

AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON WEDNESDAY, 4 AUGUST 2010, 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 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, 7 July 2010

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, 7 July 2010, as circulated, and that they be taken as read and now be confirmed.



5 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MID-JULY 2010

GLOSSARY

Infrastructure and Works Committee	(the Committee)
Long Term Council Community Plan 2009-2019	(LTCCP)
Transit Oriented Development	(TOD)
Dempsey Wood Civil Contractors Limited	(Dempsey Wood)
Vuksich and Borich	(V&B)
Auckland Regional Transport Authority	(ARTA)
Target Outturn Cost	(TOC)
Harker Underground Construction Limited	(Harkers)
Public Works Act 1981	(PWA)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee (the Committee) on the progress of the New Lynn Integrated Programme to mid-July 2010.

The main developments which have taken place since the last report to the Committee are that:

- An enabling road works construction contract for the new Briar Way has been awarded to provide alternative access to 1B and 1C Rankin Avenue, New Lynn, in preparation for the Stage 2 Clark Street Extension works, which are currently being tendered;
- An Open Day for the public will be held at the New Lynn Community Centre on Saturday, 21 August 2010 from 10.00am to 12noon;
- An initiative from ONTRACK to remove graffiti from the walls of existing properties that abut the rail corridor in the vicinity of the new rail station has been partially frustrated by unwillingness of one property owner to allow access to the contractor to paint their wall. Mayceys Confectionery Limited has not agreed to allow access for ONTRACK's contractor to paint their wall. Council officers continue to work with Mayceys Confectionery Limited endeavouring to achieve a positive outcome;
- The Infratil/Waitakere Joint Venture is close to signing an agreement with a long-term tenant that will enable construction to commence on the Infratil site, but this has yet to be concluded. Construction of Infratil's first building necessitates the construction of the Council-owned car park building to service it. The car park building requires purchase and demolition of the building on 30 Totara Avenue, New Lynn. The Public Works Act 1981 (PWA) process required for this, is being resisted through the Environment Court by the owner and by the Charitable Trusts Foundation;
- The Crown Lynn Precinct, including the Monier and Claypits sites, forms a key component of Stage 5 (Phase 2) of the New Lynn Integrated Programme. A budget was allocated for the delivery of road and open space infrastructure in the Crown Lynn Precinct through the Long Term Council Community Plan 2009-2019 (LTCCP) process;
- The Council's road works on Stage 1 remain on programme and within budget;
- The works on the concourse and rail trench being undertaken by ONTRACK's contractor on behalf of the Council remain on programme and within budget; and
- The physical works contract for Stages 2 and 3 is currently out to tender.

RECOMMENDATION

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

Receive the New Lynn Integrated Programme - Status Update Mid-July 2010 report.

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to the Committee at its meeting held on 7 July 2010.

DECISION MAKING

2. As this report is for information only, there is no decision making required.

Transport Infrastructure

3. The New Lynn Transit Oriented Development (TOD) Stage 1 construction contract was awarded to Dempsey Wood Civil Contractors Limited (Dempsey Wood) on 2 September 2009. Works are expected to be completed by the end of October 2010.
4. An enabling works construction contract (Briar Way) has been awarded to Dempsey Wood in the sum of \$488,923 plus GST to provide alternative access to 1B and 1C Rankin Avenue, in preparation for the Stage 2 Clark Street Extension works, which are currently being tendered. Construction is expected to start 26 July 2010 and be completed by 29 October 2010.
5. The construction tender for the New Lynn TOD Stage 2 (Clark Street extension) and Stage 3 (Todd Triangle/Totara Avenue West Shared Street Concept) will close on 3 August 2010, followed by a tender evaluation process. The programmed award date for this contract is in October 2010 and construction is expected to start on site in November 2010 following the completion of the Stage 1 works.

Artworks Integration

6. Artwork designs on the New Lynn TOD Project are in progress as follows:
 - Production of the trench wall glass reinforced concrete art panels has been completed;
 - The integration of brick artworks into the design for Stage 3 (Todd Triangle/Totara Avenue West Shared Street Concept) is progressing. Team members from Arts, Parks, and Transport Assets have met with the artists and selected sites for the brick artworks. This information has been forwarded to the architects for inclusion into the detailed design plans for the space. Two additional brick artworks for the Totara Avenue West shared space are to be commissioned and the artist's contract is currently being prepared for award in the next fortnight;
 - The tiled artwork "Crown Lynn Swans" located in the stairwell between ground level and platform level of the concourse has been completed. The work has been inspected by the Council's Arts Coordinator and the artist. The work has been produced and installed to a very high standard; and
 - An initiative has come from ONTRACK whereby ONTRACK has offered to remove graffiti from the walls of existing properties that abut the rail corridor in the vicinity of the new rail station and paint these walls a uniform base colour. It was the Council's intention to commission an art mural that could then be applied onto these walls in an endeavour to detract further tagging to these walls. Two properties are located on the south side of the trench between Memorial Drive and Hetana Street. While, James Davern Limited has agreed to allow access for ONTRACK's contractor to paint their wall, Mayceys Confectionery Limited has not agreed to allow access for ONTRACK's contractor to paint their wall and the initiative from ONTRACK has become frustrated. Council officers continue to work with Mayceys Confectionery Limited to achieve a positive outcome. In the interim, the arts team are continuing to prepare a suitable concept for a mural.

Land Acquisition

7. Stage 1 (Clark Street) – Verbal agreement appears to have been reached with the one outstanding owner on Clark Street. An agreement is with the owner for signing. Entry Agreements, which enabled construction of the road while negotiations continued, are being followed through to completion. Three agreements are yet to be settled, one of which has not been settled due to the owner not sending a GST invoice for the Council to pay on.
8. Stage 2 (Clark Street Extension) – All acquisitions for Stage 2 have either been finalised or are close to being finalised (general verbal agreement). The number of acquisitions required for Stage 2 is less than for Stage 1, but most are more complex and negotiations for Stage 2 have generally been more difficult.
9. Stage 5 (Crown Lynn Precinct) – On 21 July 2010, the Council approved negotiations with property owners for the acquisition of land for roads in the Crown Lynn precinct. Final design is still required before negotiations can be completed.
10. Stage 6 (Merchant Quarter Precinct) – Objections to the Environment Court have been lodged in relation to two acquisitions. Negotiations continue.

Merchant Quarter

11. Negotiations over this area are at a critical stage. The Infratil/Waitakere Joint Venture is close to signing an agreement with a long-term tenant that will enable construction to commence on the Infratil site, but this has yet to be concluded. Construction of Infratil's first building necessitates the construction of the Council-owned car park building to service it. The car park building requires purchase and demolition of the building on 30 Totara Avenue. The PWA process required for this, is being resisted through the Environment Court by the owner and by the Charitable Trusts Foundation. This makes public ownership of 30 Totara Avenue a critical path issue at this point.
12. Detailed design of McCrae Way will commence shortly. The Council will seek to minimise the impact of this design on existing landowners and their buildings.
13. The Council owns land at 10-22 Totara Avenue over which high investor interest has been expressed. This issue will be reported back to the Council in August 2010 following evaluation of the potential and limitations of the site.
14. The New Lynn Returned Servicemen's Association has confirmed that they will be renewing the frontage of their site in Totara Avenue and have lodged for consent to do so. The Council is seeking to construct a footpath along the southern edge of Totara Avenue and is working closely with the New Lynn Returned Servicemen's Association to achieve this in harmony with their proposed redevelopment.

Crown Lynn Precinct

15. The Crown Lynn Precinct, including the Monier and Claypits sites, forms a key component of Stage 5 (Phase 2) of the New Lynn Integrated Programme. A budget was allocated for the delivery of road and open space infrastructure in the Crown Lynn Precinct through the LTCCP process.
16. The resolution of appeals to Plan Change 17 is running in parallel to the master planning process. The successful master planning of the Crown Lynn Precinct will be a key element in the resolution of significant appeal points.

17. The Council is continuing to work closely with Vuksich and Borich (V&B), the owners of the rehabilitated Claypits site, and their lead consultants. V&B are seeking to accelerate their engagement with the Council across all relevant infrastructure and urban design issues. A comprehensive approach to the site is being proposed to the land owners and their consultants in order to achieve the Council's policy goals for the site.
18. CSR Building Materials (NZ) Limited, the owners of the Monier site, have also approached the Council and have indicated a willingness to work with the Council and adjoining landowners regarding the future redevelopment of the Crown Lynn Precinct.
19. The Council recently approved an indicative road network for the Crown Lynn area. A PWA land acquisition process is commencing as a result of this direction. This will require significant consultation with affected landowners and their tenants, and a full land acquisition programme. Detailed design over specific roads will also commence.
20. The Council approved, through the LTCCP, proposals for a large park and stormwater catchment facility within the Crown Lynn area. The Council is working closely with V&B and with CSR Building Materials (NZ) Limited to ensure an integrated and timely result that will assist in bringing new investment to New Lynn's Crown Lynn area.

Communications

21. The next New Lynn Public Open Day will be held on 21 August 2010 at 10.00am – 12noon. Work is underway on producing new displays on a variety of projects within the New Lynn Town Centre Redevelopment Programme in time for the open day.
22. The New Lynn Town Centre Redevelopment Programme – under the branding name "*New Lynn New Lynn*", now has a presence on the popular social media site, Facebook. This allows the Council to share New Lynn related news and updates and photos with the wider public.
23. The Auckland Regional Transport Authority (ARTA) has yet to confirm a date for the official opening of the transport interchange. It has been indicated that it is likely to be held in September or late August 2010 at the earliest. The date is expected to be set before 4 August 2010.
24. A series of artist's impressions of the future New Lynn have been produced for the New Lynn McDonald's restaurant. This was undertaken in response to an initiative from New Lynn McDonald's restaurant.
25. The July 2010 issue of the Council's *New Lynn Matters* newsletter has been delivered and well received. The next issue is scheduled for October 2010.
26. Milestones and initiatives are also regularly publicised in Waitakere News and elsewhere as appropriate. The August 2010 issue of Auckland Today will hold an advertising feature on the transport interchange opening.

Case Study - Canterbury Advanced School of Engineering

27. The New Lynn Integrated Programme is one of four key case studies that are included in a report prepared by the Canterbury Advanced School of Engineering. This project is the first significant study in New Zealand about how complex infrastructure funding decisions are made, and provides a series of recommendations to government to enable the improvement of how major infrastructure decisions are conceived, considered, and implemented. Mayor Harvey was interviewed extensively for this report. It is intended that this report will spur debate about infrastructure decision making in New Zealand.

28. The Canterbury Advanced School of Engineering's report was workshopped with key officials and key infrastructure investors and constructors by Victoria University of Wellington on 13 July 2010. The report will be formally launched in Wellington by the Minister for Infrastructure, the Honourable Stephen Joyce, on 9 August 2010, and explained in detail at the New Zealand Council for Infrastructure Development's Nation Builders Conference at Eden Park on 10 August 2010.

Relationship Management and Investment

29. Meetings with property/business owners and tenants in New Lynn continue to take place as required.
30. Both short-term and long-term loss of car parking in the future is increasingly apparent to shop owners. The Council is working on short-term options to address this. These options will be consulted on at the New Lynn Open Day on 21 August 2010. Any proposals to formally change parking restrictions will be reported to the New Lynn Community Board.
31. Alterations are being made to the location of signature pohutukawa trees along Portage Road and Astley Avenue, New Lynn following complaints from adjacent land owners and business owners.
32. The New Lynn Business Association had a successful meeting with over 90 attendees, and the newly appointed New Lynn Town Centre manager was introduced. A number of initiatives to assist the member businesses are now under way and a New Lynn Business Association newsletter and directory was distributed.

ONTRACK Target Outturn Cost (TOC) Status

33. The target of having the second-train-in-trench by 8 June 2010 was achieved and ONTRACK's double tracking project for the Western rail line is complete.
34. The Hetana Street bridge has been completed and opened for two-way traffic.
35. The Memorial Drive bridge has been completed and opened for two-way traffic.
36. The reconstruction of Totara Avenue has been completed and opened for two-way traffic.
37. Construction of the concourse building and structural steelwork for the canopy is progressing well and is on programme. The original programmed completion date was October 2010 but is now expected to be completed by 20 August 2010.

Legal Agreements

38. The Council continues to work with ONTRACK to obtain revised Deeds of Grant to allow bridges and services to cross the rail corridor through New Lynn. A Deed of Grant for services crossing the New Lynn rail corridor is currently being reviewed by ONTRACK. A Deed of Grant in respect of the bridges that will cross the New Lynn rail corridor will be completed when the final dimensions of these structures have been confirmed and made available to ONTRACK.

Risk Management

39. Identified risks are collated into a programme risk register on an ongoing basis and risk mitigation strategies are put into place for critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. As new risks are identified they are assessed and added to the risk register.

Consideration of Community Views

40. The Council continues its consultation programme with New Lynn landowners in proximity to the rail corridor with ongoing public consultation meetings. Council officers are working with communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns during the construction period to ensure that the views of the community are clearly relayed back to the Council.

STRATEGIC CONTEXT

41. The New Lynn TOD Project is identified as one of the Council's top priority projects and represents a substantial investment in the LTCCP.
42. The New Lynn TOD Project delivers on the following community outcomes:
- Strong Economy;
 - Sustainable and Integrated Transport; and
 - Urban and Rural Villages.
43. The New Lynn TOD Project is aligned with the following strategies:
- Economic Wellbeing - a catalytic environment for a flourishing and resilient community;
 - Transport - a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city;
 - Growth Management - a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all; and
 - The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre.

CONSULTATION

44. Consultation and the updating of this report have taken place between the units of City Services, Public Affairs, Corporate and Business Services, Strategic Planning and Finance.
45. Council officers continue to liaise with affected property owners and tenants on Clark Street, Totara Avenue and Rankin Avenue with regard to the proposed land acquisitions required for the widening of Clark Street, Clark Street extension and Totara Avenue upgrade.
46. Council officers continue to liaise with ONTRACK and the ARTA in regard to matters affecting the community and assist ONTRACK and the ARTA with community consultation where possible.

RESOURCES

47. Table 1 below provides a summarised financial status for Phase 1 of the New Lynn Integrated Programme:

	Budget Cluster	Budget (August 2009)	Risk and Escalation Committed To Date		Revised Budget	Expenditure To Date	Balance
1	Land Acquisition, Development and Implementation	12,066,470	758,499		12,824,969	4,212,197	8,612,772
2	Strategic Planning and Coordination	229,553	0		229,553	79,810	149,743
3	ONTRACK Agreements (Works for Council by ONTRACK)						
	• Council contribution to trench	20,000,000	0		20,000,000	18,000,000	2,000,000
	• Council/ONTRACK (TOC 2 Rooding Agreement)	11,695,627	0		11,695,627	6,656,756	5,038,871
	• Council/ARTA (TOC 2 Interchange Agreement)	13,866,517	0		13,866,517	7,702,938	6,163,579
	• Risk and escalation	543,034	65,000		608,034	64,975	543,059
4	Professional Services and Consent Fees	11,532,679	1,967,851		13,500,530	8,520,900	4,979,630
5	Artworks	500,000	0		500,000	42,950	457,050
6	Physical Works						
	• Enabling Works	540,100	0		540,100	187,258	352,842
	• Stage 1 Construction	19,704,523	104,985		19,809,508	12,244,005	7,565,503
	• Stages 2 and 3 Combined Construction (Clark Street extension and Totara Avenue West and Todd Triangle)	25,217,700	0		25,217,700	571	25,217,129
	• Stage 4 construction (Interchange Option 2) post-electrification	9,380,000	0		9,380,000	0	9,380,000
7	Communications	231,000	217,407		448,407	238,184	210,223
8	Risk and Escalation	19,417,412	(3,113,742)	16.0%	16,303,670	0	16,303,670
	TOTALS	144,924,615	0		144,924,615	57,950,543	86,974,072

Table 1: Summarised Financial Status

IMPLEMENTATION ISSUES

Timeline/Milestones

48. Current established key milestones for the New Lynn Transport Interchange include:

Key Milestones	Timeline
Approval of TOC 2 contributions (Council/ARTA) by end of August 2009	completed
First train track installed in trench and new rail station partially complete for single line public service	completed
Second train installed in trench	completed
Completion of transport interchange (early completion date)	20 August 2010

Table 2: Key Milestones for New Lynn Transport Interchange

49. Current established key milestones for the Council's roading works include:

Key Milestones	Timeline
Road works (Stage 1) commenced	September 2009
Road works (Stage 1) due for completion	October 2010
Enabling road works (Stage 2) commenced	July 2010

Key Milestones	Timeline
Enabling road works (Stage 2) due for completion	October 2010
Clark Street extension and Totara Avenue West (Stages 2 and 3) due to commence	November 2010
Clark Street extension and Totara Avenue West (Stages 2 and 3) due for completion	March 2012

Table 3: Key Milestones for Council Rooding Works

Project Risks

50. An alternative exit road from the New Lynn Community Centre car park is required as the existing exit road will be obstructed by Clark Street extension. Additional land is required to accommodate the alternative exit road and construction of the alternative access must be completed before construction of the Stage 2 (Clark Street extension) to the north of the rail trench can commence. The owner of 19 Totara Avenue has objected to the PWA proposal to purchase part of his property. The Council is negotiating to purchase the entire property.
51. An alternative access road to 1B and 1C Rankin Avenue, New Lynn is required off Ambrico Place as the existing access road will be obstructed by Clark Street extension. Additional land is required to accommodate this new road and construction of the new road must be completed before construction of Stage 2 (Clark Street extension) on the south side of the rail trench can commence.
52. Traffic delays and associated complaints are likely to increase as the construction of new signalised intersections are completed. However, now that the trains are running in the trench, a significant point of conflict has been removed.
53. Harker Underground Construction Limited (Harkers) have disestablished from site to enable Dempsey Wood and Fletchers to complete their work in Clark Street and Rankin Avenue. Harkers completed the manhole in Rankin Avenue before they disestablished to facilitate completion of the sewer at a later date with minimal impact to the new roads. In collaboration with Council officers, Dempsey Wood have accelerated their programme and are back on track to complete their Stage 1 contract by November 2010 as programmed.
54. Concerns have been raised by local business owners over the proposed removal of car parking spaces from the New Lynn Community Centre car park and from Totara Avenue West as a result of the new works for Stages 2 and 3. A year-by-year transition plan showing parking availability throughout the various construction phases of the project is being prepared and will be communicated to affected businesses.
55. Land acquisitions at 24 and 30 Totara Avenue have stalled due to unresolved issues over the valuation of slot machines at each of the properties, which according to regulations are not permitted to be relocated. The tenant at 24 Totara Avenue has objected to the PWA proposal which is impacting on the design and construction of McCrae Way and the proposed Infratil car park building.
56. A power outage is planned for the night of 3-4 August 2010 to connect power cables in Rankin Avenue as part of the Stage 1 works. This may affect businesses in the immediate vicinity and result in complaints to the Council.

AUCKLAND COUNCIL TRANSITION ISSUES

57. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 section 31(4)(b) imposes restrictions on Waitakere City Council's decision making capabilities in respect of a decision to adopt or amend a long-term council community plan or to adopt an annual plan.
58. The Auckland Transition Agency notified Council on 29 June 2009 that it approved the LTCCP, but issued a notice under section 20 and 31(1)b of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, that any decision with regards to the wider New Lynn project required specific Auckland Transition Agency confirmation prior to implementation.
59. Subsequently the Auckland Transition Agency notified Council on 31 August 2009 of approved expenditure on the New Lynn project (ATA No. 0099) and thus the recommendations in this report do not require confirmation by the Auckland Transition Agency.

Report prepared by: John Schermbrucker, Special Projects Manager (Programme Director: New Lynn Integrated Programme).



6 PROPOSED ROAD AND PARTIAL ROAD STOPPING, TOTARA AVENUE, NEW LYNN

GLOSSARY

Land Information New Zealand	(LINZ)
New Lynn Transit Oriented Development	(TOD)
Public Works Act 1981	(PWA)
Reserves Act 1977	(Reserves Act)
Resource Management Act 1991	(RMA)
The Department of Conservation	(DoC)
New Lynn Reserves Management Plan	(Management Plan)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee to:

- declare part of Todd Triangle Reserve to be road; and
- undertake a partial road stopping of Totara Avenue, New Lynn.

The Council has previously approved the redevelopment of Totara Avenue as part of the New Lynn Transit Oriented Development (TOD) project. Part of the TOD project involves stopping the western end of Totara Avenue and the development of a new road through part of Todd Triangle Reserve. While previous approvals provide for the altered roading layout and reserve 'footprint' in planning terms, further actions are required in order to secure appropriate legal status for the land affected.

Essentially what is required is for Public Works Act 1981 (PWA) and Reserves Act 1977 (Reserves Act) processes to be followed in order to stop part of Totara Avenue, then exchange this land for part of the existing Todd Triangle Reserve that is required for roading purposes. It is intended that these processes be undertaken concurrently as part of one integrated process. However, Council delegation for decision making is shared between two committees of Council and thus approval to undertake the land exchange is required from the Policy and Strategy Committee. This matter is being considered by the Policy and Strategy Committee on 5 August 2010.

RECOMMENDATIONS

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

1. **Receive** the Proposed Road and Partial Road Stopping, Totara Avenue, New Lynn report.
- AI 2. **Agree**, subject to resolution 7 below, that the portion of Todd Triangle Reserve marked as A on the plan attached at page A1 be declared to be road in accordance with the procedure set out in section 114 of the Public Works Act 1981.
- AI 3. **Agree** that the Chief Executive Officer be authorised to apply to the Minister of Conservation for written consent to that portion of Todd Triangle Reserve marked as A on the plan attached at page A1 being declared to be road.
- AI 4. **Agree**, subject to resolution 7 below, that a portion of road of approximately 529 square metres forming part of Totara Avenue, New Lynn marked as B on the plan attached at page A1 be stopped in accordance with the procedure set out in section 116 of the Public Works Act 1981.
- AI 5. **Agree** that a portion of road of approximately 7.5 square metres forming part of Totara Avenue, New Lynn marked as C on the plan attached at page A1 be stopped in accordance with the procedure set out in section 116 of the Public Works Act 1981.
6. **Agree** that the Chief Executive Officer be authorised to carry out all necessary actions to give effect to resolutions 2, 3, 4 and 5.
7. **Note** that resolutions 2 and 4 above are subject to the Policy and Strategy Committee's approval to exchange Todd Triangle Reserve land for the stopped road under section 15 of the Reserve Act 1977.

BACKGROUND

1. Through the TOD project, the Council is seeking to support the revitalisation of New Lynn by providing a high quality urban environment that is pedestrian orientated and supportive of public transport.
2. Part of the TOD project involves stopping the western end of Totara Avenue and the development of a new road through part of Todd Triangle Reserve. The developed design of the proposed work was approved by the Council at its meeting on 15 October 2008 (resolution No. 1773/2008) and has been subsequently confirmed through publicly notified processes under the Reserves Act and Resource Management Act 1991 (RMA).
3. The Todd Triangle Reserve Concept Plan, which provides for the road through the Todd Triangle Reserve, was approved by the Infrastructure and Works Committee on 2 June 2010 (resolution No. 701/2010) as a partial review of the New Lynn Reserves Management Plan (Management Plan) under the Reserves Act. The proposed roading changes are also reflected in a designation under the RMA for "*Road – Clark Street extension low-level bridge*" included in the Waitakere City Operative District Plan.

DECISION MAKING

Issues

4. While previous approvals provide for the altered roading layout and reserve 'footprint' in planning terms, further actions are required in order to secure appropriate legal status for the land affected.

- A1
5. Essentially what is required in relation to the altered roading layout is for:
 - that portion of Todd Triangle Reserve required for roading purposes (being more or less 498 square metres, marked as A on the plan attached at A1) to be declared to be road;
 - that portion of road of approximately 529 square metres forming part of Totara Avenue, New Lynn marked as B on the plan attached at page A1 be stopped and exchanged for that portion of Todd Triangle Reserve (marked as A) required for roading purposes; and
 - that portion of road of approximately 7.5 square metres forming part of Totara Avenue, New Lynn marked as C on the plan attached at page A1 be stopped.
 6. The legal frameworks for effecting these changes are set out in the Reserves Act (with respect to the land exchange) and PWA (with respect to declaring land to be road and road stopping).
 7. A report seeking approval to undertake the land exchange will be considered by the Policy and Strategy Committee at its meeting on 5 August 2010.

Declaring Land to be Road

8. Section 114 of the PWA provides for land to be declared road by notice in the gazette provided the prior written consent of specified parties is obtained. In this instance the approval of the Minister of Conservation is required under section 114(2)(e) with respect to Todd Triangle Reserve.
9. Discussions with the Department of Conservation (DoC) have confirmed that provided the proposed land exchange is undertaken as compensation for the loss of reserve land and that iwi consultation was undertaken as part of RMA processes they foresee no impediments to approval being granted.

Road Stopping

10. There are two legal processes to stop a road or part of a road. The road can be stopped either under section 116 of the PWA or the Schedule 10 of the Local Government Act 1974.
11. Discussions with Land Information New Zealand (LINZ), the government department with responsibilities with respect to road stopping processes has confirmed that owing to the ongoing consultation undertaken with respect to the TOD project, together with the publicly notified processes under the Reserves Act and RMA, and the fact that adequate road access is still available to the adjacent land owners, Council may apply the shorter and simpler process under section 116 of the PWA.
12. If a decision is made to approve the proposed road stopping, Council will need to apply to LINZ under section 116 of the PWA for the road to be stopped.

Consideration of Community Views

13. Council has implemented a comprehensive community consultation programme, for the TOD project. This has involved a number of public open days together with discussions with affected owners and occupiers and issues raised have been addressed in the developed design.
14. The developed design of the proposed work has been publicly notified under Reserves Act and RMA processes.

15. Local iwi were specifically notified of the designation under the RMA but did not submit on the process.

STRATEGIC CONTEXT

16. The proposed road declaration and road stopping is necessary in order to implement the TOD project. The TOD project has been identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019.
17. The TOD project delivers on the following community outcomes:
 - Strong economy;
 - Sustainable and integrated transport; and
 - Urban and rural villages.
18. The TOD project is aligned with the following strategies:
 - Economic Wellbeing - a catalytic environment for a flourishing and resilient community;
 - Transport - a sustainable multi-modal transport system that is integrated to land use and contributes to Waitakere as an eco city; and
 - Growth Management - a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.

CONSULTATION

19. Council has implemented a comprehensive community consultation programme, for the TOD project. The altered roading layout provided for within the developed design has been confirmed through publicly notified processes under the Reserves Act and RMA.
20. Consultation undertaken with LINZ and the DoC has confirmed that Council may adopt the road declaration and road stopping processes set out in sections 114 and 116 of the PWA.
21. Council's TOD project team and Legal Services section have been consulted with respect to issues raised in this report.

RESOURCES

22. Funding for implementing the processes outlined in this report is allocated within the TOD budget.

IMPLEMENTATION ISSUES

23. If the decision is made to approve the proposed road declaration and road stopping, Council will need to follow the processes set out in sections 114 and 116 of the PWA in order to implement the resolutions. These actions will need to be implemented in conjunction with those required to give effect to the land exchange required under the Reserves Act.

AUCKLAND COUNCIL TRANSITION ISSUES

24. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 section 31(4)(b) imposes restrictions on Waitakere City Council's decision making capabilities in respect of a decision to adopt or amend a long-term council community plan or to adopt an annual plan.

25. The Auckland Transition Agency notified Council on 29 June 2009 that it approved the Long Term Council Community Plan, but issued a notice under section 20 and 31(1)b of the Act, that any decision with regards to the wider New Lynn project required specific Auckland Transition Agency confirmation prior to implementation.
26. Subsequently the Auckland Transition Agency notified Council on 31 August 2009 of approved expenditure on the New Lynn project and thus the recommendations in this report can be made without referral to the Auckland Transition Agency.

Report prepared by: Sarah Smellie, Parks Strategic Planner and Vinh Bui, Team Leader Transport Assets.



7 STURGES ROAD BRIDGE REPLACEMENT PROJECT – REVOCATION OF VEHICLE LOAD POSTING RESTRICTION

GLOSSARY

rail overbridge on Sturges Road, Henderson (the bridge)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval to recommend to the Council to revoke the existing vehicle load posting restriction at the rail overbridge on Sturges Road, Henderson (the bridge), at the completion of the construction of the new bridge in late 2010.

Consultation with surrounding properties was not required as they will not be affected by the proposal to revoke the existing vehicle load posting restriction.

RECOMMENDATIONS

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

1. **Receive** the Sturges Road Bridge Replacement Project – Revocation of Vehicle Load Posting Restriction report.
2. **Agree** that it be recommended to the Council, pursuant to Standing Order 27.18, that resolution number 613/2009, from the Council meeting dated 29 April 2009, where it was resolved:

“3. **Approve** that the new vehicle load posting on Sturges Road Bridge be 70% of Class 1.”

be revoked.

3. **Note** that the new Sturges Road over rail bridge will be designed to 100% of Class 1 heavy vehicle loading and a vehicle load posting restriction is not required.

BACKGROUND

1. At its meeting held on 29 April 2009, the Council resolved as follows:

“The Council resolved to:

3. **Approve** that the new vehicle load posting on Sturges Road Bridge be 70% of Class 1.”

DECISION MAKING

Issues

2. In 2009, the Council reduced the vehicle load posting restriction on the bridge from 90% of class 1 to 70% of class 1. This was due to the ongoing deterioration in the condition of the bridge as determined by the site inspections and condition assessment.
3. The new bridge has been designed in compliance with the New Zealand Transport Agency Bridge Design Guidelines and Specifications, to carry 100% of Class 1 heavy vehicle traffic. It is proposed to revoke the existing vehicle load posting 70% of class 1 restriction. The removal of the load restriction is to be undertaken on the completion of the construction of the bridge in late 2010.

Consideration of Community Views

4. Consultation with the community was not required as they will not be affected by the proposal to revoke the existing vehicle load posting restriction.

STRATEGIC CONTEXT

5. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe City travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
6. Replacing the bridge will allow for the electrification and double tracking of the rail track and will provide an integrated link between Swanson and Sturges developments, maintaining the safety of pedestrians, cyclists, vehicles and trains.

CONSULTATION

7. Consultation with internal staff, external agencies and Maori, was not required for this report.
8. Consultation with surrounding properties was not required as they will not be affected by the proposal to revoke the existing vehicle load posting restriction.

RESOURCES

9. The proposed work on the Sturges Road Bridge Replacement has been provided for in the Annual Plan 2010/2011.

IMPLEMENTATION ISSUES

10. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

11. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Vinh Bui, Team Leader: Transport Assets.



8 STURGES ROAD BRIDGE REPLACEMENT PROJECT STATUS UPDATE

GLOSSARY

Road rail overbridge at Sturges Road, Henderson	(the bridge)
New Zealand Transport Agency	(NZTA)
Block of Line	(BoL)
Aurecon New Zealand Limited	(Aurecon)
Registration of Interest	(ROI)
Hawkins Construction Limited	(Hawkins)
Adjusted Schedule of Quantities	(ASOQ)
Vector Limited	(Vector)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Infrastructure and Works Committee with a summary of the background history of the Sturges Road Bridge Replacement project and an update on the current status of this project to mid-July 2010.

RECOMMENDATIONS

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

Receive the Sturges Road Bridge Replacement Project Status Update report.

BACKGROUND

1. The rail overbridge at Sturges Road, Henderson (the bridge), located approximately 150 metres west of the intersection with Swanson Road, Henderson was built in 1940 by the predecessor of ONTRACK to ease the rail gradient by excavating a cutting below road level. Surveys and a structural monitoring programme undertaken by the Council in recent years found that the condition of the bridge was poor with severe alkali/silicate reaction producing extensive cracking resulting in long term safety and longevity implications for the bridge structure. A load limit was applied to the bridge in 2009 for safety reasons.
2. During consultations over the renewal of the bridge, ONTRACK required the Council to incorporate specific dimensional parameters into the design of the replacement bridge to provide added height clearance for future electrification of the railway and to provide greater lateral distance between the bridge piers to accommodate the doubling of the rail tracks. The Council and ONTRACK agreed to replace the bridge on a shared cost basis, with the Council acting as the principal.
3. On 20 November 2006, the Council awarded a contract to undertake the design of a replacement bridge and associated road works to Connell Wagner Limited. This contract produced a bridge design with three traffic lanes, a 28 metre span, 5.5 metre clearance above the rail tracks, and a deck thickness of 500 mm. A notified resource consent process commenced.
4. The Council publicly tendered the Sturges Road Bridge Replacement project physical works in 2007 based on the design by Connell Wagner Limited which aligned with ONTRACK's design parameters.
5. The tender prices received for the bridge were deemed not acceptable to ONTRACK, and ONTRACK elected to redesign the bridge with its own consultant team in an attempt to reduce costs. ONTRACK engaged Beca Limited, who redesigned the bridge based on reduced span parameters, but with a thicker bridge deck and hence higher road levels. The higher road levels increased the effects of the road on adjacent property driveways and buildings. These effects, as assessed in the notified resource consent process were deemed significant and ONTRACK elected not to pursue this option and for various reasons, referred the project back to the Council on 20 October 2008.

6. In light of ONTRACK's decision not to proceed with the reconstruction of the Sturges Road bridge, the Council withdrew the resource consent application for the realignment of the road approaches to the bridge until negotiations between the Council and ONTRACK over the design parameters and methodology for implementation had been concluded.
7. During ONTRACK's investigation of the design with Beca Limited, they took into account parameters for their future electrification and double tracking projects and had concluded that the bridge span and height parameters could be reviewed and ONTRACK subsequently provided reduced span and height parameters for the Council to base a new design on.
8. The Council investigated an option to utilise a design and build form of contract as an alternative procurement method to reduce costs. However, specialist investigation into New Zealand Transport Agency (NZTA) requirements for a design and build contract determined that this approach would not be an efficient form of contract for the Sturges Road Bridge Replacement project which was deemed too small and lacking sufficient opportunity for innovative design methodology.
9. ONTRACK advised the Council that they would contribute \$2 million towards the cost of the bridge replacement.
10. ONTRACK advised the Council that for various other ONTRACK projects on the western line, a three-week Block of Line (BoL) was being scheduled by ONTRACK from 26 December 2009. ONTRACK advised the Council that apart from certain long weekends and occasional Sundays, this would be the only extended BoL likely to be available for the next two years. Since the demolition of the existing bridge could only be achieved during an extended BoL, Council officers immediately sought a design and procurement philosophy that could be achieved utilising ONTRACK's proposed BoL.
11. Due to the limited time available to make use of the proposed BoL, the Council's original designers Aurecon New Zealand Limited (Aurecon), (formerly Connell Wagner Limited), were engaged to amend and optimise their design according to ONTRACK's revised height and width parameters.
12. Following a Registration of Interest (ROI) for physical works, a total of four contractors were shortlisted to be invited to tender for the physical works.
13. A single stage contract procurement process was preferred by the Council. However, sufficient engineering design information could not be supplied by Aurecon within the timeframe before the BoL to enable the whole project to be procured in one tender. Therefore, to enable the use of ONTRACK's BoL for demolition, the Council decided to move forward with a two stage tender process, as follows:
 - **Stage 1 Enabling Works Contract:** Stage 1 of the physical works, which was successfully implemented during ONTRACK's BoL, included demolition of the existing bridge, installation of a temporary Bailey bridge, and installation of truss type support structures to divert utility services.
 - **Stage 2 Physical Works Contract:** Stage 2 includes construction of the new bridge, road, driveway alterations and final services placement into the new bridge, as well as removal of the two temporary bridges.
14. In view of the limited opportunity for a further BoL, the NZTA was approached by Council officers to review a proposed two-staged implementation methodology "*Procurement Methodology for Contract No. SP09002J Sturges Road Bridge Replacement - Stage 2 Physical Works*". The NZTA approved category 1 funding on the basis of this methodology.

15. The “*Procurement Methodology for Contract No. SP09002J Sturges Road Bridge Replacement - Stage 2 Physical Works*” was signed by the four pre-approved contractors and the quantity surveyor to ensure open participation and transparency of the process.
16. The four pre-approved contractors were invited to tender for the Stage 1 enabling works tender and following the tender evaluation, a contract was awarded to Hawkins Construction Limited (Hawkins) for *Contract No. SP09002J Sturges Road Bridge Replacement - Stage 1 - Enabling Physical Works* in the sum of \$383,540.10 plus GST. The Stage 1 enabling works were successfully implemented during ONTRACK’s BoL commencing on 26 December 2009.
17. The four pre-approved contractors were invited to tender for the preliminary tender for Stage 2. The preliminary tender for Stage 2 closed on 9 March 2010 and following the tender evaluation, a contract was awarded to Hawkins for *Contract No. SP09002J – Sturges Road Bridge Replacement - Stage 2 Physical Works* in the preliminary sum of \$4,151,838.04 plus GST.
18. In accordance with the “*Procurement Methodology for Contract No. SP09002J Sturges Road Bridge Replacement - Stage 2 Physical Works*”, on 31 March 2010 a tender clarification meeting was held between representatives of Hawkins and Council officers. The contractor was notified of the Council’s decision to confirm Hawkins as the “Preferred Contractor”. The Adjusted Schedule of Quantities (ASOQ), detailed design engineering drawings and other supporting documentation was issued to the contractor. The meeting was minuted and it was agreed that Hawkins would submit their price against the ASOQ on 12 April 2010, which was subsequently revised to 16 April 2010.
19. The ASOQ tender from Hawkins was received by the revised closing date of 16 April 2010. Following evaluation of the ASOQ tender and in terms of the “*Procurement Methodology for Contract No. SP09002J Sturges Road Bridge Replacement - Stage 2 Physical Works*”, the adjusted tender sum from Hawkins Construction Limited for *Contract No. SP09002J – Sturges Road Bridge Replacement - Stage 2 Physical Works* in the sum of \$4,472,569.58 plus GST was confirmed.
20. Vector Limited (Vector) is responsible for all of their power, communication and gas assets that need to be relocated during Stage 2 of the physical works. Vector has been appointed in accordance with Section 4.1 of the Council’s Procurement Manual to undertake these works. The diversion of Vector assets by Vector commenced in May 2010, in conjunction with the contract for Stage 2 physical works.

DECISION MAKING

21. As this report is for information only, there is no decision making required.

Bridge Construction and Utilities Services Relocation

22. Following the award of their contract, Hawkins approached ONTRACK for a Permit to Enter to work within the rail corridor. Requests for additional information from ONTRACK caused a delay of two weeks at the start of the project.
23. Construction works as at mid-July 2010 are well underway. The construction of piles at the north eastern corner of the bridge is scheduled for completion on 23 July 2010. Simultaneously, the piling works to the south eastern corner of the bridge will begin and are scheduled for completion in August 2010.

24. The utility services relocation work is being undertaken by Vector and after some initial delays by Vector, efforts are being made to complete the under-grounding works to the northern side of the Sturges Road in July 2010.

Temporary bridges

25. The temporary pedestrian footbridge and single lane Bailey bridge that were installed during Stage 1 of the project remain in operation and are managed under the stage 2 contract by Hawkins.

Artworks Integration

26. The shop drawings for the fabrication of the curved form integrated artwork over the shared walkway and cycleway on both sides of the new bridge are currently being developed by Hawkins.

STRATEGIC CONTEXT

27. This project is being implemented in line with Council's broader vision for the 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. Replacing the bridge will permit double tracking and electrification of the rail line and will provide an integrated link between key points of Swanson maintaining the safety of pedestrians, cyclists, vehicles and trains.

CONSULTATION

28. Consultation on this report was undertaken with the Transport Services section.
29. Council officers continue to liaise with the local residents living on the affected length of Sturges Road to make sure that adequate access to their properties is maintained and that the safety of the residents is not compromised.

RESOURCES

30. The summarised financial status for the construction project is provided in Table 1 below:

FINANCIAL STATUS					
	Contract Status	Contract value	Change	Total contract value	Expenditure up to Mid-July 2010
Professional Services Contracts					
Design Review services	<i>closed</i>	\$ 49,898.00	\$ 2,550.00	\$ 52,448.00	\$ 52,448.00
Structural design peer review	<i>closed</i>	\$ 30,000.00	\$ 5,000.00	\$ 35,000.00	\$ 35,000.00
Resource consent planner	<i>closed</i>	\$ 10,960.00	-\$ 4,218.95	\$ 6,741.05	\$ 6,741.05
Project management (External)	<i>closed</i>	\$ 40,800.00	\$ 15,858.00	\$ 56,658.00	\$ 56,658.00
Traffic safety audit Stage 2	<i>closed</i>	\$ 4,500.00	\$ -	\$ 4,500.00	\$ 4,500.00
Engineering design services	current	\$ 449,989.73	\$ 14,955.62	\$ 464,945.35	\$ 359,686.37
Quantity	current	\$ 59,210.00	\$ 5,900.00	\$ 65,110.00	\$ 45,360.00

FINANCIAL STATUS					
	Contract Status	Contract value	Change	Total contract value	Expenditure up to Mid-July 2010
Professional Services Contracts					
surveying services					
Project management (Internal)	current	\$ 200,000.00	\$ -	\$ 200,000.00	\$ 148,926.99
Sub - Total		\$ 845,357.73	\$ 40,044.67	\$ 885,402.40	\$ 709,320.41
Stage 1 Physical Works					
Enabling Physical Works	closed	\$ 383,540.10	\$ 245,992.97	\$ 629,533.07	\$ 629,533.07
Vector Limited	closed	\$ 355,722.00	\$ -	\$ 355,722.00	\$ 355,722.00
Temporary Bailey Bridge	current	\$ 81,030.91	\$ 38,969.09	\$ 120,000.00	\$ 102,169.09
Telecom Limited	current	\$ 32,000.00	\$ -	\$ 32,000.00	\$ -
Sub-total		\$ 852,293.01	\$284,962.06	\$ 1,137,255.07	\$ 1,087,424.16
Stage 2 Physical Works					
Physical Works	current	\$ 4,472,569.58	\$ -	\$ 4,472,569.58	\$ 521,948.22
Vector Limited	current	\$ 297,717.00	\$ -	\$ 297,717.00	\$ -
Telecom Limited	current	\$ 11,324.90	\$ 17,852.24	\$ 29,177.14	\$ -
Building consents, disbursements etc	Provisional Sum	\$ 29,389.86	\$ -	\$ 29,389.86	\$ 29,389.86
Specialists Services	Provisional Sum	\$ 400,000.00	\$ -	\$ 400,000.00	\$ -
Sub-total		\$ 5,211,001.34	\$ 17,852.24	\$ 5,228,853.58	\$ 551,338.08
Contingency	Provisional Sum	\$ 1,550,547.92	-\$ 342,858.97	\$ 1,207,688.95	\$ -
Total		\$8,459,200.00		\$8,459,200.00	\$2,348,082.65

Table 1: Summarised Financial Status

IMPLEMENTATION ISSUES

Timeline/Milestones

31. The key milestones for the Sturges Road Bridge Replacement project are provided in Table 2 below:

Key Milestones	As at contract award
Commencement of stage-1 physical works	26 November 2009
Completion of stage-1 (separable portion 1)	12 February 2010
Completion of stage-1	28 April 2010
Commencement of stage-2 physical works	28 April 2010
Completion of stage-2 physical works	December 2010
Project Completion	December 2010

Table 2: Key Milestones for Sturges Road Bridge Replacement

Project Risk

32. Traffic delays and associated complaints are likely to increase as the construction intensifies. While the single lane traffic signal controlled Bailey bridge provides continuous access across the rail corridor, the single lane capacity remains an inconvenience to commuters.
33. Following completion of the eastern half of new Sturges Road Bridge, Hawkins intend to remove the Bailey bridge from site and allow traffic to use the new bridge with a single lane in operation. This removal of the temporary Bailey bridge and re-alignment of the traffic flow path will require two to four days of continuous works. This activity will have to be undertaken during a scheduled BoL and the Sturges Road Bridge will have to be temporarily closed to traffic for this period. At least four weeks in advance of the confirmed date for this construction activity, the contractor will advertise the temporary road closure to inform the general public and alternative routes will be published through print and electronic media for use during this period.

AUCKLAND COUNCIL TRANSITION ISSUES

34. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Saby Viridi, Senior Engineer, Special Projects.



9 CORBAN GREEN COMMUNITY FACILITY - STATUS UPDATE MID JULY 2010

GLOSSARY

Bruce McLaren Intermediate School	(the School)
Infrastructure and Works Committee	(the Committee)
McLaren Park Henderson South	(MPHS)
Project Control Group	(PCG)
Corban Green Community Facility	(the Facility)
Registrations of Interest	(ROI)
Auckland Transition Agency	(ATA)
Canam Construction Limited	(Canam)
McLaren Park Henderson South Community Initiative Incorporated	(MPHSCII)
Long Term Council Community Plan 2009-2019	(LTCCP)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Infrastructure and Works Committee (the Committee) with a status update on the project to develop a new community facility for the McLaren Park Henderson South (MPHS) area.

This report provides the recent background to the proposed project and presents information regarding the current developed design plans that have been produced by the appointed contractor and reviewed by the Project Control Group (PCG).

The report seeks to obtain the Committee's endorsement of the developed design for the Corban Green Community Facility (the Facility) and approval to enter into negotiations with the Ministry of Education to establish an easement to construct a new sewer connection for the Facility.

A presentation on the Facility project will be shown at this meeting.

RECOMMENDATIONS

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

1. **Receive** the Corban Green Community Facility - Status Update Mid-July 2010 report.
2. **Approve** the developed design for the Corban Green Community Facility.
3. **Approve** that negotiations, as part of the Corban Green Community Facility project, be entered into with the Ministry of Education to establish an easement across the Bruce McLaren Intermediate School playing field for the construction of an underground sewer connection.

BACKGROUND

1. The Facility project was last reported to the Committee at its meeting held on 7 May 2008.
2. The MPHS area is a blend of residential, commercial and industrial properties, with a diverse population of approximately 7,000 residents. This area has been identified as one of the most disadvantaged communities in Waitakere with regard to socio-economic status and access to recreation and social services.
3. After a robust site options analysis, Corban Green, a Council owned reserve situated at 27 Corban Avenue, Henderson, was identified as the best location for the building of a new community facility in the MPHS area. The selection of the site at 27 Corban Avenue was subsequently endorsed by the Committee at its meeting held on 5 May 2008, where it was resolved as follows:

"The Infrastructure and Works Committee resolved to:

2. *Agree in principle, subject to approval by the Henderson Community Board, that the preferred option for the location of the new McLaren Park Henderson South Community Facility be Corban Green on 27 Corban Avenue, Henderson."*

701/2008

4. Subsequent to the May 2008 Committee meeting, the Henderson Community Board endorsed the selection of the site at 27 Corban Avenue at their meeting on 8 May 2008, where it was resolved as follows:

"The Henderson Community Board resolved to:

2. *Agree that the preferred option for the location of the new McLaren Park Henderson South Community Facility be Corban Green on 27 Corban Avenue, Henderson."*

734/2008

5. Following the completion of a concept design exercise in January 2009, three options were presented to the Long Term Council Community Plan and Annual Plan Committee. The budget estimates of the three options presented ranged from \$1.65 million to \$3.30 million against an existing budget of \$943,000.

6. On 23 February 2009, the Long Term Council Community Plan and Annual Plan Committee resolved as follows:

"The Long Term Council Community Plan and Annual Plan Committee resolved to:

***Approve** that the existing budget for the new community facility for McLaren Park Henderson South area remain in the budget, and the costing of the facility be re-examined to ensure maximum delivery on the Community's need for a hall and office space."*

151/2009

7. On 16 June 2009, the Long Term Council Community Plan and Annual Plan Committee further resolved as follows:

"The Long Term Council Community Plan and Annual Plan Committee resolved to:

***Agree** that, following consideration of the community workshops and submissions made to the Long Term Council Community Plan 2009-2019, that an additional \$1 million be added to the budget for this project, giving a total of \$1,943,000 for the McLaren Park Henderson South Community Facility."*

1065/2009

8. Due to the restricted budget available, it was decided to invite tenders for the construction of two thirds of the proposed Facility using a two stage process and a design and build method of procurement. The first stage of the tender process was the public invitation of formal Registrations of Interest (ROI) on 21 April 2009. Following an evaluation of the submitted registrations, the Tenders Subcommittee at their meeting on 2 October 2009 resolved as follows:

"The Tenders Subcommittee resolved to:

2. ***Approve** that authority to invite tenders from the following three contractors for Contract No. SP07014C - New Community Facility for the McLaren Park Henderson South Area Design and Build Services be delegated to the Group Manager, Project Services:*

- *Canam Construction Limited;*
- *Econobuilt Design Build Limited; and*
- *Williams Architects Limited."*

1628/2009

9. The second stage of the tender process was the request for tenders from the three selected contractors. After an evaluation of the submitted tenders, a report was submitted to the March 2010 Tenders Subcommittee meeting, where it was resolved as follows:

"The Tenders Subcommittee resolved to:

3. ***Approve** that the adjusted tender from Canam Construction Limited for Contract No. SP07014C - New Community Facility for the McLaren Park Henderson South Area Design and Build Services in the sum of \$1,650,494.00 plus \$206,311.75 GST, totalling \$1,856,805.75 from 31 March 2010 to 30 September 2011 be accepted."*

318/2010

10. Following approval from the Tenders Subcommittee to award Contract No. SP07014C, approval was sought from the Auckland Transition Agency (ATA) under the requirements of section 21 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009. On 30 March 2010 the ATA issued decision confirmation request ATA0487, confirming the Tenders Subcommittee decision.
11. The design and build procurement method that has been used for this project differs from the Council's usual method of procuring construction services in that the design, consent and construction phases are all managed by the appointed contractor. The usual method involves procuring the design and consents separately from the construction.
12. Canam Construction Limited (Canam) were issued with a quality and performance specification and a list of minimum room sizes during the tender phase, and in response, they developed the concept design that best matched the Council's requirements within the available budget. The contract with Canam has been awarded on the basis of a maximum lump sum for the provision of all work detailed in their tender submission. By awarding the contract in this way, Canam are required to use their experience and innovation to deliver a completed building that meets the Council's quality standards and functional requirements for a maximum guaranteed price.
13. It should be noted, however, that the design and build contract process can increase the impact of variations to the original scope of work due to the fact that the Contractor's lump sum price is based only on the design and construction works as defined in their tender submission. Under this arrangement, the Contractor controls the design process as well as the construction methodology. If the Council requests a significant change to the scope of work, in addition to affecting the design process, such changes have the potential to impact upon the construction phase. As the majority of the contract value is related to the construction phase, the potential cost of variations can be significantly higher than variations issued under a standard design-only contract.
14. Following the award of the contract to Canam, a PCG was formed with representatives from Leisure Services, Project Services, Property Services, Community Arts and the McLaren Park Henderson South Community Initiative Incorporated (MPHSCII). The role of the PCG is to oversee Canam's design development process to ensure that the stated quality standards and functional requirements are adhered to, and to provide Canam with operational information required to complete the consent application process.
15. When the construction of the new Facility is complete, the daily operation of the Facility will be managed by the MPHSCII under a management agreement with the Council. With the exception of the Computer Clubhouse, ownership and maintenance of the buildings will reside with the Council.

DECISION MAKING

Project Status

16. During the initial phases of the design development, the MPHSCII requested that the Council amend the scope of Canam's contract to include the third phase of the Facility, a Computer Clubhouse, in the resource consent application. The MPHSCII are in the process of raising funds for the construction of the Computer Clubhouse and one of the selected funding bodies has stipulated that resource consent must be obtained before final funding approval can be granted.

17. It is estimated that approximately \$8,000 to \$10,000 of professional fees can be saved by including the Computer Clubhouse in the overall resource consent application for the Facility, in comparison to processing a separate application. For this reason, and in support of the Council's partnership with MPHSCII under this project, it was agreed to issue a variation to Canam's contract to include the Computer Clubhouse in the overall resource consent application. The scope of this variation requires Canam to produce plans for the Computer Clubhouse to developed design detail level only. The cost of this variation is being funded by the MPHSCII.
18. If the MPHSCII are successful in obtaining funding for the construction of the Computer Clubhouse, consideration will be given to issuing Canam with a further variation order to complete the detailed design and construction of this part of the Facility.
19. Canam have engaged a team of design specialists that include Creative Spaces Limited and Common Ground Limited, who were responsible for the production of the January 2009 concept design options. As a result, the design proposed by Canam closely resembles the January 2009 concept design that was approved at the February 2009 Long Term Council Community Plan and Annual Plan Committee meeting.
20. Since their appointment in March 2010, Canam's design team have met with the PCG fortnightly to present their draft proposals and receive feedback. This process has culminated in the production of a set of developed design plans that the PCG have reviewed and approved.
21. Following approval by the PCG, the developed design, plans were presented to the Parks Design Review Group on 6 July 2010 for their comment and approval, because the site is a designated reserve. Conditional approval was granted by the Parks Design Review Group on 14 July 2010.
- A2-A6 22. At the time of writing this report, Canam are preparing a resource consent application submission based on the developed design plans attached at pages A2 to A6. In order for the application to proceed, approval of the developed design is sought from the Infrastructure and Works Committee.

Consideration of Community Views

23. In January 2008, the 'Community Facility Feasibility Study for the McLaren Park Henderson South Area' was completed. Independent consultants were contracted by the Council to coordinate a community consultation project in order to gather feedback from the MPHS community on the development of a new community facility. 10% of the local population responded to the saturation survey. Many of the respondents signalled an ongoing interest in this project, resulting in the conclusion that there is a high level of support for a community facility.
24. Further public consultation was undertaken during concept design stage, as follows:
 - A public meeting to introduce the architects took place on 11 September 2008;
 - A two week public consultation seeking feedback on the concept design options took place from 23 October 2008 to 7 November 2008. Leaflets outlining the concept design options, with feedback forms attached, were distributed to 2000 households in the MPHS area. The consultation period was later extended to incorporate the MPHS festival and was concluded on 17 November 2008; and
 - A public meeting to test the concept design options was held on 30 October 2008.

25. More recently, the MPHSCII have undertaken to keep the local community informed about the development of the new Facility through regular updates at their current drop-in centre on Bruce McLaren Road.

STRATEGIC CONTEXT

26. The development of a new community facility for the MPHS area was included in the Long Term Council Community Plan 2009-2019 (LTCCP).
27. The development of a new community facility for the MPHS area delivers on the following community outcomes:
- Strong Communities;
 - Healthy Lifestyles;
 - Urban and Rural Villages; and
 - Vibrant Arts and Culture.
28. The development of a new community facility for the MPHS area is aligned with the following strategies:
- Cultural Wellbeing – to enable the provision of artistic, cultural, leisure and learning activities and infrastructure that supports the expression and celebration of diverse identities and cultures;
 - Social – supporting learning and literacy and providing a built environment that is accessible, sustainable and promotes health and wellbeing; and
 - Growth Management – a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.

CONSULTATION

29. Consultation during the development of the concept design was undertaken with the Henderson Community Board and the following internal groups: Leisure Services; Project Services; Transport Assets; Parks Services; Property Assets; Ecowater; Strategy; Strategic Projects; and Consent Services.
- Consultation was also undertaken with the following external groups: MPHSCII; Bruce McLaren Intermediate School; Henderson Seventh-day Adventist Church; and Local iwi.
30. During the production of the developed design, the following internal and external groups were consulted: Leisure Services; Project Services; Transport Assets; Parks Services; Property Assets; Ecowater; Consent Services; MPHSCII; Bruce McLaren Intermediate School; Ministry of Education; Henderson Seventh-day Adventist Church; Housing New Zealand; and Adjacent property occupiers.

RESOURCES

31. Table 1 shows the funding that has been approved in the Annual Plan 2010/2011 and entered into the LTCCP for this project.

Details	2010/2011 Budget (\$000's)
Leisure	
McLaren Park Henderson South Community Facility	1,943

Table 1: Funding

32. The balance for the Facility project will be requested to be carried forward to the 2011/2012 financial year to be in line with the estimated implementation timeline.
33. Table 2 shows the current estimated implementation timeline for the next key project stages:

Activity / Project Stage	Estimated Completion
Complete developed design	July 2010
Obtain resource consent	September 2010
Completion of detailed design	December 2010
Obtain building consent	February 2011
Commence construction	February 2011
Handover completed facility	November 2011

Table 2: Estimated Implementation Timeline

IMPLEMENTATION ISSUES

Design Process

34. Following approval of the developed design, Canam will progress production of the detailed design information required to obtain building consent and construct the new Facility. The production of the detailed design information will be subject to the same PCG review process as the developed design stage and it is not expected that any significant design changes will be required. The detailed design process will also focus on finalising the internal finishes and the incorporation of integrated art.
35. Under the conditions of the future management agreement with the Council, the MPHSCII will be responsible for all fittings and fixtures, excluding the commercial kitchen fit-out. \$75,000 additional funding for the fit-out of a commercial kitchen was approved by the Long Term Council Community Plan and Annual Plan Committee at their meeting on 20 April 2010 and this decision is subject to ATA approval. At the time of writing this report, approval from the ATA was pending. Following receipt of ATA approval, consideration will be given to issuing a variation order to include the commercial kitchen fit-out within the scope of works of Canam's contract.
36. In order to facilitate the construction of the new Facility, Ecowater Services have undertaken to design and construct new sewer, storm water and water supply services to the site. The current proposed sewer connection design requires a section of the new line to be laid within the adjacent Bruce McLaren Intermediate School (the School) playing field. Written approval to undertake this work has been received from the School and approval to enter into negotiations with the Ministry of Education to establish an easement to construct the sewer connection is sought from the Committee.

Consent Issues

37. The construction of a new community facility has been included in the current Henderson Ward Reserve Management Plan. The Department of Conservation has given approval to change the designation of the Corban Green Reserve from Recreational to Local Purpose in order to allow the construction of the Facility to fall within the rules of the current District Plan. This change of designation has been registered with Land Information New Zealand.

38. During the preparation of the resource consent application, it was discovered that the current District Plan shows a small section of the School designation zone inside the property boundary of Corban Green. A check of the 1995 and 2005 versions of the District Plan did not show this discrepancy and it is assumed to be a drafting error. In order to avoid having to consider the rules of the School designation zone under the community facility resource consent application, it will be necessary to amend the School designation boundary so that it aligns with the School property boundary. A formal written request has been issued to the Ministry of Education and a preliminary positive response has been received. At the time of writing this report, formal approval from the Ministry of Education was being processed.
39. As part of the resource consent application preparation, representatives from the Council have spoken to the occupants of the two properties either side of Corban Green, as well as the adjacent church and school. With the exception of the occupant of the property at 25 Corban Avenue, all consulted parties were in support of the proposed development. The occupant of 25 Corban Avenue expressed concerns about the affects of increased on-street parking on his business, the impact of noise and dust from construction and increased noise from events in the Facility. These concerns have been taken on board and forwarded to Canam for consideration in the resource consent application.

AUCKLAND COUNCIL TRANSITION ISSUES

40. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Steve Burris, Senior Engineer, Special Projects.



10 HARBOURVIEW – VIEWING DECK AT SITE OF FORMER MCCORMICK’S COTTAGE – APPROVAL TO PROCEED

GLOSSARY

New Zealand Historic Places Trust
McCormick’s Cottage

(NZHPT)
(the Cottage)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee to proceed with the construction of a viewing deck at the site of the former McCormick’s Cottage (the Cottage) in the Harbourview Reserve.

The Harbourview project has three elements to it: the restoration of the brick villa at 19 Longbush Road, Te Atatu Peninsula; the installation of a memorial sculpture near the Category I listed gun emplacements, and the construction of a viewing platform. Building consents have been issued for the restoration of the brick villa and viewing platform and a quantity surveyor has provided indicative costs for the brick villa restoration and construction of the viewing platform.

The Finance and Operational Performance Committee has approved funding of \$390,000 for the implementation of the three integrated elements of the Harbourview project. The design of the viewing deck has been carried out and, subject to the agreement of the Infrastructure and Works Committee to proceed with the implementation of the viewing deck, a contract will be awarded for the construction.

RECOMMENDATIONS

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

1. **Receive** the Harbourview – Viewing Deck at Site of Former McCormick’s Cottage – Approval to Proceed report.
- A7 2. **Agree** to proceed with the construction of a viewing deck at Harbourview on the site of the former McCormick’s Cottage as per the concept drawing attached at page A7.

BACKGROUND

1. The Cottage was destroyed by fire in September 2007. During 2008, the Council and the New Zealand Historic Places Trust (NZHPT) embarked on a process to accurately record, sample and analyse material from the remains of the Cottage to verify statements about the building’s previous use and construction in the conservation plan for the Cottage. This work was conducted with appropriate consents.
2. Henry McCormick was born in Ireland but arrived in New Zealand from Scotland in the 1860s. Although it is known that the McCormicks owned land at Te Atatu Peninsula in 1891, it is unclear when the house was constructed. One account has it that the house was constructed in the 1880s as a summer cottage or bach. The original part of the house was thought to be constructed using timber from an old scow, the “Stapha”. The analysis of the extant building remains has proven that the building was indeed originally fabricated from wood and materials taken from a marine vessel.
3. The Council has prepared drawings for a viewing platform for the Cottage site, and a building consent has been issued. The deck covers the area occupied by the Cottage and the edges of the deck will follow the outlines of the Cottage. Kwila inserts in the deck will indicate the position of the rooms within the Cottage. This element of the Harbourview project is now ready to proceed to the construction phase.
4. Tenders have been advertised and received for the construction of the viewing deck. The tenders have been evaluated and, subject to the agreement of the Infrastructure and Works Committee to proceed with the implementation of the deck, a contract will be awarded to the preferred tenderer.
- A7 5. A concept drawing of the proposed viewing deck, from which design drawings have been developed, is attached at page A7.
6. Signage will be placed on and in the vicinity of the deck informing visitors of the history of the Cottage.

DECISION MAKING

Costs

7. A cost estimate has been obtained from a Quantity Surveyor for the construction of the deck in the amount of \$63,000, including consent fees and contract management. The price submitted by the preferred tenderer plus consent costs and estimated fees are within this estimate.

8. The Finance and Operational Performance Committee approved funding of \$250,000 (resolution no. 1686/2009) at its meeting on 12 October 2009 for the three elements of the Harbourview project, and approved a further amount of \$140,000 (resolution no. 788/2010) at its meeting on 10 June 2010. The approved funding includes \$63,000 for the work associated with the proposed viewing deck.

STRATEGIC CONTEXT

9. The proposed work involves the Vibrant Arts and Culture Community outcome: *“Waitakere City’s arts and culture is reflected and appreciated in our everyday life and the City is itself a work of art. We participate in creative pursuits and have a deep and wide perception of arts and cultures in our City.” The viewing deck will serve to inform people of the early settlement and history of Te Atatu North.*

CONSULTATION

10. Council officers have consulted with the Henderson Community Board, a Landscape Architect, consents staff and NZHPT on delivery of the Harbourview project. The community are supportive of the heritage and arts projects as evidenced by telephone calls taken by Council staff.

RESOURCES

11. There are sufficient staff resources available to complete the viewing deck. Adequate funding has been provided as part of the Harbourview project.
12. There is no external funding associated with the implementation of the viewing deck. The project is funded entirely from the Harbourview project budget.

IMPLEMENTATION ISSUES

13. There are no issues expected with the implementation of this project.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Miller, Senior Engineer: Special Projects.



11 CYCLE LANES ON TRIANGLE ROAD, MASSEY WEST AND CENTRAL PARK DRIVE, LINCOLN

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee’s approval to resolve cycle lanes on Triangle Road, Massey West and Central Park Drive, Lincoln and associated No Stopping At All Times parking restrictions.

Council officers consulted with affected residents and businesses in 2008 during the scheme design stage of the project, and have taken into consideration the best option for serving them and the community.

RECOMMENDATIONS

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

1. **Receive** the Cycle Lanes on Triangle Road, Massey West and Central Park Drive, Lincoln report.
- A18-A22 2. **Approve** the installation of new **FLUSH MEDIANS** in Central Park Drive, Lincoln as indicated on the diagram numbers CO21, CO22, CO23, CO24 and CO25 attached at pages A18 to A22 to the agenda.
- A8-22 3. **Approve** that in relation to **TRIANGLE ROAD, MASSEY WEST AND CENTRAL PARK DRIVE, LINCOLN:**
 - (a) That all existing parking restrictions or limitations currently applicable to **TRIANGLE ROAD, McCLINTOCK ROAD, BELLRINGER ROAD, ZEFIRO DRIVE, LINCOLN PARK DRIVE, FARAM PLACE, GARTON DRIVE AND CENTRAL PARK DRIVE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and
 - (b) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Bylaw No.7, 1991 – Traffic, amendment No.6 2003, the following restrictions now be resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **TRIANGLE ROAD** at a start point on the south kerb line of **DON BUCK ROAD** to an end point of approximately 87 metres south of **DON BUCK ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram number CO11 attached at page A8 to the agenda.
 - (ii) on the east kerb line of **TRIANGLE ROAD** at a start point of approximately 102 metres south of **DON BUCK ROAD** to an end point approximately 12 metres east of **McCLINTOCK ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO11 and CO12 attached at pages A8 to A9 to the agenda.
 - (iii) on the north kerb line of **TRIANGLE ROAD** at a start point of approximately 17 metres east of **McCLINTOCK ROAD** to an end point of approximately 166 metres east of **BELLRINGER ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO12 and CO13 attached at pages A9 to A10 to the agenda.
 - (iv) on the north kerb line of **TRIANGLE ROAD** at a start point of approximately 181 metres east of **BELLRINGER ROAD** to an end point of approximately 822 metres east of **MAKORA ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO13, CO14, CO15 and CO16 attached at pages A10 to A13 to the agenda.
 - (v) on the north kerb line of **TRIANGLE ROAD** at a start point of approximately 837 metres east of **MAKORA ROAD** to an end point of approximately 910 metres east of **MAKORA ROAD**, a **CYCLE**

LANE be put in place as indicated on the diagram number CO17 attached at page A14 to the agenda.

- (vi) on the north kerb line of **TRIANGLE ROAD** at a start point of approximately 21 metres east of **HURUHURU ROAD** to an end point of approximately 230 metres east of **HURUHURU ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO17 and CO18 attached at pages A14 to A15 to the agenda.
- (vii) on the north kerb line of **TRIANGLE ROAD** at a start point of approximately 332 metres east of **HURUHURU ROAD** to an end point of the intersection of **TRIANGLE ROAD AND LINCOLN ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO18, CO19 and CO20 attached at pages A15 to A20 to the agenda.
- (viii) on the west kerb line of **McCLINTOCK ROAD** at a start point of the north kerb line of **TRIANGLE ROAD** to an end point of approximately six metres north of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO12 attached at page A9 to the agenda.
- (ix) on the east kerb line of **McCLINTOCK ROAD** at a start point of the north kerb line of **TRIANGLE ROAD** to an end point of approximately six metres north of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO12 attached at page A9 to the agenda.
- (x) on the west kerb line of **BELLRINGER ROAD** at a start point of the north kerb line of **TRIANGLE ROAD** to an end point of approximately six metres north of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO12 attached at page A9 to the agenda.
- (xi) on the east kerb line of **BELLRINGER ROAD** at a start point of **TRIANGLE ROAD** to an end point of approximately six metres north of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO12 attached at page A9 to the agenda.
- (xii) on the west kerb line of **ZEFIRO DRIVE** at a start point of the north kerb line of **TRIANGLE ROAD** to an end point of approximately six metres north of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO13 attached at page A10 to the agenda.
- (xiii) on the east kerb line of **ZEFIRO DRIVE** at a start point of the north kerb line of **TRIANGLE ROAD** to an end point of approximately six metres north of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO13 attached at page A10 to the agenda.
- (xiv) on the north kerb line of **TRIANGLE ROAD** at a start point of approximately 947 metres east of **MAKORA ROAD** to an end point of the west kerb line of **HURUHURU ROAD**, a **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO17 attached at page A14 to the agenda.

- (xv) on the north kerb line of **TRIANGLE ROAD** at a start point of the east kerb line of **HURUHURU ROAD** to an end point of approximately 21 metres east of **HURUHURU ROAD**, a **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO17 attached at page A14 to the agenda.
- (xvi) on the south kerb line of **TRIANGLE ROAD** at a start point of the intersection of **TRIANGLE ROAD AND LINCOLN ROAD** to an end point of approximately 115 metres west of **LINCOLN ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO19 and CO20 attached at pages A16 to A17 to the agenda.
- (xvii) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 130 metres west of **LINCOLN ROAD** to an end point of approximately 248 metres west of **LINCOLN ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO18 and CO19 attached at pages A15 to A16 to the agenda.
- (xviii) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 324 metres west of **LINCOLN ROAD** to an end point of approximately 103 metres east of **WAIMUMU ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO17 and CO18 attached at pages A14 to A15 to the agenda.
- (xix) on the south kerb line of **TRIANGLE ROAD** at a start point of the east kerb line of **WAIMUMU ROAD** to an end point of approximately 45 metres east of **KEEGAN DRIVE**, a **CYCLE LANE** be put in place as indicated on the diagram number CO17 attached at page A14 to the agenda.
- (xx) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 30 metres east of **KEEGAN DRIVE** to an end point of approximately 362 metres east of **ELDER PLACE**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO14, CCO15, CO16 and CO17 attached at pages A11 to A14 to the agenda.
- (xxi) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 347 metres east of **ELDER PLACE** to an end point of approximately 51 metres east of **ELDER PLACE**, a **CYCLE LANE** be put in place as indicated on the diagram number CO14 attached at page A11 to the agenda.
- (xxii) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 36 metres east of **ELDER PLACE** to an end point of approximately 37 metres east of **FARAM ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO13 and CO14 attached at pages A10to A11 to the agenda.
- (xxiii) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 22 metres east of **FARAM ROAD** to an end point of approximately 47 metres east of **GARTON DRIVE**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO12 and CO13 attached at pages A9 to A10 to the agenda.
- (xxiv) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 32 metres east of **GARTON DRIVE** to an end point of approximately 225 metres east of **DON BUCK ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO 11 and CO12 attached at pages A8 to A9 to the agenda.

- (xxv) on the west kerb line of **TRIANGLE ROAD** at a start point of approximately 212 metres south of **DON BUCK ROAD** to an end point of the south kerb line of **DON BUCK ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram number CO11 attached at page A8 to the agenda.
- (xxvi) on the south kerb line of **TRIANGLE ROAD** at a start point of approximately 103 metres east of **WAIMUMU ROAD** to an end point of the east kerb line of **WAIMUMU ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO17 attached at page A14 to the agenda.
- (xxvii) on the north kerb line of **LINCOLN PARK DRIVE** at a start point of the west kerb line of **TRIANGLE ROAD** to an end point of approximately six metres west of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO15 attached at page A12 to the agenda.
- (xxviii) on the south kerb line of **LINCOLN PARK DRIVE** at a start point of the west kerb line of **TRIANGLE ROAD** to an end point of approximately six metres west of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO15 attached at page **AXX** to the agenda.
- (xxix) on the west kerb line of **FARAM PLACE** at a start point of the south kerb line of **TRIANGLE ROAD** to an end point of approximately six metres south of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO13 attached at page A10 to the agenda.
- (xxx) on the east kerb line of **FARAM PLACE** at a start point of the south kerb line of **TRIANGLE ROAD** to an end point of approximately six metres south of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO13 attached at page A10 to the agenda.
- (xxxii) on the west kerb line of **GARTON DRIVE** at a start point of the south kerb line of **TRIANGLE ROAD** to an end point of approximately six metres south of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO12 attached at page A9 to the agenda.
- (xxxiii) on the east kerb line of **GARTON DRIVE** at a start point of the south kerb line of **TRIANGLE ROAD** to an end point of approximately six metres south of **TRIANGLE ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO12 attached at page A9 to the agenda.
- (xxxiii) on the north kerb line of **CENTRAL PARK DRIVE** at a start point of the intersection of **CENTRAL PARK DRIVE AND LINCOLN ROAD** to an end point of approximately 110 metres east of **LINCOLN ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram number CO20 attached at page A17 to the agenda.

- (xxxiv) on the south kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 134 metres east of **TE PAI PLACE** to an end point of the intersection of **CENTRAL PARK DRIVE AND TE PAI PLACE**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO24 and CO25 attached at pages A21 to A22 to the agenda.
- (xxxv) on the south kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 100 metres west of **PARAMOUNT DRIVE** to and end point of the intersection of **CENTRAL PARK DRIVE AND LINCOLN ROAD**, a **CYCLE LANE** be put in place as indicated on the diagram numbers CO20 and CO21 attached at pages A17 to A18 to the agenda.
- (xxxvi) on the north kerb line of **CENTRAL PARK DRIVE** at a start point of the intersection of **CENTRAL PARK DRIVE AND LINCOLN ROAD** to an end point of approximately 110 metres east of **LINCOLN ROAD**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO20 attached at page A17 to the agenda.
- (xxxvii) on the north kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 104 metres west of **TONY STREET** to an end point of the west kerb line of **TONY STREET**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO21 attached at page A18 to the agenda.
- (xxxviii) on the north kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 90 metres east of **TONY STREET** to an end point of approximately 121 metres east of **TONY STREET**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram number CO21 attached at page A18 to the agenda.
- (xxxix) on the east kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 30 metres south of **WINSTON PLACE** to an end point of approximately 47 metres south of **WINSTON PLACE**, the **NO STOPPING AT ALL TIMES** parking restriction be removed as indicated on the diagram number CO22 attached at page A19 to the agenda.
- (xl) on the east kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 63 metres south of **WINSTON PLACE** to an end point of approximately 80 metres south of **WINSTON PLACE**, the **NO STOPPING AT ALL TIMES** parking restriction be removed as indicated on the diagram number CO22 attached at page A19 to the agenda.
- (xli) on the east kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 50 metres south of number 79 Central Park Drive to an end point of approximately 142 metres south of number 79 Central Park Drive, the **NO STOPPING AT ALL TIMES** parking restriction be removed as indicated on the diagram numbers CO23 and CO24 attached at pages A20 to 21 to the agenda.
- (xlii) on the east kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 98 metres south of number 71 Central Park Drive to an end point of approximately 122 metres south of number 71 Central Park Drive, the **NO STOPPING AT ALL TIMES** parking restriction be removed as indicated on the diagram number CO24 attached at page A21 to the agenda.

(xlili) on the west kerb line of **CENTRAL PARK DRIVE** at a start point of approximately 25 metres north of **CLEMWAY PLACE** to an end point of approximately 182 metres north of **CLEMWAY PLACE**, the **NO STOPPING AT ALL TIMES** parking restriction be removed as indicated on the diagram numbers CO23 and CO24 attached at pages A20 to A21 to the agenda.

4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said flush medians, cycle lanes and parking restrictions.

BACKGROUND

1. At its meeting held on 5 November 2008, the Infrastructure and Works Committee resolved as follows:

“The Infrastructure and Works Committee resolved to:

1. **Receive** the *Cycleway Projects Along Central Park Drive, Triangle Road and Universal Drive Extension* report.
2. **Approve** the commissioning of detailed design work, based on the updated option, for the Central Park Drive cycleway project.
3. **Approve** the commissioning of detailed design work, based on the updated option, for the Triangle Road cycleway project but also exploring the possible use of Makora Road.
4. **Approve** the inclusion of cycleways along the Universal Drive Extension.”

1872/2008

2. At its meeting held on 23 April 2010, the Tenders Subcommittee resolved as follows:

“The Tenders Subcommittee resolved to:

1. **Receive** the Contract No. TA08029C - Triangle Road and Central Park Drive, Henderson Cycleways Construction - Approval to Award report..
2. **Approve** the tender from HEB Construction Limited for Contract No.TA08029C - Triangle Road and Central Park Drive Cycleways Construction, in the sum of \$2,465,693.03 plus \$308,211.63 GST, totalling \$2,773,904.66 be accepted.
3. **Approve** that authority to enter into Contract No. TA08029C - Triangle Road and Central Park Drive, Henderson Cycleways Construction on behalf of the Council be delegated to the Acting Director: City Services.”

504/2010

3. The physical works started in May 2010 and the anticipated completion date is 30 September 2010.

DECISION MAKING

Issues

4. Triangle Road and Central Park Drive are identified on the Auckland Regional Transport Authority's Regional Cycle Network as cycle routes. The scheme design stage of the cycleway on Triangle Road, Massey West and Central Park Drive, Lincoln were approved by the Infrastructure and Works Committee on 5 November 2008 for detailed design and implementation. The main purpose of the project is to provide a cycle facility along Triangle Road and Central Park Drive to encourage and support cycling to and from Massey and Henderson and further to Auckland.

Consideration of Community Views

5. Council officers have consulted with the affected residents and other parties on the initial and the amended plans of the cycle facility along Central Park Drive and have taken into consideration the safest option for the local community and the road users.

STRATEGIC CONTEXT

6. Council's Transport Strategy 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.
7. Increased provision for cycling has the potential to have a strong positive influence on the Council's strategic platforms such as urban and rural villages, integrated transport and communication, strong communities and sustainable energy and clean air.

CONSULTATION

8. Consultation with internal staff, external agencies and Maori was not required for this report.

RESOURCES

9. Funding is available from the Annual Plan 2010/2011 to complete the construction of the cycleway project along Triangle Road, Massey West and Central Park Drive, Lincoln.

IMPLEMENTATION ISSUES

10. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

31. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



12 AQUATIC AND CURLING DEVELOPMENT ON PARRS PARK

GLOSSARY

Waterhole aquatic facility	(aquatic facility)
Waterhole indoor curling facility	(curling facility)
Auckland Curling Club	(the Club)
The Waitakere Aquatic and Ice Centre Charitable Trust	(the Trust)
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 proposed Waterhole expansion and the Auckland Curling Club (the Club) development of a purpose built curling facility on Parrs Park.

The Waterhole and the Club formed an independent trust, The Waitakere Aquatic and Ice Centre Charitable Trust (the Trust), for the purpose of progressing a joint project to expand the Waterhole aquatic facility (aquatic facility) and indoor curling facility (curling facility). The Trust has increased the scope of the Waterhole aquatic facility to now include a 50 metre, 10 lane pool with associated plant and spectator seating. The estimated cost of this joint development is \$20 million.

There is an acknowledged shortage of swimming pool provision in Waitakere but there is little strategic support for a pool development of this size at Parrs Park. Public financial support is unlikely to be forthcoming for this project. As a consequence, the curling facility is also at risk as it is currently structured as a joint project under the Trust; this is unfortunate as there is a strategic case for a curling facility in the Auckland region. The curling portion of the project is estimated to cost somewhere between \$2 to 3 million.

RECOMMENDATIONS

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

1. **Receive** the Aquatic and Curling Development on Parrs Park report.
2. **Either**
 - (a) Agree to support the Auckland Curling Club developing a dedicated curling facility on Parrs Park independently of the aquatic facility development; or
 - (b) Agree to support the Auckland Curling Club developing a dedicated curling facility on Parrs Park subject to the aquatic facility development on Parrs Park proceeding; or
 - (c) Agree that Council officers explore other options for locating a dedicated curling facility within the Auckland region which can be co-located with aquatic facilities and/or recreation facilities for cogeneration benefit and that a future report be brought back to the Auckland Council for consideration.

BACKGROUND

1. In 2007, Council was approached by the Club seeking land to develop a purpose built curling facility. The sport of curling is growing in popularity and the Club's current facilities were no longer suitable for growing the sport due to limitations in the quality and availability of ice at the Paradise ice facility in Avondale.

2. At the City Development Committee meeting held on 8 February 2007, it was resolved as follows:

“2. That the City Development Committee endorses Leisure Services exploring land options for the Auckland Curling Club and the Extreme Trampoline Club and that the results be reported back to the City Development Committee by May 2007.”

44/2007

3. The report “Land Options for Non-mainstream Sports” was presented to the City Development Committee meeting of 6 September 2007 and identified the synergies of co-developing the curling facility with the Waterhole’s proposed development. At the time of reporting there were restrictions within the Parrs Park Reserve Management Plan on new developments and as such a consultation process and redraft of the Parrs Parks Reserve Management Plan was undertaken. In this report it was also identified that Bancroft Park, Glendene and Birdwood Depot, Massey were possible options for the curling facility but due to the cogeneration synergies with the aquatic development that Parrs Park would be considered as a preferred option.
4. The Infrastructure and Works Committee approved the amended Parrs Park Reserve Management Plan including the provision for Waterhole aquatic and curling facility developments at its meeting held on 6 May 2009 where it was resolved as follows:

“The Infrastructure and Works Committee resolved to:

- 2. **Approve** the revised concept plan update for the Parrs Park Reserve Management Plan, including the lease footprint extensions proposed by the Aquatic and Ice Centre Trust, Waitemata Table Tennis Association and Oratia United Association Football Club (Inc), and that amendments to the Parrs Park Reserve Management Plan be undertaken accordingly.”*

664/2009

DECISION MAKING

Issues

5. Whilst Council indicated its support of the aquatic and curling facility developments on Parrs Park, by way of allocating land for development, Council has not included any budget in the Long Term Council Community Plan 2009-2019 (LTCCP) to contribute to the development. Council made it clear to the Auckland Curling Club from the outset that Council will not financially contribute to any curling facility development. The curling element of the development is estimated to cost \$2 to 3 million.
6. The aquatic facility aspect of the project is being driven by Waterhole personnel and appears to have grown in scope over time. The project scope now includes a 10 lane, 50 metre, deep water pool with spectator seating, which is an Olympic standard pool. The cost of the aquatic facility is estimated at approximately \$17 to 18 million.
7. Funding for this project from community sources is highly unlikely with Council not including any budget in the LTCCP, the Licensing Trusts indicating this project is not a priority and the ASB Community Trust having a policy against funding swimming pools. The Trust has indicated they are seeking private investment; however, private investment may be difficult to attract due to the lack of security offered with the development being on public land. Council officers believe the development of a joint aquatic and curling facility to be highly unlikely to proceed due to lack of funding.

8. Whilst there is an acknowledged need for additional water space in the Waitakere region there is little strategic support for a pool development of this scale, and in particular at Parrs Park. The aquatic facility proposed is of a scale where it would be considered a regional facility for the wider Auckland region; strategic planning to date has identified Albany as a preferred location for a regional facility. At a local level, the priority is to provide water space in the Massey and New Lynn/Avondale areas although no budget is currently allocated in the LTCCP.
9. There is, however, greater strategic support for the development of a curling facility in the Auckland region. The Greater Auckland Regional Sporting Facilities Strategy identified Parrs Park as a suitable location for an ice facility including curling. Parrs Park, however, was identified as the best location simply because there are existing plans to build there.
10. The Club believe that the continued joint project, whilst in principle sound, is now holding back the development of a curling facility as it is reliant on fundraising for the entire complex whereas the curling facility requires only a small proportion of the overall budget. The governance of the Trust appears to be biased towards the aquatic side of the business and as such the curling facility appears to be a secondary priority for the Trust. In light of the funding difficulties and varying strategic priorities, the Club has withdrawn its membership on the Trust. The Club has indicated they wish to develop the curling facility independently at Parrs Park as stage one and leave the Trust to develop the aquatic facility as and when they secure funding.
11. As a result of the developments within the Trust and the likelihood of the aquatic facility development proceeding Council should consider whether the curling facility still meets strategic objectives for Parrs Park and whether the development can continue to proceed independently of the aquatic facility development.

Options Identified

Option 1: Curling facility continues to be developed on Parrs Park

12. Council can continue to allow the facilities to develop along separate timelines knowing the risk that the aquatic facility may not eventuate.

Option 2: Not allow the curling facility to be developed as a stand alone facility

13. Council could impose a condition that the curling facility can not be constructed on Parrs Park until such time as the aquatic facility development has raised funds and is likely to happen.

Option 3: Alternative locations for a curling facility explored

14. Alternatively, Council could explore other options for location of the curling facility where there is greater strategic fit, a clustering of facilities is available and the cogeneration opportunities can be realised. Land options which were previously identified but not explored include Bancroft Park and Birdwood Depot. Council is about to begin a feasibility study for a recreation centre on Birdwood Depot so it is possible to explore this option as part of this process. Additionally there are other aquatic facility developments planned for the Auckland region which could be explored.

Assessment of Options

Option 1: Curling facility continues to be developed on Parrs Park

15. The Club have been seeking a location, within the Auckland region, for the development a curling facility, for many years now. The approval to build at Parrs Park has given the Club some certainty after years of failed requests. In revising the Parrs Park Reserve Management Plan, community consultation was undertaken which clearly identified the development of a curling facility on Parrs Park. Concept drawings for the bulk and location were approved by Council and was supported by the community during consultation. To reverse this decision would potentially see further years of uncertainty for the club and a backward step in developing the sport of curling which is an Olympic sport.
16. Standing by the decision to allow the curling facility to be developed on Parrs Park will ensure a curling facility is developed sooner rather than later and would secure an Olympic sport to be established in Waitakere. There are likely to be economic benefits to Waitakere having an Olympic sporting facility in the City as this curling facility will host national and international events which will bring many people to the area. Revisiting location options could see the curling facility relocated to another area of the Auckland region as the Auckland Council will have a regional view of facility locations.
17. The cogeneration benefits of developing alongside the aquatic facility may still not be lost, if the aquatic facility expansion does not proceed. It is possible for the heat recovery to be retrofitted to the existing Waterhole facility to heat pool water and heat recovery will also be used to lower the curling facility operations by heating water for showers, heating administration and community areas and melting the ice when required.
18. An additional benefit to the community is that the curling facility is only required for eight months of the year for ice sports. During the remaining four months the ice is melted and the curling facility can be used as a dry facility for community use. This could, therefore, allow activities such as markets, expo, skate and rollerblade sports to develop. With the curling facility being accessible to public transport and the rail corridor, this facility is well placed for maximum use.

Option 2: Not allow the curling facility to be developed as a stand alone facility

19. The challenge of the Trust raising \$18 million from private investors seems unlikely due to the lack of security offered with the asset sitting on public land. It is, however, likely that the curling facility, as a stand alone project, could raise the \$2 to 3 million required. Whilst the Parrs Park Reserve Management Plan has made allowance for the development of the curling facility the principle behind approving the development was the synergy of clustering the curling and aquatic facilities, both in terms of aesthetics for the park, park management and the cogeneration benefits gained. Parrs Park is one of the more heavily used parks in the City and managing new users has been a challenge for Parks managers. Allowing the curling facility to develop without the aquatic facility would not support the key principles intrinsic to approving the development of a curling facility on Parrs Park.

Option 3: Alternative locations for a curling facility explored

20. Council can revisit the curling facility location in Waitakere for the next best fit. There are two recreation facility developments planned in the LTCCP which can be explored as co-location opportunities. Feasibility planning for the recreation facility on Birdwood Depot will commence in 2010/2011 and the feasibility study for the recreation facility servicing the New Lynn/Glen Eden catchments begins in 2011/2012. Whilst these two options may present clustering opportunities, it is unknown as yet whether the co-location of dry facilities will maximise the cogeneration benefits. It may still be preferable to co-locate the curling facility with an aquatic facility due to the high energy demands of both facilities.
21. If co-locating with aquatic facilities maximises the cogeneration benefits then there is little opportunity for the curling facility to develop in Waitakere as there are currently no plans (in the LTCCP) for Council to develop aquatic facilities. There are, however, a number of facilities planned throughout the Auckland region which should be investigated as opportunities. Strategic planning for the Auckland region has identified a need for a curling facility, and whilst Parris Park was identified in the Auckland Regional Sporting Facilities Strategy as the preferred location this was simply due to the fact that there were already approvals given by Council to develop there.
22. EKS, the consultancy firm which conducted the pre-feasibility study on Auckland's suitability to host a future Commonwealth Games, highlighted the need to cluster facilities to maximise operations and events management. The opportunities for clustering the curling facility is limited in Waitakere and a region-wide assessment could be conducted by the Auckland Council. There are a number of recreation development opportunities region-wide, and in particular there are plans to develop aquatic facilities across the region. The curling facility plans to only operate as a curling facility eight months of the year so there are further recreation, trade, expo etc. opportunities when the curling facility is not used for curling which may also benefit recreation precinct developments.
23. Exploring alternative location options for the curling facility will push back the development considerably as it could be some time before the Auckland Council is in a position to prioritise this work. This will leave the Club in a period of limbo unable to develop their sport.

Consideration of Community Views

24. The Club have been campaigning for a number of years for the ability to develop a curling facility on reserve land. The review of the Parris Park Reserve Management Plan to include the curling facility was publicly notified and no resistance was encountered. As such the bulk and location plan for the development has been approved by Council and included in the updated Parris Park Reserve Management Plan.

Preferred Option

25. Option 3, to explore alternative locations for a curling facility is the preferred option. Investigating alternative locations will be the role of the Auckland Council who has the opportunity to take a regional view on location. Facility developments planned throughout the Auckland region provide various opportunities for co-location with the resulting cogeneration benefits.

STRATEGIC CONTEXT

26. Council's support of sport is part of meeting the community's wellbeing objectives. A healthy and varied sporting environment provides opportunities for people to recreate, stay fit and healthy and fosters social connectedness; this relates to the Social Strategy as well as meeting the Strong Communities and Healthy Lifestyles Community Outcomes.
27. The Greater Auckland Regional Sporting Facilities Strategy identified the need for a curling and ice centre in the Auckland region as the nearest facility to Auckland is in Nasby, North Otago. Parris Park was identified as the preferred location in this strategy however this is due to the current proposal approved by Council.

CONSULTATION

28. Consultation was undertaken with Parks Planning in the development of this report.

RESOURCES

29. No budget has been allocated in the LTCCP for the development of the curling and aquatic facilities. The Club has always maintained that they can develop the curling facility independent of Council and all they required was public land to develop on.

IMPLEMENTATION ISSUES

30. The main issue with a review of options for the development of a curling facility is time and resources. There are no staff available to undertake the review before 1 November 2010 as Council's Leisure Planner is currently seconded to the Auckland Transition Agency. As a consequence the review will need to be conducted by the Auckland Council and it cannot be guaranteed that it will be a priority for the new Council or when a review is likely to commence. This will place an indefinite delay on the Club developing the curling facility.

AUCKLAND COUNCIL TRANSITION ISSUES

31. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Louis Rattray, Leisure Services Manager.



13 **WAITEMATA TABLE TENNIS ASSOCIATION INCORPORATED – NEW LEASE AT PARRS PARK**

GLOSSARY

Waitemata Table Tennis Association Incorporated	(WTTA)
Parrs Park and Sherrybrooke Esplanade Reserve Management Plan	(Management Plan)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval to grant Waitemata Table Tennis Association Incorporated (WTTA) a new lease of land sufficient to accommodate the footprint of its new clubhouse to be built at Parrs Park on Lot 3 DP 328432.

RECOMMENDATIONS

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

1. **Receive** the Waitemata Table Tennis Association Incorporated – New Lease at Parrs Park report.
2. **Approve** that a new lease be granted to the Waitemata Table Tennis Association Incorporated for a term of 10 years with one right of renewal for five years at \$250 + GST per annum, in accordance with Council's Community Leases Policy, for land at Parrs Park on Lot 3 DP 328432.
3. **Agree** that the Chief Executive Officer be authorised to negotiate and conclude a new lease at Parrs Park with the Waitemata Table Tennis Association Incorporated under section 54(1)(b) of the Reserves Act 1977.

BACKGROUND

A23

1. In October 1975 the Waitemata City Council agreed to permit WTTA to occupy and to erect and/or maintain a hall as a clubhouse for the purpose of playing table tennis on its present location at Parrs Park for a term of 33 years from 1 September 1975 (the 1975 agreement). A condition of the 1975 agreement was that WTTA would provide and maintain a minimum of 74 car parking spaces together with necessary accessways, aisles and vehicle turning areas. Another provision of the 1975 agreement enabled the Waitemata City Council to require WTTA to provide additional off-street parking areas if more was needed for the operation of the facility. A plan identifying the location and the existing clubhouse is attached at page A23. According to the Parrs Park and Sherrybrooke Esplanade Reserve Management Plan (Management Plan) the single storey 375 square metre clubhouse was built in 1977.
2. The Management Plan adopted in 2000 refers to the 1975 agreement as a 33 year lease from 1 September 1975 and to the amount of land leased (6272 square metres) as being far in excess of the building site (437 square metres), thus allowing for car parking and expansion. Unfortunately, a copy of the plan attached to the 1975 agreement cannot be located and it is impossible to ascertain the exact leased area under the 1975 agreement.
3. WTTA are planning to demolish their existing clubhouse which accommodates five tables and replace it with a new 1300 square metre building, catering for 10 table tennis tables. The plans have not yet been finalised and the project is subject to funding. The redeveloped/new clubhouse will remain on the existing site on Lot 3 DP 328432, but its footprint will increase and is expected to extend lengthways away from the car park and widthways to accommodate five rows of two tables each. The majority of fundraising has yet to take place and security of tenure will aid this.

4. WTTA's wish to expand was included in submissions they made in November 1988 to the Management Plan's Consultation Workshop.
5. The northern half of Lot 3 DP 328432 on which WTTA is located was declared to be a recreation reserve under section 14 of the Reserves Act 1977 in December 1978 and was notified in the New Zealand Gazette 1979 on page 165.
6. WTTA was incorporated in 1971 and its objectives include fostering, controlling and advancing the game of table tennis in the WTTA boundaries (as defined by the New Zealand Table Tennis Association Incorporated) and arranging, controlling and managing interclub matches among its members, inter-association representative matches, championships, and tournaments.

DECISION MAKING

7. It is proposed that a new lease be negotiated and concluded with WTTA of the footprint of their new clubhouse to be built at Parrs Park on Lot 3 DP 328432. The car park will be excluded from the new lease in order that it will be available to the general public.

Issues

8. It is proposed that the new lease be in accordance with the Community Leases Policy for a term of 10 years with one right of renewal of five years under section 54(1)(b) of the Reserves Act 1977.

Reserves Act 1977

9. Parrs Park is categorised by Council as a Citywide Sports Field and Lot 3 DP 328432 is classified as a recreation reserve.
10. The consent of the Minister of Conservation is not required to grant the lease under section 54(1)(b) of the Reserves Act 1977, and nor is public notification required, because the lease is in conformity and contemplated by the Management Plan.

Community Leases Policy

11. WTTA conforms with Council's criteria for a lease under Council's Community Leases Policy. Membership is open and WTTA is willing to, and does, share its clubhouse, in particular with schools from 1:00pm to 3:30pm charging \$20 per hour. WTTA uses the clubhouse on Mondays, Tuesdays and Wednesdays from 7:00pm until 11:00pm; Fridays from 12:30pm to 2:30pm and again from 7:00pm to 9:30pm; and on Mondays, Wednesdays and Thursdays from 10:00am until 12.30pm.

Management Plan

12. Objective One of the Management Plan provides that lease agreements be controlled to ensure the effective and equitable use of Parrs Park. Implementation includes ensuring leases provide for community use and wellbeing with reviews to ensure maximum potential of Parrs Park is realised for the community and ensuring that new applications for leases and applications to extend leased areas or buildings will conform to the criteria as set out in the Community Assistance Policy and Parks and Open Spaces Strategy. The proposal conforms to these controls and WTTA are working closely with Council on the plans for WTTA's new clubhouse and funding.

STRATEGIC CONTEXT

13. The proposal is in keeping with Council's Social Strategy in that it will provide access to a recreation facility and activities in which members of the community can participate and feel connected. Although membership is open, the majority of members are over 50 years of age thereby promoting the health and wellbeing of older people in the community, fitting in with Council's Social Strategy.

CONSULTATION

14. Council's Lease Assessment Group has been consulted and is agreeable to the proposal.

RESOURCES

15. No resources are required other than staff time.

IMPLEMENTATION ISSUES

16. If approval is granted a new lease will be negotiated and agreed with WTTA.

AUCKLAND COUNCIL TRANSITION ISSUES

17. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Melonie Lister, Senior Property Manager – Tenancy.



14 GLEN EDEN COMMUNITY AND RECREATION CENTRE INCORPORATED – NEW LEASE AT HAROLD MOODY RESERVE, GLEN EDEN

GLOSSARY

Glen Eden Community and Recreation Centre Incorporated (GECRC)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval to grant the Glen Eden Community and Recreation Centre Incorporated (GECRC) a lease of the hall (also known as the recreation centre) at Harold Moody Reserve, Glen Eden on part of Lot 1 DP 18217 on certificate of title NA95C/921.

RECOMMENDATIONS

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

1. **Receive** the Glen Eden Community and Recreation Centre Incorporated – New Lease at Harold Moody Reserve, Glen Eden report.
2. **Approve** that a new lease be granted to Glen Eden Community and Recreation Centre Incorporated for a term of five years with one right of renewal of five years at \$500 + GST per annum, for the hall at Harold Moody Reserve, Glen Eden on part of Lot 1 DP 18217.

3. **Agree** that the Chief Executive Officer be authorised to negotiate and conclude a new lease at Harold Moody Reserve, Glen Eden with Glen Eden Community and Recreation Centre Incorporated under section 54(1)(b) of the Reserves Act 1977.

BACKGROUND

1. Harold Moody Reserve, together with neighbouring Duck Park, is a Citywide sports field and is classified as a recreation reserve under the Reserves Act 1977. Both parks are contained within the one parcel, namely Lot 1 DP 18217 and in the one certificate of title NA95C/921.
2. There is no reserve management plan for Harold Moody Reserve or Duck Park. However a draft plan refers to the hall as the War Memorial Hall and that the hall was built in the late 1940s / early 1950s. Following requests from Glen Eden Senior Citizens Association Incorporated in 1981 and discussions with various sections of the Glen Eden community, the hall was extended and became a community centre in 1984. A plan identifying the location of the hall circled in red is attached at page A24.
3. GECRC's objectives are to build and maintain premises in Glen Eden for use as a community centre and to raise funds by subscription or donation for the purpose of the Society. GECRC's constitution provides for funds to be paid to a Trust Board made up of 11 prominent members of the local community, including three appointed by the House Committee. The House Committee carries out the day to day administration and management of GECRC and consists of four officers and up to 12 additional committee members nominated by the clubs, organisations and groups which use the hall.
4. A wide number and variety of groups use the hall. Those who have sent letters in support of the proposed new lease are Glen Eden Senior Citizens Association Incorporated, Glen Eden Community Protection Society Incorporated, Friends of Waikumete Incorporated, Waitemata Country Music Club Incorporated, Waitakere Chess Club Incorporated, Mrs Maggie Cuthers (Yoga With Maggie), New Zealand Federation of Women's Institutes Incorporated, Reformed Church of Kelston, and Glen Eden Indoor Bowling Club. Other community groups using the hall in 2010 include an aerobics group, a dance group, a garden club, line dancing group, two country music clubs, and zumba (latin inspired dance-fitness classes).
5. GECRC's last lease was for five years from 1 July 1992 and has been rolling over on a monthly basis since it expired on 30 June 1997. A draft lease was submitted by Council for a term to commence 1 January 2008 but was never executed by GECRC. Thereafter, GECRC decided to wait for the completion of Council's new Community Leases Policy before pursuing a new lease.

DECISION MAKING

6. It is proposed that a new lease be negotiated and concluded with GECRC for the hall at Harold Moody Reserve on part of Lot 1 DP 18217 and contained in certificate of title NZ95C/921.

Issues

Lease

7. It is proposed that the new lease be in accordance with Council's Community Leases Policy for a term of five years with one right of renewal of five years under section 54(1)(b) of the Reserves Act 1977. This is the standard term for leases of Council owned buildings.

8. The consent of the Minister of Conservation is not required under section 54(1)(b) of the Reserves Act 1977, and neither is public notice required, because the activity is an existing use and the effects of the use will be the same or similar in character, intensity and scale.

Community Leases Policy

9. GECRC conforms with Council's criteria for a lease under Council's Community Leases Policy in managing a well supported community facility with a very full programme.

STRATEGIC CONTEXT

10. Council's Social Strategy includes supporting community centres and halls and the proposal to grant GECRC a lease will contribute to Council's Strong Communities Community Outcome by providing a sense of connection and maintaining community networks. The wide range of users of the hall support Council's Lifelong Learning and First Call for Children Strategic Priorities. Overall, the presence of GECRC contributes to Council's Improving Social Wellbeing Priority Area.

CONSULTATION

11. Council's Lease Assessment Group has been consulted and is agreeable to the proposed new lease.

RESOURCES

12. No resources are required other than staff time.

IMPLEMENTATION ISSUES

13. If approval is granted a new lease will be negotiated and agreed with GECRC.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Melonie Lister, Senior Property Manager - Tenancy.



15 **GLEN EDEN ATHLETIC AND HARRIER CLUB INCORPORATED – NEW LEASE AT CERAMCO PARK, GLEN EDEN**

GLOSSARY

Glen Eden Athletic and Harrier Club Incorporated	(GEAHC)
Ceramco Park and Kaurilands Domain Reserve Management Plan	(Management Plan)
Ceramco Park Function Centre	(Function Centre)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval to grant the Glen Eden Athletic and Harrier Club Incorporated (GEAHC) a lease of GEAHC's clubrooms, lock up garages, basement storage rooms and tuck shop at Ceramco Park, Glen Eden on part of Lot 1 DP 35583 contained in certificate of title NA58B/145.

RECOMMENDATIONS

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

1. **Receive** the Glen Eden Athletic and Harrier Club Incorporated – New Lease at Ceramco Park, Glen Eden report
2. **Approve** that a new lease at Ceramco Park be granted to Glen Eden Athletic and Harrier Club Incorporated for a term of five years with one right of renewal of five years at \$1,000 + GST per annum in accordance with Council's Community Leases Policy.
3. **Agree** that the Chief Executive Officer be authorised to negotiate and conclude with Glen Eden Athletic and Harrier Club Incorporated a new lease at Ceramco Park under section 54(1(b) of the Reserves Act 1977.

BACKGROUND

1. Ceramco Park is a Citywide park classified as a recreation reserve under the Reserves Act 1977. The playing fields were originally developed from a balefill.
2. GEAHC have been in existence for over 64 years and were registered as an incorporated society in July 1991. The original lease on GEAHC's current premises, dated 27 August 1991, expired on 31 March 2006. GEAHC have remained at Ceramco Park, on a month by month basis since that expiry.
3. The original lease (plans attached at A25) was for the clubrooms located in the basement of Ceramco Park Function Centre (Function Centre), lock up garages, basement storage rooms and tuck shop together with the non-exclusive right to use the amenities in the Function Centre. GEAHC contributed \$10,000 to the cost of the development of the basement clubrooms, and the provision of the lock up garages and the internal fit-out of the clubrooms and this is recorded in the 1991 lease. The clubrooms and tuck shop are outlined in green and the amenities (showers, toilet facilities and first aid room in the basement of the Function Centre) are outlined in red. The lock up garages are outlined in black and the storage rooms outlined in blue. Whilst not obliged to do so in the lease, GEAHC contribute to the maintenance of the athletics field. The original lease also provided GEAHC with priority use of two marked car parking spaces, otherwise use of the Ceramco Park car parking spaces is on a first come first served basis. When the Function Centre is hired out GEAHC is limited to its two marked car parking spaces. A plan attached at page A26 identifies the location of the Function Centre and the leased area.

4. The original lease specifically states that it is contemplated and in conformity with the final Ceramco Park and Kaurilands Domain Reserve Management Plan (Management Plan). The current Management Plan was adopted in 2000. The Management Plan refers to GEAHC as having a long history with Ceramco Park and has been actively involved in the development of the Function Centre. The Management Plan refers to GEAHC as using the sports field during athletics season.
5. GEAHC's objectives in their constitution are principally to encourage and practice amateur athletics and harriers and to encourage, develop and promote physical education, training and exercise. In addition GEAHC aims to affiliate with other amateur associations and develop alliances with other similar clubs.

DECISION MAKING

6. It is proposed that a new lease be negotiated and concluded with GEAHC for the clubrooms, lock up garages, basement storage rooms and tuck shop, together with the non-exclusive right to use the amenities in the Function Centre on part of Lot 1 DP 35583 contained in certificate of title NA58B/145. Under the Community Leases Policy, the rent will be the same as in the original lease which is \$1,000 + GST per annum.

Issues

Lease

7. It is proposed that the new lease be in accordance with Council's Community Leases Policy for a term of five years with one right of renewal of five years under section 54(1)(b) of the Reserves Act 1977.
8. The consent of the Minister of Conservation is not required under section 54(1)(b) of the Reserves Act 1977, and neither is public notice required, because the activity is an existing use and the effects will be the same or similar in character, intensity and scale and the lease is contemplated and in conformity with the Management Plan.
9. GEAHC conforms with the criteria for granting a lease under Council's Community Leases Policy. GEAHC are not generally willing to share their premises with other groups. This is because it falls to a few members of GEAHC to clean up afterwards. GEAHC does, however, make the use of their facilities and equipment available to local schools on occasions.

STRATEGIC CONTEXT

10. GEAHC contributes to Council's First Call for Children Strategic Priority as over half of their members are aged 13 years or younger. By fostering athletics and harrier running within the Waitakere area, GEAHC is contributing to Council's Social Strategy whereby people feel connected and have access to facilities and activities and can participate.

CONSULTATION

11. Council's Lease Assessment Group has been consulted and is agreeable to the proposed new lease.

RESOURCES

12. There are no resources required other than staff time.

IMPLEMENTATION ISSUES

13. If approval is granted a new lease will be negotiated and agreed with GEAHC.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Melonie Lister, Senior Property Manager - Tenancy.



16 WAIKUMETE CEMETERY RECEPTION

GLOSSARY

Waikumete Cemetery	(Waikumete)
New Zealand Historic Places Trust	(NZHPT)
Waikumete Cemetery Advisory Group	(WCAG)

EXECUTIVE SUMMARY

Waikumete Cemetery (Waikumete) has been losing market share of the funeral industry due to its lack of an integrated reception area for mourners. The main complex at Waikumete was designed in the 1950s in a post-war society where funerals were followed by a reception either at a hall or residential dwelling. In the last 15 to 20 years, the public has become accustomed to having a service and reception in one locality. Waikumete and the crematorium complex are listed as Category I heritage items in the District Plan. The report canvasses five design options for a new reception area and chapel. The report recommends one design that meets the future needs of the business and heritage best practice.

RECOMMENDATIONS

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

1. **Receive** the Waikumete Cemetery Reception report.
2. **Agree** that Council proceed with the two-storey addition to the north-east of the crematorium complex as detailed in the concept drawings and plans attached at pages A27 to A36.
3. **Note** that the Council has consulted with the New Zealand Historic Places Trust and will proceed with building and resource consent for the approved additions.

A27-A36

BACKGROUND

1. Waikumete was opened in 1886 and continues to provide for the burial requirements of Auckland's community. Waikumete and several buildings located on the site are listed in the District Plan as heritage items. The crematorium complex was designed by Horace Massey in the late 1940s but due to shortages following World War Two, it was not completed until 1950. The building is a reflection of its era and the cultural practices of the time.
2. The crematorium complex is listed as a Category I heritage building in the District Plan. Recent changes to Waikumete have included an upgrade of the crematorium complex, an office extension and the refurbishment of the former cemetery manager's office into the Waitemata Lounge.
3. The cemetery manager has advised that Waikumete is booked for approximately 1,000 cremations and burials per year in comparison to Schnapper Rock which completes around 1600 burials and cremations. The main point of difference between other cemeteries and Waikumete is the current inability of Waikumete to offer the full range of services required by grieving families; namely a big enough chapel for large services and a reception area for people to have refreshments afterwards.
4. Waikumete needs to move with the times to ensure that it remains the supplier of choice for residents.

DECISION MAKING

Assessment of Options

- A27-A36
5. Council officers have considered several options for providing a suitable reception area on site. These include:
 - Option 1 - an addition on the south side of the building that would have required the removal of around 50 ash plots;
 - Option 2 - an addition to the front façade of the crematorium complex which would not meet heritage best practice;
 - Option 3 - the adaptive re-use of the Sextons House for a reception area. This was rejected on the grounds that it would only be suitable for around 50 people and is constrained by its proximity to industrial land, parking shortfall etc;
 - Option 4 - a single-level addition to the north-east of the site behind the columbarium and extending out towards the vacant land behind the crematorium. This was rejected on the grounds that the extension would require over 3 metres depth of earthworks over an extensive area and would add sprawl to an otherwise compact heritage building; and
 - Option 5 - the preferred option that involves a two storey addition to the north-east of the crematorium complex with a covered walkway that has approval from the New Zealand Historic Places Trust, as detailed in the drawings and maps attached at pages A27 to A36.

Consideration of Community Views

6. The Council will consult with the Waikumete Cemetery Advisory Group (WCAG) which includes representatives of the Friends of Waikumete on this project. WCAG was established when the Council prepared the Waikumete Cemetery Conservation Plan. It includes representation from the funeral industry, heritage groups, Returned Services Association and Maori and Pacific interests. It is considered that this group encompasses a good representation of people who use the Waikumete.

Preferred Option

7. The preferred option is the two-storey building in the north-east corner. The new addition will be located behind the columbarium.
8. Given the historic nature of the site and building, Council has involved a heritage architect in preparing the preferred design concept. The Council commissioned a conservation plan for the building in 2007 which identified those values that should not be compromised by future changes. Apart from the preferred option, all of the previously developed options for a new reception area would create adverse effects on the heritage building.
9. The preferred option has several advantages:
 - it has been designed in accordance with sound conservation principles;
 - it is within an existing building footprint and north-facing;
 - it is planned for an area that was originally set aside for future development;
 - The two-storey addition will enable further seating for 200 mourners and a reception area; and
 - it will integrate with the original building.

STRATEGIC CONTEXT

10. Waikumete is the final resting place of many people associated with growth and development of the City and forms an important part of our cultural fabric. Waikumete also charts historical events from its development in 1886 through to events such as the 1918 Spanish flu epidemic, and two world wars. It reflects the multicultural society that we live in and provides for a range of customs and burial practices such as eco-burials, cremation, standard burials and mausoleums. In order for Waikumete to continue operating well into the future, it needs to adapt to society's requirements for quality burial services.

CONSULTATION

11. The Council has consulted on the concept drawing with the New Zealand Historic Places Trust (NZHPT) ahead of preparing detailed design drawings suitable for building and resource consent. NZHPT has provided comments on the design and undertaken a site visit with staff to ensure that the building meets conservation principles and is appropriate for the site. Furthermore, the extension will enable design cues to be replicated such as the covered walkway and cloisters/arches.
12. The cemetery manager is satisfied that the proposed extension to Waikumete will enable the business to regain an important market segment namely larger funerals and those funerals where an on-site reception is desirable. The cemetery lost a few high profile funerals due to a lack of sufficient space for mourners and onsite reception facilities.
13. The proposed extension will not negatively affect Maori cultural values.
14. Council has consulted with NZHPT in preparing the concept drawings. NZHPT are sent copies of building consents for heritage listed buildings in accordance with the Building Act 1991. Therefore, consultation with NZHPT ahead of lodgement is appropriate.
15. NZHPT is satisfied that the concept design is consistent with the conservation plan and that the addition has been designed to be consistent with the heritage values of the rest of the building and site.

RESOURCES

16. Funding of \$400,000 has been provided in the Annual Plan 2010/2011 to prepare drawings and obtain building and resource consents.

IMPLEMENTATION ISSUES

17. There are no implementation issues associated with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

18. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Alina Wimmer, Principal Advisor: Heritage.

