constraints has therefore been undertaken for the two existing cemeteries in Waitakere - Waikumete and Swanson. Of the 108 hectares Waikumete site, 56.8 hectares is taken up with existing graves and infrastructure (roads, buildings, etc) and 42.7 hectares is protected under the District Plan, mainly for ecological reasons, leaving a maximum of only 8.6 hectares potentially available for future interments. Similarly, over half of Swanson Cemetery's 2 hectares site is protected under the District Plan for ecological reasons, leaving 0.35 hectares available for development.
9. Preliminary ecological assessments of the cemeteries have been undertaken, and has resulted in defining areas in the Cemetery that would add a further 8.9 hectares of land which has lower ecological values, and could be freed for development assuming appropriate changes to the District Plan land-use zonings. A more significant implementation of the RMA processes requires further technical analysis in order to confirm a preferred option.
10. The preliminary assessment identified three land-use options have been defined as follows:
- status quo;
 - minor RMA process; and
 - major RMA process.
11. Swanson Cemetery has very limited burial capacity due to its small size, but has an acceptable lifespan only if used to service a defined local catchment that acts to limit demand to a slowly-rising rate consistent with historic levels of demand for burials at Swanson. The Swanson Cemetery is constrained due to the need to maintain ecological values and the presence of steep slopes. Swanson Cemetery does not therefore represent an option for diverting demand away from Waikumete to extend the life of the Cemetery.
12. Within the currently-defined Metropolitan Urban Limits, no potential sites suitable for a single new cemetery have been identified that are large enough to provide significant capacity. A hypothetical new cemetery outside of the Metropolitan Urban Limits has been included for comparison purposes.
13. For each of the three land-use options, three sets of interment technology solutions have been applied to give a total of 9 development options for Waikumete. The three interment technology solutions consist of the following:
- conventional techniques;
 - 'High Tech' intensive technologies (including above-ground vaults, modular approaches, and reinterment or above-ground infill of existing burial areas); and
 - a mix of technologies determined as most appropriate to site-specific constraints.
14. The results of the capacity analyses found six options to give useful additional capacity and avoid a need to purchase land for the development of another cemetery in the short to medium term. These options are summarised as follows:

- Minor land use change using a combination of burial techniques;
- Major land use change using traditional burial techniques;
- Major land use change using a combination of burial techniques; and
- All the 'high tech' burial options that make maximum use of intensive burial techniques. Provision has been made in the draft LTCCP 2009-2019 to commence implementation of high-tech options from 2009/2010.

Assessment of Options

15. The following table highlights some of the wider issues:

	Option 1 – Status Quo (closure of cemetery by approximately 2021)		Option 2 – extend the life of the cemetery to at least 2055	
	Disadvantages	Advantages	Disadvantages	Advantages
Social	A high level of amenity would be required after closure. Establishment of a new cemetery may raise social issues.	The cemetery provides an important social function.	There may be some community concerns if there is an expectation that the cemetery would be closed at a certain point in time.	The social function will continue to be provided and funded from existing operating expenses.
Economic	Highest cost option due to the need to purchase land and establish a new cemetery beyond 2019.			Least cost option.
Cultural	Establishment of a new cemetery may result in community opposition.		Extension of the existing cemetery may result in community opposition.	
Environment	There could be major environmental effects that would have to be mitigated at a new site.		Potential loss of ecological values and stormwater quality issues.	The existing site represents a highly modified environment.

16. It should be noted that the above is a preliminary assessment and requires a detailed analysis of technical information on the ecology, geotechnical issues and other issues before a robust evaluation of alternatives can be completed.

Consideration of Community Views

17. Feedback from the community as a result of the Assessment of Water and Sanitary Services indicated that 69% of respondents supported extending the Cemetery to 2055, with a support of 76% for implementation of new burial technologies.
18. Further community consultation will be carried out as part of the assessment of environmental effects.

Preferred Option

19. The preferred option is to extend the useful life of the Cemetery to at least 2055 by addressing the resource management issues and implementing new technologies.

STRATEGIC CONTEXT

20. The provision of burial facilities is a legal requirement and provides an important public health and environmental function. The Waikumete Cemetery also provides a high value facility for public open space and heritage.
21. Development of the Cemetery will be designed to give effect to Council's Environment Strategy.

CONSULTATION

22. A Waikumete Cemetery Advisory Group has been established by the Infrastructure and Works Committee and preliminary consultation has been undertaken with the Advisory Group. It is proposed to consult with this group prior to reporting back to the Infrastructure and Works Committee with any recommendations for further action.
23. A full consultation programme will be developed once more information is available on a number of issues, such as the ecology, geotechnical constraints, stormwater management, heritage and landscaping. The consultation programme will be reported back to the Infrastructure and Works Committee for approval prior to implementation.

RESOURCES

24. Funding of \$200,000 has been provided in the draft LTCCP 2009-2019 to pursue the District Plan change.
25. Funding of \$530,000 has been provided in the draft LTCCP 2009-2019 to implement new burial technologies.

IMPLEMENTATION ISSUES

26. A preliminary work programme has been prepared as set out in table 2 below:

Activity	Timeline
Reporting to Planning and Regulatory Committee on the RMA process	April 2009
Technical studies to identify effects and measures to avoid, remedy and mitigate the effects. Investigation of new technologies	April 2009 to October 2009
Preliminary consultation with Waikumete Cemetery Advisory Group and key stakeholders	April 2009 to October 2009
Assessment of environmental effects	November 2009
Reporting to Infrastructure and Works and Planning and Regulatory Committee	December 2009
Public notification	February 2010
Hearings	May 2010
Resolution of Appeals	December 2010
Possible Environment Court proceedings	May 2011 - May 2012

Table 2 - Work Programme.

Report prepared by: Tony Miguel, Deputy Director: City Services.



13 **LAND ACQUISITION FOR NORSGA INFRASTRUCTURE UNDER THE PUBLIC WORKS ACT 1981**

GLOSSARY

Auckland Regional Council	(ARC)
Integrated Catchment Management Plan	(ICMP)
Plan Change	(PC)
Public Works Act 1981	(PWA)
Northern Strategic Growth Area	(NorSGA)

EXECUTIVE SUMMARY

The purpose of this report is to recommend that the Infrastructure and Works Committee approve the acquisition of land under the Public Works Act 1981 (PWA) for the purpose of constructing infrastructure necessary for development of Northern Strategic Growth Area (NorSGA).

Land is required for the construction of stormwater treatment ponds and associated open space for riparian margins, as required under the Auckland Regional Council (ARC) resource consent conditions.

It is necessary to purchase land as soon as possible so that infrastructure can be constructed in a timely manner to enable development of NorSGA. It is proposed that the cost of land purchase and construction of infrastructure will be recovered as a Development Contribution or Financial Contribution on developers. There is also the possibility of recovering costs through an infrastructure funding agreement with developers.

A83-A84 A plan showing the location of land required is shown in the attachment at page A83, the schedules of land required are detailed in the attachment at page A84.

RECOMMENDATIONS

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

1. **Receive** the Land Acquisition For NorSGA Infrastructure Under The Public Works Act 1981 report.
- A84 2. **Invite** the Infrastructure and Works Committee to agree to the acquisition of land under the Public Works Act 1981 for the purpose of constructing infrastructure necessary for the development of NorSGA as detailed in the attachment at page A84.
3. **Agree** that the Chief Executive Officer be authorised to carry out and conclude all negotiations, and to sign all documentation necessary to give effect to acquiring land for the purpose of constructing infrastructure necessary for the development of NorSGA.
4. **Agree** that this report remain confidential until settlement for purchase of the required land has been completed.

BACKGROUND

1. The first stage of land acquisition for NorSGA was considered at the Finance and Operational Performance Committee's meeting of 9 June 2008, and further land purchases were approved by the Finance and Operational Performance Committee on 8 December 2008.

2. Planning for the infrastructure in the NorSGA is covered by Plan Change (PC) 13, 14 and 15 and has proceeded to the point where preliminary needs can be assessed. The costs of providing major transport and three-water infrastructure assets have been examined to provide a basis for negotiations with developers to enter into infrastructure funding agreements. Such agreements seek to ensure that portions of the major infrastructure required for future development are paid for directly by the developers and vested in the Council on completion. The developer receives a credit against development contributions or financial contributions for the value of the work completed. If the work completed provides additional capacity to enable the development of neighbouring land, agreement is reached as to the way in which the developer will be reimbursed for that additional cost over time, from the Council through the collection of development contributions or financial contributions from neighbouring land owners. This approach is likely to be reasonably successful in negotiations with Hobsonville Land Company in respect of PC 13 and hopefully may also be successful to some extent with New Zealand Retail Property Group in respect of its negotiations for PC 15. However, there are a number of other property owners in the NorSGA area who have not clarified any plans for development which makes the extent of works required by developers and any form of agreements difficult to determine.
3. Plan Changes have been appealed and Council will not be able to award any contract to commence works until all plan changes and Integrated Catchment Management Plan (ICMP) related issues are resolved. However it is necessary to progress planning for the infrastructure so that it is available in time for development.
4. The infrastructure being considered for NorSGA is as follows:
 - Transport (roads, transport facilities and walking and cycling);
 - Water Supply;
 - Wastewater;
 - Stormwater (including treatment ponds, drainage/ecological open space and riparian margins);
 - Broadband;
 - Electricity transmission; and
 - Social Infrastructure (land, parks & recreational facilities, urban enhancement, community house, library, aquatic centre, toilets).
5. The extent of the infrastructure to be provided by the Council will depend on the way in which the land will be developed. If developers choose to aggregate several parcels and develop them as one, the services within the development will generally become the responsibility of the developer. Where the work also benefits upstream users (such as a larger diameter pipe than is required for the particular development) the developer would expect a contribution from the Council, to be recovered from the developers of other land where possible. Where a downstream work benefits a developer a portion of the downstream work can also be recovered from the developer. Both of these situations would need to be covered by an infrastructure funding agreement.
6. However, there are a number of issues with this approach. On the one hand some developers have indicated that they wish to start construction in this calendar year but it is unknown when or if other landowners are likely to proceed with proposals for development. This makes it difficult to determine what level of infrastructure will need to be provided by the Council for roading and for three-water assets. If a single developer was to acquire several of the properties the extent of infrastructure needed to be provided by Council would be considerably less than if properties were to be developed on an individual basis. For this reason only the minimum level of infrastructure has been planned for at this stage based on the known development proposals plus some major networks to service later developments within NorSGA.

A84

7. Only assets which will benefit at least one definite proposal will be constructed. While, clearly there should be minimum time delay between construction of an asset and its full utilisation in some cases assets (such as stormwater treatment ponds) it will only be practicable and cost effective to construct the facility to a size which caters for development that may not occur for many years.
8. Resource consents will generally be required for the construction of ponds and it is desirable that the land for the works be designated or purchased under the provisions of PWA.
9. In order to meet the required timelines it is essential that Council acquires parts of land, as detailed in the attachment at page A84.
10. Further reports will be provided to Council as the detailed requirements for infrastructure are identified to obtain Council's approval to initiate other financial commitments.

DECISION MAKING

Options Identified

11. The concept design adopted for NorSGA infrastructure has been developed based on the consideration of a number of options taking into account the following:
 - Council's strategic objectives;
 - Good urban design;
 - Predicted land use and traffic generation patterns;
 - Physical constraints; and
 - ARC resource consent conditions arising from the ICMP's.
12. With regard to the legal mechanisms that are available to enable construction of infrastructure, Council has the following options:
 - Option 1 - purchase land under the PWA and then apply for resource consents; or
 - Option 2 - utilise the Designation process.

Assessment of Options

Social and Cultural

13. All the options have similar social and cultural effects. Council fully evaluated these effects as part of the District Plan change process and construction of infrastructure follows on from this evaluation. The riparian areas and proposed stormwater ponds will provide high amenity value for the area.

Environmental

14. All the options comply with the requirements of the ICMPs which have been designed to ensure a high standard of environmental protection.

Economic

15. Ensuring the infrastructure is available in a timely manner is essential to provide for the economic growth of NorSGA and in particular the roading network will open up the area for development.

Public Works Act 1981 Obligations

16. The Council has a statutory requirement under the terms of the PWA to compensate the owners for losses incurred as a result of the public work being carried out.

Assessment of Options

17. Option 1 commits Council to purchasing the land, but will enable Council to secure land rights in a relatively short timeframe due to the provisions of the PWA.
18. Option 2 is considered to be less effective due to the time that it would take to work through the Resource Management Act processes.

Preferred Option

19. The recommended option is for the Council to proceed with a PWA acquisition of land parcels.

STRATEGIC CONTEXT

20. Council has identified the development of NorSGA as a key strategic initiative in that it will provide for economic growth and job creation in the City, whilst mitigating the effects of workers commuting out of the City.

CONSULTATION

21. Preliminary consultation has been undertaken with the property owners. Iwi have not been specifically consulted.

RESOURCES

22. Funding of \$35 million has been provided in the draft LTCCP 2009-2019. The budgets for land purchases have been based on information provided on land costs by Council's valuers.

IMPLEMENTATION ISSUES

23. There is one significant implementation issue relating to this proposal.
24. An issue has arisen as to the appropriate basis for valuing the land required for stormwater works (essentially the land coloured green on the plan attached at page A83). Council has taken advice from Matthew Casey QC on the appropriate valuation approach. His view is that the land should be valued at countryside living values. The alternative view is that the land should be valued on the same basis as if it was capable of full development in accordance with the concept for NorSGA, which is a significantly higher figure. The logic behind the alternative approach is that landowners who own land outside the green areas gain a benefit against their neighbours who own the green areas by not having to provide for infrastructure for stormwater and other purposes on their land. Those landowners gain that benefit at the expense of their neighbours.

25. As noted earlier in the report the costs incurred in purchasing this land and developing it for infrastructure will be recovered from the land owners within NorSGA by development contributions or financial contributions. It is not difficult to imagine that the basis for the charging of those contributions will be closely examined by those who may be asked to pay them. The costs incurred in relation to such land purchases therefore need to be particularly transparent and contestable. Initial discussion with land owners has discussed the likely necessity, given that it is unlikely that the valuers will be able to agree in the absence of a clear direction as to the appropriate valuation approach, to refer this discrete point to the Land Valuation Tribunal for determination. It would be the intent that the valuers will be able to reach agreement on the underlying values so that the only matter requiring a determination is the legal issue. If this can be achieved the likely time delay and/or cost of this process will not be unduly significant. The benefit of this approach will be that the Tribunal's decision will not only provide the basis for recovery of contributions to fund the cost of this land but it will also directly inform future dealings with other land owners in a similar position.

Report prepared by: Tony Miguel, Deputy Director: City Services.



14 AMENDMENTS TO THE TRANSPORT ANNUAL PLAN 2008/2009 BUDGETS

GLOSSARY

New Zealand Transport Agency	(NZTA)
Auckland Regional Transport Authority	(ARTA)
New Zealand Railway Corporation	(ONTRACK)
Long Term Council Community Plan	(LTCCP)

EXECUTIVE SUMMARY

The purpose of this report is to recommend amendments to the Transport Approved Annual Plan 2008/2009 budgets.

Many factors and reasons outside Council officers control have led to some of the Transport Asset's budgets expenditure needing to be either deferred, cancelled or requiring some additional funding for line items. However, overall no additional funding is required and a saving of \$4,363,000 has been identified in the renewal and capital expenditure work programme.

Therefore, it is recommended to carry forward some of the budgets that are not required in 2008/2009 to 2009/2010 Annual Plan. A total of \$14,751,000 has been identified to be carried forward from the renewal and capital expenditure work programme.

RECOMMENDATIONS

It is recommended the Infrastructure and Works Committee resolve to:

1. **Receive** the Amendments To The Transport Annual Plan 2008/2009 Budgets report.
2. **Approve** the amendments to the Transport Assets budgets for 2008/2009, without incurring additional funding as described in the attachments at pages A85 to A87.

- A85-A87 3. **Agree** the line items identified in this report and the schedule in the attachment pages at A85 to A87 as carry-overs and savings be endorsed and submitted to the Long Term Council Community Plan and Annual Plan Committee at the appropriate time.

BACKGROUND

1. The Transport budgets for 2008/2009 were approved on 30th June 2008. At the time of their preparation, some capital works line items were not clearly defined in relation to funding responsibilities between Council / the New Zealand Railway Corporation (ONTRACK) / the New Zealand Transport Authority (NZTA) and the Auckland Regional Transport Authority (ARTA). Since that time, the funding for a number of projects has changed and other projects have had to be deferred either due to timing issues arising from extensive consultation periods or because the projects are dependent on programmes run by other organisations e.g. ONTRACK, ARTA or NZTA.

DECISION MAKING

2. Due to some budgets shortfalls and surpluses in some of the line items within the Transport Assets Annual Plan 2008/2009, or delays in some of the projects for various reasons, it is necessary to request an adjustment to line items in the budget.

Issues

- A85-A87 3. There are several line items that will be either delayed and need to be carried forward into next year's programme, or savings that can offset other line items that require extra funds, as detailed below and in attachments pages A85 to A87.
4. A budget shortfall has been identified in line items for flood damage response maintenance, rural maintenance and professional services as a result of the storm events that occurred during July and August 2008. It was recommended and agreed that additional funding of \$1,805,000 be provided for restoration of essential infrastructure due to the storm damage.
5. Some budget shortfall has been identified in the street cleaning maintenance contract, due to increased scope and escalation.
6. Additional professional services budget is required to bundle the current road maintenance contracts into two Citywide contracts to improve the quality and efficiency of delivering these programmes. This will achieve several benefits such as potential reduction of physical works costs by approximately 8% and reduction of the number of tender evaluations and approvals work from twelve to one.
7. The Sturges Road bridge replacement and upgrade is now on hold, pending legal advice on ownership and responsibilities.
8. No budget been allocated in the 2009-2019 Long Term Council Community Plan (LTCCP) for the Te Atatu Road corridor improvements project. Therefore, a decision has been made to hold any further work on this project.
9. NZTA had indicated that it is likely that the Council share of the Buckley motorway interchange will not come to charge until 2009/2010. Therefore, it is recommended to carry forward this budget.

10. The Central Park Drive extension is a project fully dependent on the timelines for land development by private owners. Therefore, the Council will be carrying out some designs for the two intersections only (Te Atatu Rd and Edmonton Rd) in this year, and will need to carry over the money to next year for the land take and any contributions to the developer.
11. No budget been allocated in the 2009-2019 LTCCP for the implementation of the Edmonton / Alderman, and Trading Place bridge project. Therefore, a decision been made to hold any further work on this project.
12. The programme to implement the regional and Council's approved cycleway network for this year has been severely delayed by the length of time that the consultation process has taken with the first three main projects (Central Park Drive, Triangle Road and Te Atatu Road).
13. ARTA has now announced that they will take the responsibility of funding the design and implementation of the bus signals pre-emption work.
14. There was extra cost involved in relocation of the power lines and poles in the permanent repairs for the Triangle Road slip works.
15. The extension of Takapu Street to McLeod Road has been cancelled, because it is associated with the Edmonton / Alderman project, which had already been removed from the LTCCP, as per item 12 above.
16. The Swanson Railway Park and Ride project has now been cancelled due to uncertainty over availability and suitability of land. Although this project still could be reviewed if suitable land is available.
17. As for the rail station improvements project, the Council was waiting for the completion of works carried out by ONTRACK and ARTA. These budgets will need to be shifted to 2009/2010 Annual Plan.
18. Surplus budget has been made available from the Routley Drive Footpath upgrade contract as the tender price came below the Engineer's estimate.

Options Identified

19. Option 1: is to cover the required additional funding from the identified budget savings, and deliver net surplus to requirements budget up for other Council's works.
20. Option 2: not to make any of the suggested amendments or changes to the 2008/2009 Transport Assets budget.

STRATEGIC CONTEXT

21. The 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 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.

CONSULTATION

22. The recommended changes and amendments have been agreed and consulted with all the internal and external stakeholders.

RESOURCES

23. No additional funding is required, but an adjustment to line items is requested. A saving of \$4,363,000 in renewals and capital expenditure has been identified.

IMPLEMENTATION ISSUES

24. There are no implementation issues.

Report prepared by: Hussam Abdul-Rassol, Planning and Design Manager.



15 PARKS PROJECTS UPDATE

GLOSSARY

Auckland Regional Council (ARC)
Long Term Council Community Plan 2009-2019 (LTCCP)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on the status of three Parks Asset's projects that have experienced delays in implementation in the 2008/2009 financial year. The three projects are the Ken Maunder Park footbridge, the Te Atatu Peninsula walkway, and the Te Pai Park netball courts. Funding for the three projects is to be carried over to the 2009/2010 financial year.

RECOMMENDATION

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

Receive the Parks Projects Update report.

BACKGROUND

1. The Ken Maunder Park footbridge connecting Queen Mary Avenue with the park is programmed for replacement in 2008/2009. Detailed design has been completed and the applications for a coastal permit from Auckland Regional Council (ARC), and the Council land use and building consents have been made. The available budget for 2008/2009 is \$925,194 with a further \$372,099 approved in the draft Long Term Council Community Plan 2009-2019 (LTCCP).
2. The Te Atatu Peninsula Walkway project involves the construction of a formed coastal walkway from Taipari Strand to Renata Crescent in 2009. This section of walkway is approximately four hundred metres long. This is the first stage of the walkway that is planned to connect to Chapman Strand and complete the coastal walkway around the Te Atatu Peninsula. However there is no further funding provided for in the draft LTCCP to continue the project after Stage One. The available budget for implementation of Stage One in 2008/2009 is \$460,000.

3. Six of the Te Pai Park netball courts are to undergo surface renewal in 2009 and a further two new courts are to be reconstructed in the location of the existing Netball Waitakere clubroom building. This building is scheduled for demolition following completion of the new netball clubrooms. Three of the six surface renewals will be undertaken in 2008/2009 but due to delays three surface renewals and the two surface reconstructions will be delayed to 2009/2010. The available budget for implementing the court works in 2008/2009 is \$243,790.

DECISION MAKING

Issues

4. All three projects are programmed for 2008/2009 but have experienced delays, making their implementation in the remaining period of 2008/2009 unachievable. The budgets for the projects are to be carried over to the 2009/2010 financial year. The issues with each project are summarised below.

Ken Maunder Park Footbridge

5. A coastal permit application for construction works in the coastal marine area and for the historical illegal land reclamation on the park was lodged with the ARC in May 2008. The application was publicly notified in October 2008. One submitter opposed the footbridge development and requested to be heard at an ARC Hearing. The Hearing was scheduled to take place on 26 March 2009.
6. However in its deliberations on the draft LTCCP in February 2009, the Long Term Council Community Plan and Annual Plan Special Committee requested a new assessment of options for the footbridge. The assessment evaluated a more economical design versus the approved design that had been lodged for all consent approvals. The budget proposed for the draft Annual Plan 2009/2010 was subsequently reduced to allow for construction of only the economical design. The implication of this change is that a full redesign of the bridge is now required, and all consents are to be reapplied for. It is anticipated that the redesign, consent process and the prospect of the ARC Hearing will delay the project up to a year. The timeframe for delivery of the bridge is now for physical works to take place in 2009/2010, from May 2010 onwards.

Te Atatu Peninsula Walkway (Taipari Strand to Renata Crescent)

7. All resource and building consents have been obtained for this project. Stage One of the physical works was publicly tendered in October 2008. All conforming tenders significantly exceeded the available budget. A peer review was subsequently undertaken on the structural design to identify areas of possible cost reduction. Following an analysis of the peer review further redesign of the walkway is now required to bring the project within the available budget. Completion of the redesign is expected by April 2009. Due to the reduced timeframe for retendering and construction in the 2008/2009 financial year, the project is being deferred for construction until late 2009.

Te Pai Park Court Renewals

8. The scope of the project in 2008/2009 is to reseal six existing netball court surfaces, and construct two new courts in the area where the existing Netball Waitakere clubroom building is scheduled for removal. Three of the court surface reseals are the front courts under the proposed canopy structure running parallel with Te Pai Road. The canopy is to be constructed by Netball Waitakere. The three court resurfaces under the proposed canopy structure, and the two new courts in the location of the existing clubroom building are waiting on construction works to be completed on the new Netball Waitakere clubroom building and canopy.

9. The latest construction timeline from the Netball Waitakere project manager shows the completion of the canopy structure by June 2009, and the new clubroom being available for occupancy by July 2009. Completion of the court renewals under the canopy would follow in July 2009. Netball Waitakere will commence demolition works on the former clubroom by September 2009, with construction of the two new courts is expected to be completed by December 2009.

STRATEGIC CONTEXT

10. Council has adopted the platforms of 'Strong Communities' which supports local focal points where people can gather for formal and informal recreation. This platform supports the community's needs to enable people to be brought together in the City's parks. The works proposed for the Ken Maunder Park footbridge replacement, Te Atatu Peninsula walkway development, and the Te Pai Park netball courts upgrade would be in accordance with this platform.

CONSULTATION

11. Regular updates are provided to the relevant Community Boards every month on the status of the projects. Other affected stakeholders such as user groups, local residents and community organisations have been kept informed of the changes to the delivery of these projects.

RESOURCES

12. The budgets for implementing these projects have been identified as carry forwards to the 2009/2010 financial year. This will allow sufficient time for the necessary redesign, consent applications, and other external factors to be completed before the commencement of construction activities on these three projects. A summary of the budget amounts to be carried forward to 2009/2010 is outlined below in Table 1. These carry forward amounts are the original budget for 2008/2009 minus design fees, consent costs, and internal recoveries committed in the 2008/2009 financial year.

	Original 2008/2009 Budget	Budget Carry Forward Amount to 2009/2010
Ken Maunder Park Footbridge	\$925,194	\$825,000
Te Atatu Peninsula Walkway	\$460,000	\$366,693
Te Pai Park Court Renewals	\$243,790	\$200,000

Table 1 - Carry Forward Amounts to 2009/2010

IMPLEMENTATION ISSUES

13. There are no major implementation issues identified for the delivery of these Parks projects.

Report prepared by: Andreas Lilley, Principal Project Development Officer



16 **NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MARCH 2009**

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Development Contributions and Financial Contributions Policy	(DCP)
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. These were reported to the 4 March 2009 Infrastructure and Works Committee meeting and an update report on this issue will be brought to the 6 May 2009 Infrastructure and Works Committee meeting.

Land acquisitions are proceeding well. The Council is working collaboratively with the relevant land owners. 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. An Entry Agreement will allow construction to proceed while negotiations continue.

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 the New Lynn Stakeholder and Developer Relationship Management Plan.

At its 27 February 2009 meeting the New Zealand Transport Agency (NZTA) board voted to approve funding for the Stage 1 roading works component of the Council's New Lynn TOD project along with committing its support to the remainder of the project subject to confirmation of other funding streams in conjunction with construction funding applications for Stage 2 roading works and the transport interchange.

Council officers, ONTRACK officers and quantity surveyors have been working over many months to establish Council's cost share in relation to the Target Outturn Cost (TOC) 1 scope. As a result of this work, ONTRACK have now reported an updated cost estimate, with a somewhat reduced amount attributed for payment by Council of \$11.04million. Council's focus can now move, along with that of ARTA and ONTRACK to establishing an agreement on process and programme in relation to the TOC 2 scope and costs. To this end a draft programme has been developed which should see an agreement in place by the end of April 2009, allowing cost estimating, reconciliation and final apportionments to be completed and agreed by the end of August 2009.

As previously reported the cost estimates for Option 1 of the rail-station and concourse building exceeded ARTA's approved budget. ARTA completed a process of Value Engineering for Option 1 to investigate potential Value Engineered cost savings that might be achieved and potential savings of approximately \$1.8 million were reported to the Infrastructure and Works Committee meeting held on 4 March 2009.

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. At a meeting with ONTRACK on 10 March 2009 this issue was discussed further and some key action points were agreed, including a commitment to reach a resolution of this issue by 1 August 2009.

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 March 2009 report.

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to Infrastructure and Works Committee on 4 March 2009. This report covers project progress to mid March 2009.

DECISION MAKING

Issues

Transport Infrastructure

2. 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.
3. 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

4. Sustainable design features currently under consideration were previously reported to the Infrastructure and Works Committee meeting held on 4 March 2009. These features are currently being assessed to evaluate their effectiveness versus cost in the transport interchange environment and a further report will be brought to the Infrastructure and Works Committee meeting in May 2009. In the interim, Council officers will continue to work closely with ARTA to introduce appropriate sustainable initiatives into the design.

Land Acquisition

5. Land acquisitions, NZTA funding approvals and detailed engineering design need to be completed before the Council's Clark Street road widening project can commence. The Council is working collaboratively with the relevant land owners to progress these land purchases.
6. 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 mid-April 2009.
7. Three Sale and Purchase Agreements have been signed since 1 March 2009. These make the respective land acquisitions unconditional, with settlement to take place once the Compensation Certificate has been registered against the Certificate of Title. A meeting of both parties' registered valuers has taken place in a further case, and it is anticipated that this will lead to another agreement within a short time frame.
8. During the same time period, three properties have been removed from the project's critical path. Due to the relocation of services done by Fletcher Construction at the Clark/Rankin roundabout two parcels of land were no longer needed. Officers have negotiated an Entry Agreement with the owner of the third property, to enable work to commence despite negotiations not having yet concluded.
9. One owner who owns five pieces of land which need to be acquired has signalled concerns about signing an Entry Agreement. Officers have met with the owner's solicitor to discuss the concerns. Officers believe the majority of concerns were resolved during the meeting and have been told the solicitor will recommend to their client to sign the five Entry Agreements.
10. As of the 17 March 2009, there are six owners with properties still to be resolved, including the owner described in the preceding paragraph. Officers are giving the highest attention to the remaining property cases, and are working towards a target date of 31 March 2009 to get either an Acquisition Agreement or Entry Agreement in place.

Development and Implementation of the Town Centre

11. There is no update on the Development and Implementation 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. A process for reaching a resolution has been agreed.

Communications

13. A growing number of businesses have contacted the Council expressing concern about the impact the works coupled with the current economic environment is having on their businesses. Meetings have been held with businesses affected and a variety of initiatives are being undertaken including a Western Leader feature to profile the affected businesses.

14. Fliers advising of a reduction in car parks at the park and ride have been produced and distributed.
15. Work on the New Lynn Matters publication continues.
16. A concept for billboards to 'sell the sizzle' of the project is being developed.

Relationship Management

17. A strategic Relationship Management Plan related specifically to New Lynn TOD relationships is being finalised. To progress land acquisitions for the pending Clark Street works, relationships continue to be actively managed both internally and externally. Council officers are currently working closely with the engineers to ensure owners and tenants are adequately informed relating to the potential closure of Astley Avenue.
18. Further relationship management and advocacy with key stakeholders is proposed to take place in April 2009 to communicate the staged works for Clark Street, Portage Road, Neville Street, Rankin Avenue and Astley Avenue. The purpose will be to communicate proposed Council works activity and to seek input from businesses on the tender documents to ensure that works will not significantly impact on businesses while still fulfilling the needs of the Council.
19. Veronica Street residents have expressed concerns regarding the Ward/Veronica crossing closure and matters pertaining to business continuity. These matters are being managed through appropriate relationship management processes.

Advocacy

20. There is no update on Advocacy.

ONTRACK TOC Status

21. 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.
22. The net result of these processes has been a reduction in the amount attributed to Council by ONTRACK, for the TOC 1 scope to \$11.04million, as advised formally via the ONTRACK letter dated 20 February 2009.
23. Council has now commenced discussions with ARTA and ONTRACK with regard to establishing an agreed value for the TOC 2 scope, being the additional scope items, over and above the "Base Case" scope, that were not included in ONTRACK's TOC 1 agreement with the Fletcher Construction Consortium. TOC 2 is expected to be developed, to include enhancements to TOC 1 scope, but will also include a completely new scope where design processes following the setting of TOC 1 have resulted in different construction solutions.

ARTA Status

24. Cost estimates received by ARTA for Option 1 of the rail-station and concourse building exceeded ARTA's approved budget. ARTA have completed an initial process of Value Engineering for Option 1 in conjunction with their design team and quantity surveyors to determine potential areas where Value Engineered cost savings could be achieved.

NZTA Funding Applications

25. The Council received informal confirmation, via email, of NZTA's approval of the Category 1 funding for Stage 1 works (including: Clark Street widening, new bridges and other roading works), following the NZTA Board meeting on 27 February 2009.
26. The response advised that the resolutions of the NZTA Board included that it (the Board):
 - "1. Endorses the Auckland Regional Transport Authority's (for Waitakere City Council) New Lynn town centre package of transport activities;
 2. Approves the procurement procedure described in Attachment 6, Request for procurement procedure approval, under Section 25 of the LTMA (2003) to allow Waitakere City Council to establish a negotiated contract with ONTRACK for the construction of rail bridges, road connections and associated works by its contractor Fletcher Construction Ltd;
 3. Approves funding for the construction of Stage 1 road network improvements for Auckland Regional Transport Authority's (for Waitakere City Council) New Lynn Town Centre Package, at an estimated cost of \$41.86 million and a funding assistance rate of 53% (NZ Transport Agency's share \$22.16 million) from N funds, subject to Waitakere City Council formal agreement to:
 - i. contribute at least \$7.35 million toward the total cost of the package as developer contributions, thereby reducing the requirement for a NZ Transport Agency subsidy; and
 - ii. use its best endeavours to pursue and contract opportunities, prior to lodging an application for Stage 2 construction funding, to reduce the funding required from both Waitakere City Council and the NZ Transport Agency through funding contributions related to development of the town centre
 4. Notes that the option for the transport interchange that is proposed to be implemented by Waitakere City Council does not appear to be optimal, given that the New Lynn Town Centre Package is the largest transit oriented development (TOD) package in New Zealand and its success from transport, urban design and development perspectives is likely to have a bearing on future TOD proposals in Auckland and other urban centres;
 5. Delegates to the Chief Executive the authority to consider the optimal solution for the transport interchange with the Auckland Regional Transport Authority and Waitakere City Council, and, if necessary, to negotiate a funding arrangement to a maximum of \$10 million, which may involve the use of developer contributions combined with NZTA subsidy to resolve a possible affordability issue;

6. Delegates to the NLTP Review Group the authority to approve funding for the construction of the transport interchange component of the New Lynn Town Centre Package at an estimated cost of \$33 million, given that the Board has previously approved the macroscope of the project;
7. Notes that the total construction cost of the New Lynn town centre package is estimated at \$115 million, the 95th percentile construction cost is estimated at \$123 million and the 5th percentile at \$107 million;
8. Notes the reasons for this decision are as set out in the Reasons for recommendation section;
9. Agrees to withhold from publication on the internet of the reasons for this decision, the sum set out in recommendation 2(c)(i) because disclosure of that information would prejudice negotiations by the Waitakere City Council to secure developer contributions to the package cost (section 9(2)(j) Official Information Act 1982), and would be likely unreasonably to prejudice the commercial position of the Waitakere City Council (section 9(2)(b)(ii) OIA); and
10. Agrees to keep Board paper 09/02/0136 In Committee until the Group Manager, Regional Partnerships and Planning has been advised that the Waitakere City Council has completed negotiations for developer contributions."

Development Contributions

27. The Long Term Council Community Plan and Annual Plan Committee approved the draft Development Contributions and Financial Contributions Policy (DCP) to be included in the Council's draft Long Term Council Community Plan 2009-2019, to allow public consultation. The draft policy takes account of a range of new information; key changes include:
 - Reflecting the currently draft capital programme (and a corresponding new figure for the Council's cost of growth);
 - Including the cost of finance to the DCP recovery schedule;
 - Using updated information from the Council's growth model;
 - Using revised figures for non-residential demands;
 - The Northern Strategic Growth Area is subdivided into three separate local catchments (based on plan change areas 13, 14, and 15) for the water supply, wastewater and stormwater activities, and different per-unit charges are specified in each of these catchments accordingly;
 - Making provision for postponement of payments through bonds; and
 - Realigning and renaming of the activities for which development contributions are charged to provide greater transparency.
28. The previous report to the Infrastructure and Works Committee noted that development growth has slowed appreciable, that said, the DCP expects growth to grow at an increasingly faster rate from the mid-period of the 10 year Long-Term Council Community Plan. With the addition of the cost of finance into the policy and the expected acceleration in developments, the impact on the planned contributions recovery will recover the planned growth related capital expenditure. However, due to the economic environment the rate of development and development contributions revenue will be closely monitored.

Legal Agreements

29. The division of costs and responsibilities in respect of the TOD is being finalised with ARTA, and the expectation is that this will be formalised in an exchange of letters between the respective Chief Executive Officers within the next few weeks.

Risk Management

30. 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

31. The New Lynn Community has been involved in the future planning of New Lynn since the 1996 and 2005 Planning Charettes.
32. 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

33. 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 2009-2019. The project delivers on the following strategic platforms:
- Urban and Rural Villages;
 - Strong Communities; and
 - Integrated Transport and Communications.
34. 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 2009 - 2019;
 - Growth Management Strategy; and
 - Economic Development Strategy.

CONSULTATION

35. 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.
36. Council officers continue to liaise with ONTRACK in regard to matters affecting the community and assist ONTRACK with community consultation where possible.

RESOURCES

Financial Status

37. \$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.
38. 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 \$158,515,000 exclusive of administrative costs. This is approximately \$500,000 more than reported in the March 2009 update report to the Infrastructure and Works Committee due to the inclusion of sustainability features.
39. 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.
40. At the Council meeting held on 17 December 2008, Council resolved to:

The Council resolved to:

1. **Receive** the New Lynn Transit Oriented Development Project - Delegated Authority to Make Payments To ONTRACK report.
2. **Agree** that the Chief Executive Officer be authorised to make payments to ONTRACK for the New Lynn Transit Oriented Development project, provided that the payments do not exceed the amounts in the Annual Plan 2008/2009 and Long Term Council Community Plan 2009-2019 once approved.
3. **Direct** the Chief Executive Officer to provide regular reports to the Infrastructure and Works Committee on payments made to ONTRACK and cash flow forecasts for the New Lynn Transit Oriented Development project”.

2144/2008

41. The following summary report is provided in response to this direction;

Item	Payments Scheduled or Made	Agreed Total Amount
WCC contribution to Rail Trench Project		\$20,000,000
• 1st Instalment	\$2,000,000	
TOC 1 and 2 Costs		\$35,000,000
• Stormwater and Wastewater diversions	\$2,657,000	
• Ventilation Modelling Costs	\$318,000	
• TOC 2 Design Costs	\$168,000	
Total TOC Costs to date	\$5,143,000	

IMPLEMENTATION ISSUES

Timeline/Milestones

42. The timeline and milestones for the project will continue to be developed as the project progresses.
43. Current established key milestones for the transport interchange include:
 - Develop and sign-off agreement for TOC 2 process by end of April 2009;
 - Detailed design for TOC 2 completed by end of April 2009;
 - Packages priced and pricing reconciliation completed by end of June 2009;
 - Approval of TOC 2 contributions (WCC /ARTA) by end of August 2009;
 - Train tracks installed in trench and new station (TOC 1) complete - April 2010;
 - ONTRACK TOC 1 works complete - July 2010; and
 - Completion of transport interchange (incl. TOC 2 scope) - October 2010.
44. Current established key milestones for Council roading works include:
 - 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.
45. Further programming workshops are to take place over the next month and an updated timeline for the roading projects will be reported to the May 2009 meeting of the Infrastructure and Works Committee.

Project Risks

46. Securing sufficient funding to achieve interchange Option 2.
47. 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.
48. Land acquisitions for the Clark Street Flyover. Council officers have continued 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. At a meeting with ONTRACK on 10 March 2009 this issue was discussed further and the following key action points identified to reach resolution of this issue;
 - ONTRACK would have no requirement for a park and ride facility if ARTA agrees that one is not required. Council to seek confirmation from ARTA, in writing and advise ONTRACK of the response;
 - The Council's legal services department is to prepare a report stating the reasons why the Council believes that it is not necessary for the Crown to follow the process to offer land back, if the land is to be transferred to a road controlling authority; and
 - Subject to resolution of the two matters above, it was agreed that both parties would reach a settlement by 1 August 2009.

Report prepared by: John Schermbrucker, Special Projects Manager and Clare Sarney, Senior Project Manager.



PUBLIC EXCLUDED MATTER

17 CITYWIDE WASTEWATER NETWORK CONSENTS APPLICATION

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following part of the proceedings of this meeting, Citywide Wastewater Network Consents Application.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
Citywide Wastewater Network Consents Application	The withholding of information is necessary in order to: <ul style="list-style-type: none">• Avoid prejudice to measures that prevent or mitigate material loss to members of the public.	That the public conduct of the whole of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(e) of that Act which would be prejudiced by the holding of the whole of the proceedings of the meeting in public as follows:

- *To avoid prejudice to measures that prevent or mitigate material loss to members of the public.*

