



**AGENDA FOR A MEETING OF THE PROJECTS SPECIAL COMMITTEE TO BE HELD IN  
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON WEDNESDAY, 5 APRIL 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, 1 March 2006.

**RECOMMENDATION**

That the minutes of the Meeting of the Projects Special Committee held on Wednesday, 1 March 2006, as circulated, be taken as read and now be confirmed.



#### 4 **NEW LYNN LIBRARY & MEMORIAL SQUARE - CONSTRUCTION STATUS**

##### **PURPOSE OF THE REPORT**

The purpose of this report is to provide the Projects Special Committee with a final report on the New Lynn War Memorial Library and Memorial Square construction project.

##### **BACKGROUND**

Council entered into Contract ST02018 B with Watts and Hughes Construction Company Limited (Watts and Hughes) in November 2004 to construct the New Lynn Library and Memorial Square. Construction commenced in early December 2004 and was completed in September 2005.

Following completion of the construction works and the subsequent fit out works, the library was successfully opened on 18 October 2005 as planned.

Since that time the project team has been working with Watts and Hughes to resolve outstanding defects and settle final accounts. The contract completion certificate has now been issued and it is expected that the final payment will be made in the next few weeks.

##### **SUPPLEMENTARY INFORMATION**

*A1-A13*

A copy of the project completion report dated 16 March 2006 from the project managers (N-Compass Project Managers Limited) as attached at pages A1 to A13.

##### **DESIGN**

###### **Mechanical Services**

Following the opening of the library building there have been some complaints from staff about the temperatures within the learning centre (on the upper floor of the library) on hot days. Some independent testing was commissioned by Council staff in order to identify whether there was in fact a problem, and the results of the testing showed that the temperatures were reaching higher-than-expected levels on some afternoons. This issue has been raised by the project team with the mechanical services subcontractor, and the mechanical services system has been adjusted accordingly.

The building management system software that has been utilised at the library will be remotely accessed by the property services section of Council when the new Civic Centre building is operational. This means that in future the library mechanical services system can be closely monitored and even adjusted from the Civic Centre building, which will help to ensure that there are no further problems with the mechanical services system at the library.

###### **Cenotaph**

As part of this project, Council constructed a cenotaph within Memorial Square on behalf of the New Lynn Memorial RSA (Inc.) on the understanding that the RSA would reimburse Council for the cost of the associated design and construction.

The RSA have advised that they are not happy with the standard of the finish to the Cenotaph. This matter has been raised with the architect, who has confirmed that the Cenotaph has been constructed in accordance with the drawings approved by the RSA and that the workmanship of the Cenotaph is in line with good trade practice. The RSA will therefore be advised of this view and invoiced for the agreed costs.

## FINANCIAL

### Project Budget

The overall project budget of \$4,601,500 has been increased by \$58,612 to \$4,660,112. This increase includes \$5,000 of further budget from the Transport Assets section of Council for work carried out under this project and \$53,612 from Library Services New Lynn Learning Centre budget for work carried out under this project.

### Project Expenditure

The total project expenditure amounts to \$4,661,419 and the revised final construction cost is \$3,740,632. A breakdown of this construction cost is shown in the table below:

<b>Construction Cost</b>		
Tender Sum (dated 24 November 2004)	-	\$3,401,222
Savings	(\$240,231)	
Additional costs	\$579,641	
NET variation to contract		\$339,410
<b>Total Construction Cost</b>		<b>\$3,740,632</b>

Since the financial status was last reported to the Committee in October 2005, the NET variations to contract have increased by \$70,054. The initial figure claimed by the contractor was initially \$50,000 higher than this, but extensive negotiations have resulted in the figure being reduced.

This contingent expenditure of \$70,054 is the net result of numerous small amounts (i.e. less than \$5,000), as well as the following more significant amounts:

**Accessibility requirements** - Modifications were required to the CAB offices/corridor, children's platform ramp and membership counter on the main issues desk because neither the architect, nor Council as the consenting authority, had identified that the design did not meet the accessibility standards. The additional cost to the project is approximately \$30,000.

**Paving works** - Provision had been made in previous reports for a potential payment of \$30,000 for an error made by the contractor in pricing the paving works. Following negotiations, this claim has been withdrawn by the contractor.

**Concrete wall** - Due to concerns regarding graffiti, safety and aesthetics a proposed concrete wall alongside the McDonalds drive through has been deleted, representing a saving to the project of nearly \$15,000.

**Joinery works** - the joinery works exceeded the provisional sum included in the contract by \$12,000.

**Artwork to central wall** - The full extent of the artworks to the central wall had not been allowed for in the contract documentation and the actual cost of the wall represented an additional cost to the project of nearly \$10,000.

**Entry foyer tiling** - Due to concerns regarding safety and finish the polished concrete floor in the library foyer was changed to become tiling. This represented an additional cost to the project of \$6,600.

**Block wall to lift shaft** - Due to an omission from the schedule of quantities the cost of the block wall to the lift shaft had not been included in the contractor's price. This therefore represents an additional cost of \$5,700 to the project.

**Patch leads** - The patch leads required to connect the phone system to the library phone outlets had been 'tagged' out of the contractors price at the time of tender and therefore the actual cost of the leads represents an additional cost to the project of approx \$5,000.

### **Budget Status**

Given that the project budget is \$4,660,112 and that the total project expenditure amounts to \$4,661,419, the project has exceeded the budget by \$1,307. This is considered to be a very good result in the context of the construction industry.

### **CONSULTANT AND CONTRACTOR PERFORMANCE**

The main construction contractor, Watts & Hughes has generally performed well. There have been many instances of poor workmanship and performance by them and their sub contractors throughout the project. However, Watts & Hughes have generally addressed these issues proactively and without too much difficulty. In the end, the final claim has been agreed and the project has been completed on amicable terms without any need for any contractual remedies.

Likewise, the lead consultant, Craig Craig Moller (CCM) has generally performed well. There have been many issues arising from poor documentation and coordination with their sub consultants that have resulted in additional cost to Council, but these issues have been addressed with Craig Craig Moller and their response has been prompt and appropriate. One of their sub consultants, URS tentatively pursued a claim for additional fees from Council for addressing issues on site and additional design. However, to avoid counter-claims and disputes and following discussions with Council, URS have withdrawn their claim.

Similarly, Council has had some performance issues with the quantity surveyor (Rawlinsons), especially with respect to the accuracy of their schedule of quantities document. However, they have endeavoured to perform well for the full duration of the project in valuing the contractor's claims and actively assisting with the negotiation of the final claim.

### **CONCLUSION**

In terms of timing, the library was successfully opened on 18 October 2005 as planned. In terms of cost the project has finished in line with the approved budget. In terms of quality, the library has been well designed and well constructed. The library has been well received by the community and should be considered a quality building. Therefore, the project can be considered to be a success.

### **RECOMMENDATIONS**

That the New Lynn Library and Memorial Square - Construction Status report be received.

Report prepared by: Peter Sewell, Special Projects Engineer.



**5 WAITAKERE CENTRAL TRANSPORT INTERCHANGE – CONSTRUCTION STATUS  
FEBRUARY/MARCH 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 February/March 2006.

**BACKGROUND**

The Waitakere Central Transport Interchange was last reported to Projects Special Committee on 1 March 2006 in a report entitled "Waitakere Central Transport Interchange - Construction Status January/February 2006."

**DESIGN ISSUES LINK BRIDGE PROJECT**

The following design issues are currently being dealt with by the design team:

- Three bundles of Telecom cables lie close to the foundations of the Rainside Avenue escalator structure. Telecom have opened up and marked the depth and location of these cables and it has now been determined that it is not necessary to move the cables or the escalator structure as both can be accommodated in the narrow space available. Canam are able to construct the piles and the foundations of this structure using temporary timber walling to protect these cables from damage. This arrangement allows a saving of about \$55,000 to the project. During the month, unbeknown to the Project Team, contractors of Telstra Clear laid a new fibre optic cable close to the same escalator foundations. Fortunately the Project team was able to intervene at the last minute and Telstra Clear have moved their cable slightly so that it does not pass over the foundations, but care will be needed by Canam when working close to this cable.
- A review of the maintenance plan of the link bridge with regard to the locomotive "brake dust" issue raised at the 1 February meeting is still being addressed by the architect.

**PROGRESS LINK BRIDGE PROJECT**

**Construction Status**

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

- The temporary structural steel works for supporting the bridge deck over the tracks are erected and fixed in place.
- All foundation work to separable portion 1 is complete.
- 90% of the pre cast wall panels have been erected.
- The two large dimension concrete column heads have been cast and have been lifted into position above the tracks.
- Pre cast Dycore floor beams have been erected over the tracks.
- Blockwork to support steps and escalators is tracking well.
- Trains are able to freely pass under the temporary steel support structure.

A14-A24

Status of construction is further reported in the following reports as attached at pages A14 to A24.

- Architect's Report No. 4;
- Canam Construction's report for the period to 23 March 2006.

## Timeline Status

No claims for extensions of time have been received during the report period.

Progress of the works over the report period is advancing well and is closely tracking to the scheduled dates planned by Canam. This is particularly pleasing as Canam have not been able to gain Saturday access to the rail corridor as is required by their contract, and holding a complex project on time is testament to superb planning and team work by Canam and their sub contractors. Although the project is currently on schedule, contract completion on time is still risky and is largely dependant upon extraneous other factors: (i) adequate access to the rail corridor, particularly on Saturdays as well as Sundays and (ii) timeous delivery of escalators from Kone and (iii) cooperation with Ontrack's bulk earthworks contractor. Canam had based their programme on the escalators being delivered by 12 May 2006. The delivery of the first escalators by Kone is scheduled for 1 June 2006, some 3 weeks later. However, Canam are currently in negotiations with Kone in order to secure earlier delivery and to mitigate delays by pre erecting steelwork where possible.

While the central escalators serving the station are on the critical path and late delivery may impact on the final completion date of separable portion 1, a mitigation strategy currently under consideration is to reschedule the programme to ensure that all other components of the link bridge are completed except for the central escalators, thereby ensuring that compliant public access between Rainside Avenue and the new Civic Centre is achieved on time. The escalators could then be installed at a later date upon delivery from the factory. In the interim, access to the bridge would be achieved by means of the lift and fixed stairs from Stevies Reserve.

The Project Team is consulting with Western Cabs in order to achieve earlier access to the footprint of separable portion 2. Western Cabs are still asking for concessions from Council, of a minor nature, which have been declined, but they now appear to be more realistic about the inevitability of their moving. In the event that Western Cabs vacate their site in the next month or two, the time gain to the project is small in that the critical path will run through the delivery of the second pair of escalators from Kone in early November.

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:

<b>TIMELINE STATUS LINK BRIDGE</b>			
<b>Key contract dates / times</b>	<b>As at contract award 12 December 2005</b>	<b>Change</b>	<b>As at Feb / Mar 2006</b>
Contract Commencement Date	12 December 2005	-	-
Target Contract Completion - separable portion 1	17 August 2006	3 weeks *	7 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.

### Financial Status

The total expenditure on the contract to date has been \$840,210 comprising \$442,981 for this period consisting of crange, temporary works, pier protection works, foundations and concrete walls and contractors preliminary and general items. A contract variation order was approved for \$128,948 for the additional glazing to achieve a weather tight solution as well as a variation order of \$13,321 for work to uncharted sewers and water mains. Both sums have been provided for in the contract price as provisional cost items and so therefore do not reduce the contingency sum.

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

<b>FINANCIAL STATUS LINK BRIDGE</b>			
<b>Project Costs</b>	<b>As at contract award 12 December 2005</b>	<b>Change</b>	<b>As at Mar 2006</b>
<b>BUDGET COMMITMENT</b>			
Contract Sum Awarded before PC sums	\$4,405,228	-	\$4,405,228
Contract Variations Approved from contingency	-	-	-
Contract PC Sums finalised / balance	\$ 320,000	\$142,269	\$ 142,269 \$ 177,731
Value Engineered Savings	0	-	0
Contingency Sum	\$ 750,000	-	\$ 750,000
<b>Total Construction Cost (incl. contingency)</b>	<b>\$5,475,228</b>	<b>\$142,269</b>	<b>\$5,475,228</b>
<b>EXPENDITURE TO DATE</b>			
Contract Sum		15.35%	\$ 840,210
Contingency		-	-
<b>Total Construction Expenditure To Date</b>			<b>\$ 840,210</b>

**Table 2. Financial Status**

Subsequent to the meeting held with Auckland Regional Transport Authority at last month's Project Special Committee Meeting, Council has received a written offer of funding from Auckland Regional Transport Authority for the link bridge of \$1.965M. An invoice has been submitted to Auckland Regional Transport Authority for this sum and payment is expected in due course.

### **Project Risks**

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

- Delivery of escalators by Kone is scheduled later than Canam's original plan, which may cause delays to the completion of separable portion 1. In the event that Kone are not able to supply earlier, then usage of the link bridge will still be possible without the escalators being operational by using the stairs and the lift to Railside Avenue. Public access through the bridge will be unhindered as escalator installation may continue well clear and away from pedestrian access routes. Access to the new centre island platform, if this is completed by Ontrack on time, will be possible by using the central stairs and lift.
- Western Cabs are obliged to vacate their lease area by 15 August 2006, have their office removed or demolished by that date, and have all services isolated and made safe. Prior to removal or demolition of the office, they need to apply for and be granted a demolition consent by Council. To date Western Cabs have not applied for a demolition consent, and there is always a small chance that matters may be delayed despite informal requests by the Project Team to remind them of this requirement. In addition should Western Cabs not vacate and demolish the office on time, there is very little Council can do to force Ontrack to remove Western Cabs.
- Ontrack has awarded a contract to Rogers Earthmoving for bulk earthworks in the rail corridor. Rogers intends to remove poor sub grade material over Easter and to replace this with acceptable imported fill. Close liaison with Ontrack and Rogers is needed to ensure that access to site is maintained for Canam's benefit and that Rogers do not hinder Canam by requiring the removal of scaffolding over future track number two. It may be necessary to make some changes to Canam's scaffolding to bridge across the gap where Rogers intends to work or to reach some other acceptable solution. It must be emphasised that Ontrack have never tabled a plan of works to Council and that late requests on their part will be looked at, but Council's priority is to complete the link bridge. Notwithstanding this, the Project team are keen to ensure a successful project outcome and will do all in their power to assist Ontrack where possible.

### **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. Quality 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 streetscape project concept design is completed for a length of sidewalk between the new link bridge and the old heritage station, on the Western side of Railside Avenue. The streetscape should comprise the following elements:

AREA	DESCRIPTION	LENGTH / AREA	INCLUDES	EXCLUDES
1	Stevies Reserve	130 square metres approximate	Paving Bench Handrails alongside Railside Avenue Plantings Rubbish bin Tactile paving Telephone call box Lighting Signage Electronic signage duct Drinking fountain Bicycle racks	Kerbing Road crossing that is included under road works below.
2	West side of Railside Avenue from Stevies Lane to the old heritage station building	150 metres approximate	Paving Some tree and shrub removal Retention and safe guarding of three indigenous trees Planter boxes for three existing trees Plantings Rubbish bin Tactile paving Lighting Signage Electronic signage duct Chinese Lions Fencing and gate Path for scissor lift Bus shelters "Light box" advertising Retaining wall Demolition of old fence and structures Drinking fountain Bicycle racks Seating Manhole chambers re located to suit kerb line APN Outdoor signs to be elevated	Kerbing Road crossing Fencing of rail corridor Transport of Chinese Lions Clean up of heritage building Demolition of platforms.

It is suggested by the Project Team that streetscape area 1 (Stevies Reserve) be awarded as a Variation to Canam in order that this work is completed contemporaneously as the link bridge separable portion 1. Area 2 forms part of the design contract that Council has with Architectus.

Most of the existing trees and shrubs will also be moved to make way for the new walkway and for the new backdrop retaining wall. Three indigenous trees will be retained in special large dimension planter boxes to avoid destroying valuable greenery as a result of a change in levels between the old landscaping and the new streetscape.

### **Project Risks**

The four existing APN Outdoor Advertising hoardings are to remain in the rail corridor that Council leases from Auckland Regional Transport Authority, as Ontrack will not forego any advertising revenue derived from this source. Council's lease with Auckland Regional Transport Authority requires that any existing advertising be unhindered. However, in discussions held with APN, they are amenable to minimise the disruption and disturbance of sight lines by lifting the signs to a height of about three metres above rail formation level. APN are also prepared to position these signs at new locations that meet with the approval of the project architects. There would be no cost to Council for this work. The signs will be supported in balanced pairs on a single large diameter steel column.

### **Project Funding**

Area 2 of the streetscape is funded out of the project budget, but area 1 (Stevies reserve paving and landscaping) is an extra that was planned to be constructed with the streetscape works to Great North Road and Ratanui street. As funding for Stevies Reserve is not available it is proposed to initially fund these urgent works out of the project contingency. A sum of about \$90,000 is needed.

A25-A26

The Project Team has secured an offer from Adshel to provide 22 "Wellington" style shelter units, refer attachment at page A25, for a monetary consideration of \$98,000 plus the rights to erect, at Adshel cost, nine "light boxes" that provide scrolling advertising, plus a further 30 advertising bus shelters being erected in the City under the current programme. In return, Adshel undertakes to maintain the Wellington shelters at no cost to Council. This offer is particularly attractive to the Project Team and Transport Assets as it avoids any future maintenance responsibility and costs. It is, however, important to note that the 9 "light boxes" must not be erected on Railway land as this would infringe the terms of the lease that Council has with Auckland Regional Transport Authority, photo attached at page A26. Should Council not desire any "light box" advertising along Railside Avenue, the cost to provide shelters would be about \$200,000 up front capital cost plus annual maintenance costs estimated at up to \$50,000 per year assuming that 25% of the shelters are damaged. The capitalised cost of annual maintenance is about \$500,000. Permitting Adshel to erect "light box" advertising would provide a favourable financial outcome for Council. This issue will be reported to the appropriate Committee for approval.

### **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. Access to the new centre island station for park and ride commuters is planned through the new Civic Centre and the new link bridge. Unfortunately planning to lease this land from Ontrack has been delayed due to Ontrack requiring this site as a temporary staging and storage area for the stage 2 rail double tracking works. We believe that Council will only gain access to this site once the double tracking is completed in the first quarter of 2007. 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 the new Civic Centre. Recently, good progress has been made in resolving many issues in regard to these sub-projects and an award has been made to Canam to build the new link bridge.

Construction of the new link bridge commenced on 12 December 2005 and good progress has been made during this period. Construction is tracking closely to the programme and no extensions of time or additional costs have been reported to date.

Following award for construction of the link bridge to Canam, the design team's focus has turned to the remaining elements of the Transport Interchange project and design development of these elements is well under way.

The Transport Interchange project has multiple stakeholders include Auckland Regional Transport Authority, Auckland Regional Transport Authority, Transfield Services, Ontrack, Land Transport New Zealand, Telecom, Rogers Earthmoving 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 the new Civic Centre. 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 August 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 project team. There is already a high risk that the escalators are delayed by three weeks which would result in this element only being completed in September 2006.

## RECOMMENDATION

That the Waitakere Central Transport Interchange - Construction Status February/March 2006 report be received.

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



## 6 WAITAKERE CENTRAL CIVIC CENTRE CONSTRUCTION STATUS FEBRUARY/MARCH 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 February/March 2006.

### BACKGROUND

The Waitakere Central Civic Centre construction project was last reported to Projects Special Committee on 1 March 2006 in a report entitled "Waitakere Central Civic Centre Construction Status January/February 2006".

## DESIGN

While design work is generally tapering off, the following design issues are currently being dealt with by the design team:

- Artwork design and implementation is ongoing;
- Signage design is underway;
- Design of furniture for the chamber/civic wing is under way;
- Co-ordination of the interface with adjacent developments is ongoing:
  - Japanese Garden;
  - Civic Square;
  - Waitakere Properties Limited development;
  - Waitakere Central Transport Interchange;
  - Green Roof planting project.

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

## CONSTRUCTION STATUS

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

- The structure of both wings is complete and fit out and finishing are underway;
- Off site production of aluminium windows by Thermosash continues to be slow due to Thermosash's heavy commitment on building projects in the region;
- Carpentry framing is nearing completion to all levels. However, carpentry has been delayed by Thermosash's slow window delivery issue;
- Services installations are nearing completion in all levels of both wings and the link;
- Forming of the car park area is progressing well. The southern portion of the car park is complete and the western and northern portions are in progress;
- Forming of water treating swales and rain gardens is under way;
- Kerbing and footpaths are well under way in the southern portion;
- The green roof trial planting project has concluded and growing mediums selected. Installation of the green roof is due to commence shortly;
- The portion of the Link Bridge roof between the level-3 link and the site boundary, is a contiguous structural element that spans the Link Bridge between the level-3 link and Railside Avenue and it is scheduled that this roof will be constructed as part of the Link Bridge works. It is not economically viable to separate the roof into separate structural segments and therefore the portion of the Link Bridge roof that is situated between the level-3 link and the site boundary is programmed for construction contemporaneously with the Link Bridge works in June/July 2006;

A27-A31

Status of construction is further reported in the following reports as attached at pages A27 to A31.

- Architect's Report No. 14;
- Canam Construction's report for the period to 16 March 2006.

### Timeline Status

No claims for extensions of time have been noted during the report period and there is no change in data reported in Table 1 since the previous report.

Ongoing delays have been previously been reported for delivery of aluminium joinery from Thermosash. The Chief Executive has invited response from Thermosash as to how they plan to complete their obligations in due time. As of this date, no response has been received from Thermosash. While this issue has been reported previously and construction activities have been rescheduled a number of times to accommodate the delays, Canam have been able to accommodate the issue to date without an extension of time. This is reflective of the very high level of construction management that has been displayed by Canam throughout the contract period. However, the contract period has less than 2 months to run and further delays by Thermosash may not be able to be absorbed in the programme. The situation is being monitored constantly by Council's project manager and the consultant team.

Current timeline status including agreed extensions of time to date is provided in Table 1 below:

<b>TIMELINE STATUS</b>			
<b>Key contract dates / times</b>	<b>As at contract award October 2004</b>	<b>Change</b>	<b>As at March 2006</b>
Acceptance of Tender	7 October 2004	-	7 October 2004
Contract Commencement	3 November 2004	-	3 November 2004
Contract Period	350 working days	-	350 working days
Extension of Time (at tendered daily rate cost)	-	20 w.d.	20 working days
Extension of Time (at no cost)	-	10 w.d.	10 Working days
Due Date for Completion (Practical Completion)	12 April 2006	(30 w.d.)	29 May 2006
Due Date for Liquidated Damages Application	12 April 2006	PC + 2 wks	9 June 2006
Fit Out and Commissioning (10 working days)	1 May 2006	-	13 June 2006
<b>Contingency Time</b>	<b>33 working days</b>		<b>28 working days</b>
<b>"The Move" (Provisional date for relocation of the One-Stop-Shop public interface)</b>	<b>17/18 June 2006</b>	Provisional target date	<b>22/23 July 2006</b>

Table 1. Timeline Status

### FINANCIAL STATUS

Contingency expenditure during the previous report period (January/February) was reported as a net saving. However, it is evident that this was due to a backlog of work between the quantity surveyor and contractor, which has been brought up to date this period. Hence, the contingency expenditure sum reported in this report is reflective of a two-month period. Contingency expenditure during the past two-month report period amounted to \$334,410, which is in line with forecast contingency expenditure.

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 74% of the contingency sum. The current level of contingency expenditure amounts to 4.1% 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 2 below.

<b>FINANCIAL STATUS</b>			
<b>Project Costs</b>	<b>As at contract award October 2004</b>	<b>Change</b>	<b>As at March 2006</b>
Net Tender Sum	\$36,042,399	-	\$36,042,399
Primary Vibration Isolation Measures	\$ 243,800	-	\$ 243,800
<b>Tender Award Value (excl. contingency)</b>	<b>\$36,286,199</b>		<b>\$36,286,199</b>
Secondary Vibration Isolation Measures	\$ 200,000	\$272,170	\$ 472,170
Contract Variations (incl. value engineered savings)	-	\$1,216,324	\$1,216,324
<b>Contingency Sum</b>	<b>\$2,000,000</b>	<b>(\$1,488,494)</b>	<b>\$ 511,506</b>
<b>Total Construction Cost (incl. contingency)</b>	<b>\$38,486,199</b>		<b>\$38,486,199</b>

Table 2. Financial Status

## PROJECT RISKS

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

- Slow delivery of aluminium joinery from Thermosash due to Thermosash's over-commitment in the current buoyant construction market and capacity limitations at Thermosash's factory continue to be a risk to the completion date. However, Canam have managed this process within their programme to date. Continuous cajoling of Thermosash has resulted in a continuous but slow supply of windows. This is a temporary regional problem on all construction projects involving Thermosash, due to the current extraordinarily buoyant construction market. During this report period, Thermosash have made some progress towards rectifying their backlog, but are not yet up to date;
- 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;
  - Details of the windows are currently under revision on the link bridge and this has a spill-over impact on the Civic Centre link area because of a hold on the steel fabrication while the window details are finalised;

- Interface with Waitakere Properties Limited's development of the adjacent property:
  - Regular co-ordination meetings are held between the professional teams to ensure seamless integration between the projects;
  - A public 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.
- Negotiations with Ontrack have achieved approval by Ontrack to install Council's fibre optic cable link across the rail corridor. Ducting under the rail track for Council's fibre optic cable has been completed. This is no longer considered to be a project risk;
- At time of tender, a provisional sum allowance 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, the price fluctuations are outside the influence of Council. At time of reporting, no adverse impact on the provisional sum has been identified. However, the recent spike in fuel prices may have an effect on fuel-related construction costs dependant upon the period at which fuel prices are sustained at this high level;
- 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;
- Pou Whenua carvings: Previous issues around the carving of the two pou whenuas have been resolved and carving is under way. This delay will not impact the construction completion date, as the carvings can be installed after Practical Completion, if necessary;
- 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;
  - Street furniture amended to align with Henderson CBD 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 over bridge glass roof not fully realised;
  - Energy check-meter system to aid management of power consumption.

## 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 net value of contingent expenditure, including value engineered savings during the past two-month report period, amounted to \$334,410. This makes the total amount of contingency expended to date \$1,488,494 amounting to 4.1% of the contract sum, which matches the forecast expenditure.

The current status of the project as fit out continues, is that approximately 74% 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, will 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 throughout the project.

## RECOMMENDATION

That the Waitakere Central Civic Centre - Construction Status February/March 2006 report be received.

Report prepared by: John Schermbrucker, Special Projects Manager.



**PUBLIC EXCLUDED MATTER**

**7 WAITAKERE CENTRAL LIBRARY/UNITEC - CONSTRUCTION STATUS FEBRUARY/MARCH 2006**

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

**PROCEDURAL MOTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following part of the proceeding of this meeting, namely, Waitakere Central Library/Unitec - Construction Status February/March 2006.

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

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
Waitakere Central Library/Unitec - Construction Status Report February/March 2006	The withholding of information is necessary in order to: <ul style="list-style-type: none"> <li>• protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</li> <li>• enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</li> </ul>	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

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

- *The report contains information which if released could affect the Council's ability to conduct negotiations and Council's future access of commercial information from parties concerned.*

