

**AGENDA FOR A MEETING OF THE PROJECTS SPECIAL COMMITTEE TO BE HELD IN
THE CIVIC BUILDING, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE CITY, ON WEDNESDAY, 2 AUGUST 2006,
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 Chairperson 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 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 5 July 2006

RECOMMENDATION

That the minutes of the Meeting of the Projects Special Committee held on Wednesday, 5 July 2006, including the Public Excluded minutes, as circulated, be taken as read and now be confirmed.



4 **WAITAKERE CENTRAL CIVIC CENTRE - CONSTRUCTION STATUS JUNE/JULY 2006**

PURPOSE OF THE REPORT

The purpose of this report is to provide a monthly construction status update to the Projects Special Committee on the Waitakere Central Civic Centre construction project. The period for this report covers June/July 2006.

BACKGROUND

The Waitakere Central Civic Centre construction project was last reported to Projects Special Committee on 5 July 2006 in a report entitled "Waitakere Central Civic Centre Construction Status May/June 2006."

DESIGN

Design work is complete. Defects inspections and snag list preparation are under way.

A presentation on the current status of associated landscape works for the project will be made by the project's landscape co-ordinator, as part of this agenda item. This will include status updates for the Japanese Garden, Civic Square, Green Roof and site landscape works.

CONSTRUCTION STATUS

Construction works for the primary contract works are complete. As previously reported, the portion of the Link Bridge works that form part of the Civic Centre project, located between the main entrance doors on level 2 and the site boundary, have been separated from the Civic Centre works and incorporated into the Link Bridge project. These works will be completed simultaneously with the Link Bridge.

A Certificate for Public Use (CPU certificate) for the main buildings was issued on 26 June 2006 permitting the first staff Move to take place in accordance with The Move programme. The southern portion of the car park was completed for staff use from 26 June 2006. The balance of the site works, car parking areas and access road on the northern part of the site have been completed and a CPU certificate for these areas, including the main entry stairs to the One Stop Shop and public meeting rooms on level 2, was issued for full public access to commence on 24 July, 2006 as programmed.

Building consent for the proposed staff smokers' facility has been issued and works have commenced on this facility located on the rail side of the car park area, south of the administration wing.

"THE MOVE" (STAFF FURNITURE AND EQUIPMENT RELOCATION)

The Move programme for relocation of Council's staff, furniture and equipment over five consecutive week-ends is nearing completion. To date, four of the five week-end moves have been successfully completed and staff feedback following their relocations has generally been very positive. The last week-end move was completed on 22-23 July 2006.

Some poor management issues within the moving contractor's team (Allied Pickfords) occurred during the initial week-end moves, which caused failure in delivery of their tendered methodology. These issues were firmly addressed with senior principals of Allied Pickfords, who acknowledged their fault and initiated immediate changes to ensure compliance with their tendered methodology. Subsequent week-end operations were well managed and orderly.

From Council's staff perspective, none of these issues were apparent, and this was largely due to the extraordinary efforts of The Move team co-ordinators, Robyn Richards and Jan Brown of Carson Group, who ably bridged the gaps left by Allied Pickfords.

The five weekend Moves were completed and based on subsequent feedback received from staff, there appears to be a very high level of staff satisfaction with The Move operations to date.

TIMELINE STATUS

Fit out and commissioning work has been integrated with The Move programme without disruption to Council business. During the five week-end period of The Move, non essential deferred works items have been completed. At the time of writing of this report, all physical works are virtually complete and it is expected that Practical Completion for all works will have been issued by the date of this meeting. A verbal update to confirm this milestone will be provided at the meeting.

Council's public business operations are expected to commence from the new one-stop-shop at Waitakere Central Civic Centre on 24 July 2006, as programmed.

FINANCIAL STATUS

Contingency expenditure during the report period amounted to \$28,916 which is considered to be reasonable for a project of this scale and matches forecast monthly contingency expenditure. While practical completion of the physical works is imminent, it is prudent to note that resolution of the final contract accounts is likely to take the quantity surveyors four to six weeks, during which period additional contingency amounts may be identified. The final contract account is expected to be completed by the end of August 2006.

Aside from numerous items typical of a construction project of this magnitude, no significant items were reported. It is noted that while the provisional costs for contingent items are reported in a worst case scenario, the costs are subject to interrogation by the quantity surveyor, which may result in reduced cost at time of agreement.

The combined outcome of ongoing value engineering and contingent expense on the contract to date, result in the cost of these variations being accommodated within the contract contingency sum, yielding net contingency expenditure to date inclusive of these variation costs of 90% of the contingency sum. The current level of contingency expenditure amounts to 4.9% of the contract sum, which matches the forecast limits for contingency expenditure at this stage of the project. The current financial status of the project is deemed to be in a healthy state.

Summarised financial status for the construction project is provided in Table 1 below.

FINANCIAL STATUS			
Project Costs	As at contract award October 2004	Change	As at July 2006
Net Tender Sum	\$36,042,399	-	\$36,042,399
Primary Vibration Isolation Measures	\$243,800	-	\$243,800
Tender Award Value (excl. contingency)	\$36,286,199		\$36,286,199
Secondary Vibration Isolation Measures	\$200,000	\$199,479	\$399,479
Contract Variations (incl. value engineered savings)	-	\$1,603,205	\$1,603,205
Contingency Sum	\$2,000,000	(\$1,802,685)	\$197,315
Total Construction Cost (incl. contingency)	\$38,486,199		\$38,486,199

Table 1. Financial Status

PROJECT RISKS

The following risks are currently being managed in order to mitigate unfavourable impacts on the project outcomes:

- Interface with the Waitakere Central Transport Interchange project:
 - Significant issues which may affect contemporaneous completion of the link bridge project with the Civic Centre have been identified and are currently being managed to ensure that no delay is caused to the Civic Centre opening date;
 - Changes to the bridge height and window details required by Ontrack for the link bridge eastern portion, as well as changes to the glass edge detail for enhanced weather protection, have a spill-over impact on the western portion of the link bridge that is situated within the Civic Centre site. For consistency of design, changes introduced on the eastern portion of the link bridge must be matched on the western portion of the bridge and costs associated with these changes will be covered and reported separately under the Link Bridge contract.
- Interface with Waitakere Properties Limited's development of the adjacent property:
 - Regular co-ordination meetings are held between the professional teams to promote seamless integration between the projects;
 - A Civic Square and the Japanese Garden separate the two projects and design co-ordination is being jointly developed between the respective professional teams to ensure integrated and aesthetic designs.
- At the time of tender, a provisional sum was provided in the schedule for possible price fluctuations of certain key trade base materials for steelwork, metalwork, aluminium louvers, reinforcement and hotmix. While best efforts are being made to manage and mitigate this risk within the sum allowed, the price fluctuations are outside the influence of Council. However, the recent spike in fuel prices is likely to have an effect on fuel-related construction costs. At time of reporting, estimated costs are within the provisional sum allowed.
- Graffiti Attacks: Measures that have been introduced to discourage graffiti have proven effective and only one minor graffiti attack has taken place during the contract period. The anti-graffiti treatment that had been applied to the tagged panel proved effective in facilitating easy removal of this tag.
- Financial risk: A number of elements, requested by the Principal post-tender, have been absorbed into the contingency sum to date. Currently, these additional costs have not caused the actual contingency expenditure to exceed the forecast contingency expenditure, and all efforts will be made to absorb these costs within the contingency sum. However, while this appears to be the likely outcome, it is prudent to note the more significant of these elements:
 - Secondary vibration isolation measures costs exceed forecast sum;
 - Armoured security measures for the drive-by service window (staff safety due to cash-receiving function);
 - Revised records storage area converted to office space and additional off-site storage facility provided;
 - Street furniture amended to align with Henderson Central Business District standardised pallet;
 - Enhanced mechanical equipment for computer room;
 - Addition of an IM training room;
 - Enlarged copy centre room;
 - Inclusion of a baby feeding facility for staff use;

- Targeted saving on overbridge glass roof not fully realised;
- Energy check-meter system to aid management of power consumption.
- While practical completion of the physical works is imminent, considerable work is still required to complete the final quantity survey and wrap up the final payment certificate. This process is expected to take four to six weeks and is normal procedure for this type of contract.
- The time lag between Rawlinsons (project quantity surveyor) estimation of costs and the confirmed pricing of Contract Instructions (CI) by Canam's quantity surveyor, potentially raises a risk that the actual price of a CI may exceed the estimated cost. To date, this has not generally been the case and contingent costs have tracked within the forecast contingency expenditure. However, until the costs of all Contract Instructions have been agreed, there remains a risk against agreed prices exceeding forecast costs. The final contract costs are expected to have been agreed with the contractor by the end of August 2006.

QUALITY

Ongoing quality audits are being conducted by the architect, consulting engineers, the Council's independent quality assurance consultant and the Council's project manager. Quality of construction audited to date has been of a high standard and no significant quality issues have been reported.

Quality audits undertaken to date confirm that the Contractor's general attitude to maintenance of quality construction practice on site is good.

HEALTH AND SAFETY

During the report period no significant health and safety incidents were reported. Quality audits to date confirm that the Contractor's general attitude to maintenance of health and safety on site is good.

CONCLUSION

Further cost savings have been achieved through the ongoing value engineering programme, diligence, rigour and project management of this project. The value of contingent expenditure, during the report period, amounted to \$28,916. This makes the total amount of contingency expended to date \$1,802,685 equating to 4.9% of the contract sum, which matches forecast expenditure levels.

The current status of the project as it approaches completion, is that approximately 90.0% of the contingency sum has been expended to date. Estimated contingency expenditure costs have been reported on a worst case scenario and it is expected that actual costs when confirmed, may be less. It is noted that all costs reported to date have been accommodated within the contingency sum, including additional costs for secondary vibration isolation measures and a number of client initiated changes, which are not considered to be true contingent events.

The combined results of the value engineering programme together with the positive and co-operative relations between the contractor, architect, quantity surveyor and the Council's officers means that the project budget remains in a relatively strong position for the current stage of the project. This diligence and rigour will be ongoing through the remainder of the project.

RECOMMENDATION

That the Waitakere Central Civic Centre - Construction Status June/July 2006 report be received.

Report prepared by: John Schermbrucker, Special Projects Manager.



5 WAITAKERE CENTRAL TRANSPORT INTERCHANGE - CONSTRUCTION STATUS JUNE/JULY 2006

PURPOSE OF THE REPORT

The purpose of this report is to provide a monthly construction status update to the Projects Special Committee on the Waitakere Central Transport Interchange Project. The period for this report covers June/July 2006.

BACKGROUND

The Waitakere Central Transport Interchange was last reported to Projects Special Committee on 5 July 2006 in a report entitled "Waitakere Central Transport Interchange - Construction Status May/June 2006."

DESIGN ISSUES LINK BRIDGE PROJECT

The design of the link bridge is complete and besides issues of a minor matter, no further design input is needed. Minor matters are dealt with using the Architect's Contract Instruction System.

Advice was taken from Vivian Naylor, an accredited barrier free adviser/ auditor and disability awareness educator, regarding access routes, colour contrasts on steel columns and tactiles for disabled persons. The Architect has already included these comments in the design.

PROGRESS LINK BRIDGE PROJECT

Construction Status

During the report period, the following activities have taken place:

- The escalator to the central platform under construction by New Zealand Railway Corporation (Ontrack) has arrived from overseas and has been lifted in place and secured;
- The two lifts have arrived in kit form from overseas and have commenced installation and assembly on site;
- Columns, steel beams and roof sheeting have been erected and welded in place;
- The roof box gutter is completed;
- Plastering of blockwork is complete;
- Access paving on Stevies Lane is underway;
- Erection and fastening of glazing to the stair well has commenced.

A1-A5 The status of construction is further reported in the following reports attached at pages A1 to A5.

- Architect's Report No. 8;
- Canam Construction's report for the period to 13 July 2006.

Timeline Status

No formal claims for extensions of time have been received by Canam, although the Project Team believes that a claim may be forthcoming due to interface problems in the rail corridor.

Progress of the works over the report period is advancing steadily and has slipped against the scheduled dates planned by Canam. There has been a delay due to the steel contractor's late fabrication and painting of roof elements and this has caused run-on delays to the fixing of glazing, completing roofing and floor finishes. Canam are working through scheduling details in an effort to provide public access over the bridge by Monday, 24 July 2006 through partitioning off part of the bridge width. The anticipated completion date has slipped to 15 September 2006, thus only four weeks behind at this stage. Adverse weather or Ontrack or Auckland Regional Transport Authority (ARTA) could easily delay the completion of glazing installation to the central escalator and thus change this date.

Canam have agreed to provide public access to the Link Bridge by 24 July 2006 by means of a "tunnel" that is open to the public over the Link Bridge. Canam will continue to work outside this "tunnel" erecting glazing, laying tiling and finishing ceilings and outstanding elements of the bridge without causing hindrance or disruption to the public. It is planned to also have part of the paving of Stevies Reserve completed by 24 July 2006 in order that the public can reach the stairs and lift from RAILSIDE AVENUE.

Ontrack's contractor is working simultaneously with Canam in the rail corridor while installing platform fronts and constructing the new station platform. This work has prevented Canam from erecting steelwork over the escalator and accordingly this section of the project has slipped. It is planned by Ontrack to have most of the new platform complete by early September 2006 and it is therefore anticipated that Canam may only gain unhindered access to the escalator structure once the new platform is completed. As Ontrack have given an agreement to Auckland Regional Transport Authority and to Council to have the new platform operational in September 2006 for the Prime Minister's visit by train, their work has taken priority over that of Canam in this area. The potential for difficulty thus continues and completion of the escalator steel and glass covering by September 2006 is unlikely, although Canam are making every effort to ensure that either the escalator can be put to use without the glass covering as a once off concession, or the stairs and the lift may be used for the Prime Minister's visit. Final details will be worked through over the next month.

The Link Bridge project is unlike most of Council's other construction projects, in that Council does not own the land upon which the construction is taking place and there are significant external stakeholders, who have autonomy and influence over Council's access for construction. While Council's officers and its consultants are using their best endeavours to achieve the set timeline, it is ultimately Ontrack and other autonomous organisations who can "shift the goal posts" at their discretion. Council's officers are working very carefully to maintain the current good working relationships with these organisations, to avoid time delays, but Council does not have the same level of control as with its other construction projects. Notwithstanding the above, Council's officers are cautiously confident that the timeframe outlined in Table 1 can be achieved, provided that the ongoing co-operation of external stakeholders is maintained.

The current timeline status is provided in Table 1 below:

TIMELINE STATUS LINK BRIDGE			
Key contract dates / times	As at contract award 12 December 2005	Change	As at June / July 2006
Contract Commencement Date	12 December 2005	-	-
Target Contract Completion - separable portion 1	17 August 2006	4.5 weeks *	15 September 2006
Target Contract Completion - separable portion 2	22 December 2006	-	22 December 2006
Extensions of Time approved to date	-	-	-

Table 1. Timeline Status

Note * Due to late supply of escalator, steelwork and interface problems with Ontrack.

Financial Status

The total expenditure on the contract to date has been \$2,459,249 including \$640,110 for this period consisting of steelwork, two escalators, box guttering and contractors preliminary and general items. The cumulative expenditure on the contract is tracking behind the target cash flow predictions due to a delay in supplying the steelwork to the roof. Canam plan to be on target by the end of August once glazing, finishes, lifts and roofing are invoiced. The approved contract variations total \$124,065, comprising repairs to uncharted sewer and water mains, additional water proofing measures to the glazing and minor changes to lighting, conduits and Exeloo toilets.

Summarised financial status for the construction project is provided in Table 2 below.

FINANCIAL STATUS LINK BRIDGE			
Project Costs	As at contract award 12 December 2005	Change	As at June 2006
BUDGET COMMITMENT			
Contract Sum Awarded before PC sums (1)	\$4,405,228	-	\$4,405,228
Contract Variations Approved from contingency	-	\$124,065	\$124,065
Contract PC Sums finalised / Balance (2)	\$320,000	(3) \$142,269	(3) \$142,269 (4) \$177,731
Value Engineered Savings	0	-	0
Contingency Sum	\$750,000	\$124,065	\$625,935
Total Construction Cost (incl. contingency)	\$5,475,228		\$5,475,228
EXPENDITURE TO DATE			
Contract Sum		56%	\$2,459,249
Contingency		-	-
Total Construction Expenditure To Date			\$2,459,249

Table 2. Financial Status

Notes: (1) PC sums are Prime Cost sums not normally priced at tender stage by the Contractor for items of materials where freedom of selection is required. In this contract the PC sums were not within the contract award sum. On instruction the Contractor provides the net purchase price which is agreed much like a variation order.

- (2) The total of the PC sums at tender award was \$320,000.
- (3) To June 2006 \$142,269 in value of PC sums has been specified and finalised.
- (4) As at June 2006 the PC sum of \$177,731 remains as the balance of the original PC sum.

Project Risks

The following risks are currently being managed in order to mitigate unfavourable impacts on the project outcomes:

- Completion of escalator steelwork and glass covering is being managed actively to commence as soon as Ontrack's contractor has completed their work on the platform, enabling Canam to regain access to construction activities. A high risk exists that the escalator glazing to the central platform is not completed in time for the Prime Minister's visit to the new Civic Centre by train on 2 September 2006. In this event Canam and the Project Team are working through alternative access arrangements to achieve successful VIP entry to the Link Bridge by stairs and lift.
- Satisfactory completion of all link bridge elements is unlikely to be achieved by the 1 September 2006
- For the Laurette's dinner, mainly due to the late delivery of steelwork for the roof. Canam is working towards having most of the vertical glazing erected in order to permit unhindered view of the planned fireworks display in the north, although the upper baffle glazing will not be completed by this date. The effect of this should be minor in nature and should not detract from the planned cocktail party to open the Council Chamber being held on the Link Bridge.

Quality

Ongoing quality audits are being conducted by the Architect, consulting engineers, the Council's independent quality assurance consultant and the Council's project manager. Quality of construction audited to date has been of a high standard and no significant quality issues have been reported.

Quality audits undertaken to date confirm that the Contractor's general attitude to maintenance of quality construction practice on site is good.

Health and Safety

During the report period no health and safety incidents were reported. Audits to date confirm that the Contractor's general attitude to maintenance of health and safety on site is good.

STREETSCAPE, BUS STOPS, TAXI RANK AND LANDSCAPING

Design

The Landscape Architect and the Civil and Electrical Consulting Engineers completed their design works on time by the end of June 2006. Tender documents were compiled and publicly advertised on Saturday, 15 July 2006. The design includes not only the footpaths, bus shelters, street furniture, lighting and numerous signs but also a large raised hump speed table and extensive road changes between Stevies Lane and Pioneer Street.

This tender closes on the 8 August 2006 and is expected to be awarded by 15 September 2006. The project is split into two separable portions: portion 1 comprises the bus bays which are desired to be completed by 24 October 2006 and portion 2 comprises the balance of the works which should be completed by late January 2007.

Western Cabs have ceased operations on Railside Avenue and Canam will demolish the old taxi office on 1 August 2006.

Resource Consent for the planned works has been granted by Council.

Project Risks

Risks exist to the completion of the bus bay in time for the opening of the new central platform on 24 October 2006.

Project Funding

There are no new budget issues to report.

PARK AND RIDE FACILITY WEST OF THE RAILWAY LINE

It is planned to construct a 120 bay park and ride facility for the use of rail commuters, on the western side of the rail tracks.

As reported previously, Ontrack require this site for the rail double tracking works and until such time as this land is leased to Council, commuters will be required to park their cars in the surrounding on-street parking.

CONCLUSION

The Waitakere Central Transport Interchange Project is a complex project comprising several sub-projects which have interfaces between pedestrians, bus/taxi services, railway services and stations and Waitakere Central. Recently, good progress has been made in resolving many issues in regard to these sub-projects and Canam has been able to make good progress with the build of the new link bridge. Progress is tracking one and a half weeks later than reported last month because of further delays due to delivery of the steelwork and by Ontrack's contractor. The scheduled completion date has slipped slightly to a target date of 15 September 2006. Although there is concern over access to part of the site due to Ontrack's contractor causing interface issues.

The Transport Interchange project has multiple stakeholders including Auckland Regional Transport Authority, Auckland Regional Transport Network Limited, Ontrack, Land Transport New Zealand, Telecom, Ontrack's contractors and Western Cabs, who impact on Council's delivery of this project whether it be through support, funding, physical works elements, safety and maintenance approval, legal or lease rights issues or consultation/negotiation. The completion of the Link Bridge and associated works is desirable to coincide with the completion of Waitakere Central.

However, while significant issues have been resolved, this may be beyond the control of the Project Team as many of the deliverables or dependencies reside with external stakeholders and are not subject to great influence or control by the Project Team or Council. The effect of this is that although a target date of 15 September 2006 has been set for the completion of separable portion 1 of the Link Bridge, considerable risks exists that construction may extend beyond that target date despite the best endeavours of the Canam and the Project Team.

RECOMMENDATION

That the Waitakere Central Transport Interchange - Construction Status June/July 2006 report be received.

Report prepared by: Alan Tresadern: Group Manager, Project Services.



6 WAITAKERE CENTRAL BUS INTERCHANGE – BUS SERVICES

PURPOSE OF THE REPORT

The purpose of this report is to inform the Projects Special Committee about the timeline for bus services at the Waitakere Central Bus Interchange.

BACKGROUND

The Council has invested heavily in kick-starting the regeneration of the Henderson Central Business District through the relocation of the Council's offices to Waitakere Central. A key element of this project is having the Council adjacent to an integrated bus rail interchange. This encourages staff and visitors to Waitakere Central to use public transport and stimulates the overall growth of the Henderson Central Business District.

The bus interchange element of the bus rail interchange is a vital part of the Council's strongly stated aim to encourage the use of public transport. For the first time in a very long time, bus and rail services in Henderson will be closely integrated, giving a strong impetus to both modes of travel.

STRATEGIC CONTEXT

The Waitakere Central Bus Interchange has the potential to have a strong positive influence on the Council's strategic platforms, particularly integrated transport and communications; urban and rural villages; strong innovative economy; strong communities; and sustainable energy and clean air.

The bus interchange in the Henderson Central Business District, connected to rail, and accessible by vehicle, walking and cycling, contributes to the vision of transport in Waitakere City, contained in the Waitakere City Transport Strategy, of a "sustainable, multi-modal transport system that is integrated with land use and contributes to Waitakere City being an eco-city."

ISSUES

The main issue is whether bus services should be introduced at Waitakere Central in September 2006 or on a staged basis.

The bus interchange work has been staged after the critical link bridge component of the interchange. This is because the link bridge had to be completed to a level where public access was available from 24 July 2006 for the opening of the Civic Centre to the public, completed – apart from minor tidy-up work – before the official opening of the Civic Centre on 2 September 2006.

Resources can now be released to focus on the bus interchange element of the project. The final design was unable to be completed until the issue of Western Cabs vacating its current site was resolved. Construction of the bus interchange cannot commence until the Western Cabs building is demolished, which is planned to take place at the beginning of August.

A variety of improvements to the current site can be achieved by 1 September 2006 in time for the opening of the link bridge and Civic Centre. Initial roading work on the bus interchange is planned to be complete on 23 October 2006, subject to an acceptable construction contract being awarded. Work will also be underway to carry out landscaping; retaining wall construction and other works after the roading works have been complete. Orders have been placed for new bus shelters. These works are expected to be substantially completed by 31 January 2007.

The experience with the opening of the Britomart Transport Centre Bus Precinct in July 2003 while works were far from complete showed that working in an operational bus precinct significantly increases the amount of time it takes to complete those works. This is because the public have access to what would otherwise be a worksite, requiring additional safety measures and mitigation. This has a detrimental effect on the timely completion of works. It also has a detrimental effect on bus customers, and their perceptions of both bus service and the Council if they are expected to use a bus interchange in an incomplete state.

With the experience of the Britomart bus precinct in mind, the Auckland Regional Transport Authority (ARTA) and bus operators have both indicated to Council staff that buses will not use the interchange until it is at the very least substantially complete. As Auckland Regional Transport Authority is the legally mandated public transport planning and funding authority for the Auckland Region, the Council has no choice but to accept this position. Council staff concur that it is better to open the bus interchange when it is at least substantially complete to avoid the risk of a premature opening having the unintended effect of delaying its full completion.

A three-stage process is proposed for introducing bus services at Waitakere Central Bus Interchange:

1. **Friday, 1 September 2006:** A bus interchange stop on the western side of Railside Ave will be used by rail replacement buses when the rail line is closed for double-tracking works. The stop will also be available for short-stay staging by buses whose trips begin at Henderson. This will reduce the amount of time these buses stand on the Great North Rd bus stops, improving the operation of these bus stops. Buses will continue to use the bus stop on the eastern side of Railside Ave. Signage will be provided informing the public about bus and train services and the staging for completion of the bus interchange.
2. **Sunday, 21 January 2007:** Existing bus services that originate in Henderson will either start at the bus interchange or serve the bus interchange bus stops. These services are:
 - a. Route 008 to Otahuhu and Manukau City;
 - b. Route 014 to Henderson Valley and Western Heights;
 - c. Routes 049 and 122 to Te Atatu Peninsula;
 - d. Route 113 and 115 to New Lynn via Glendene and Kelston;
 - e. Route 154 and 163 to New Lynn via McLaren Park and Glen Eden;
 - f. Route 167 to Waiatarua via McLaren Park;
 - g. Route 224 to Midtown Auckland via New Lynn and New North Rd.
3. **Mid-2007:** Additional bus services as agreed between Auckland Regional Transport Authority and Waitakere City to coincide with the completion of the second stage of double-tracking between Titirangi Rd and Mt Lebanon Lane. A new rail timetable is planned to be introduced at this time providing for a 15-minute peak train service between Henderson and Britomart (double the current peak train frequency). Once the details of the new train timetable are set, then Auckland Regional Transport Authority staff can consider opportunities to further integrate bus and rail services, in line with the approach taken to the recently opened Manurewa bus-rail interchange. Waitakere City officers will be advocating to Auckland Regional Transport Authority that they should maximise improved bus rail connections, including timed transfers between bus and train wherever possible.

RESOURCES

Resources to achieve rescheduling of bus timetables, schedules and routes are to be provided by Auckland Regional Transport Authority and the bus operators. Council staff are assisting and facilitating this work with Auckland Regional Transport Authority.

CONCLUSION

The staged approach to the opening of the Waitakere Central Bus Interchange is a pragmatic approach recognising the ongoing work on the western side of Railside Ave until the start of 2007.

Starting with existing Henderson-originating services in January 2007 allows for any bugs to be sorted out and possible further measures to assist bus movements to be identified and implemented. The completion of second-stage double-tracking and the introduction of an improved rail timetable gives an ideal opportunity to further integrate bus and rail services.

RECOMMENDATION

That the Waitakere Central Bus Interchange - Bus Services report be received.

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



7 OLD NEW LYNN HOTEL: REMEDIATION PLAN PROGRESS

PURPOSE OF THE REPORT

The purpose of this report is to provide Councillors with a brief, mid-project update on the work being carried out by the consultants who are developing a remediation plan for the hotel that will allow this building to remain for future generations to appreciate.

BACKGROUND

The Old New Lynn Hotel was constructed around 1882 by Alfred Ramsden. Mr Ramsden was granted a publican's licence for the Old New Lynn Hotel (the hotel), made the bricks for the hotel and fired them in a kiln in New Lynn near the Fruitvale Station. More recently, the former hotel was used as residential accommodation by the Bartulovich family, who owned the property for some 65 years.

The Old New Lynn Hotel has suffered two fires, one in 1972 and thirty years later in 2002. By the mid 1990s, concerns were raised about the structural condition of the hotel. The trustees of the Bartulovich Estate wished to demolish the building. Council's interest and negotiations with the Bartulovich trustees came after several submissions were received from heritage agencies and individuals that identified the building as worthy of protection and restoration.

The heritage protection order placed on the building by Council effectively led to the Council's liability for purchase, in the absence of other interest, and it was acquired by the Council in late 2005. Soon after acquiring the hotel and two parcels of land, the adjacent, residential property was also acquired, to provide for potential future redevelopment.

The Old New Lynn Hotel originated as a hotel and bar, but it has also served as a makeshift coroner's court and a meeting place for the New Lynn Town Board. There is anecdotal evidence of the building's use for Sunday Church services. This local landmark was also one of several staging posts for travellers journeying north and west and was patronised by travellers on the train to Waikumete Cemetery.

An agenda report on the development of a conservation plan for the hotel was presented at the July 2006 meeting of Projects Special Committee. Following the completion of that document, work has begun on the development of a remediation plan that will allow the Council and potential future owners to understand the work required to complete structural remediation.

On completion of the latter plan, it is intended to seek expressions of interest from potential end users who have identified uses for the Old New Lynn Hotel. The Council's acquisition of surrounding unimproved land will allow the building to form a key component in a larger development.

A6-A8 Photographs showing the building and related construction details are attached at pages A6 to A8.

STRATEGIC CONTEXT

The Urban and Rural Villages platform aims to:

“Protect and celebrate the City's cultural diversity and heritage. Work in partnership with the many cultures of the City. Plan for the protection and celebration of all kinds of heritage in the City - e.g. Maori, industrial and environmental.”

The Council's focus on this building as a key heritage landmark resulted in its acquisition in late 2005. Its retention is important to the preservation of local heritage, either in standalone form, or as part of a new-use development.

ISSUES

At this stage, the development of a plan to renovate and protect the structural integrity of the Old New Lynn Hotel is the main focus being placed on the property. It is essential that, in addition to the Council itself, potential end-users understand exactly what is required to preserve the structure, as the intention is on their involvement in the renovation process.

Soil Test

The most important aspect in building restoration is to ensure that there are firm foundations on which to rest the renovated structure. Consequently, the first step in identifying structural issues for remediation has been the creation of a soil test, which was carried out in early July 2006. Five test areas were selected, and the most significant four were further analysed. The final soil report is fairly voluminous, and the key outcome reveals a seasonal soil variation (expansion and contraction largely due to moisture content) of between 40mm and 70mm. It will be necessary to construct new foundations that will allow the building to remain in one place, and be unaffected by this seasonal movement.

New Foundations

From the results revealed by the soil test, it is clear that deep foundations will be required to shore up the building. Presently, the hotel 'floats' on a raft of bricks and mortar which do not provide sufficient structural stability. The existing foundations are a key component of building failure to date. The structural engineer is presently considering how to remediate the foundation problem. However, early consideration suggests piles driven to 1.2metres deep on an angle and vertical concrete piles connecting the angled piles and the building itself.

Foundation work will address the present issues of instability, and will need to enable the building to reach present earthquake requirements, as any change of use requires a building to be upgraded to meet 100% of current earthquake-related stability requirements under the Building Act 2004.

It is likely that the present, timber ground floor will be replaced with a concrete slab that will be independent of the outside walls, although consideration is presently being given to eliminating moisture build-up under the slab, to prevent it from damaging the perimeter walls of the building.

Wall Thickness

The structural deterioration of 124-year-old bricks and mortar will likely be remedied by attaching steel reinforcing mesh to the inside surface of the perimeter walls and spraying this with concrete of some 150mm thick.

Initially, Council officers were concerned that this might significantly reduce the usable space inside the building to the detriment of future users. However, engineering investigation has revealed that previous owners (presumably the Bartulovich family) re-lined the walls with timber battens of some 100mm thick (or imperial equivalent). These battens will be removed prior to the reinforcing process, and so the impact of structural concreting will be minimised as a result.

It is intended that future services be provided for, by setting ducts in the wall linings.

Roof

Second to the need for firm foundations, the roof structure is a key element in building restoration. With fire damage and age, the existing corrugated iron roof and supporting beams are no longer structurally sound, and it is proposed to replace the existing roof with a modern equivalent. At the same time, the heritage architect has advised that it will be possible to move to a modern, truss support system, which places the vertical support at the end walls and eliminates the need for internal structural walls on the upper floor. This will create tremendous flexibility in determining the future layout of the upper floor, which, apart from stairwell and ablutions, could conceivably remain open, if desired.

While it is important to preserve the appearance of the original roof, it will be possible to use modern, more-sustainable materials, and avoid the use of zinc-based product.

Future Work

The above is a summary of initial findings and work progress during July 2006. The structural engineers and heritage architects are now working on converting these findings into a workable remediation plan that is intended to be completed during August 2006. Professional drawings and reports will be produced at the conclusion of the work. The above is subject to change as the work progresses, and represents the best knowledge at the present time.

RESOURCES

The project to develop remediation plans, seek expressions of interest, and develop recommendations to Council is being managed by City Development section, with support from the Principal Adviser: Heritage. External input is being provided by Andrew Marriott of Chester Consultants (structural engineers) and Dave Pearson of Dave Pearson Heritage Architects, both of whom have reported on this building since the mid-1990s. It is proposed that expressions of interest be called for in October 2006, and a report with recommendations be provided to City Development Committee in December 2006.

Work on the development of a remediation plan commenced in the 2005/2006 work programme, and will continue throughout 2006. The above planning is covered by available budget carried over to 2006/2007. It is unlikely that any capital expenditure will be incurred prior to the 2007 calendar year.

A sum of \$250K has been included in the 2006/2007 capital works budget as a contribution to the physical works that may be required for structural remediation. Officers expect final costings of remedial work will be significantly higher than this amount. This project has always been on the basis that any development plan approved by the Council would include a contribution from the developer for the remediation works.

CONCLUSION

In 2005, the Council acquired the Old New Lynn Hotel, Great North Rd, New Lynn. Since that time, a conservation plan has been developed and a structural remediation plan for the building, prior to seeking expressions of interest from potential purchasers/end users is now under way.

This report provides Councillors with progress information at the mid-point of the structural evaluation exercise.

RECOMMENDATION

That the Old New Lynn Hotel: Remediation Plan Progress report be received.

Report prepared by: Michael Riley (Project Manager: Strategic Property Projects).

