

**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, 3 JUNE 2009, COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

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

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

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

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



3 CONFLICTS OF INTEREST

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



4 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 6 May 2009

RECOMMENDATION

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

Receive the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 6 May 2009, as circulated, and that they be taken as read and now be confirmed.



5 STATE HIGHWAY 16/18 “CLAY CARPET” LIVING HERITAGE FOOTPATH

GLOSSARY

New Zealand Transport Authority	(NZTA)
HEB Construction Limited	(HEB)
State Highway 16 and 18	(SH16/18)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on progress for incorporating integrated artwork into the State Highway 16 and 18 (SH16/18) project, in particular the “Clay Carpet” Living Heritage Footpath project, and seek approval to engage the artist to progress to developed design and implementation of the artwork.

RECOMMENDATIONS

It is recommended that Infrastructure and Works Committee resolve to:

1. **Receive** the State Highway16/18 “Clay Carpet” Living Heritage Footpath report.
2. **Approve** the ongoing design development and implementation of the artist’s concept for a “Clay Carpet” Living Heritage Footpath.

BACKGROUND

1. A “clay carpet” is a heritage themed strip of ceramic tiles spanning both sides of the bridge deck.
2. This project has been generated out of a wider project aimed to integrate an arts component into the planning, design and implementation of SH16/18.
3. The successful tender proposal, led by HEB Construction Limited (HEB), delivered an Integrated Arts Programme as part of the Landscape and Urban Design Master Plan, which was accepted by the New Zealand Transport Authority (NZTA). The Arts programme produced by the Jasmax Landscape Design Team acknowledges Council’s practice of Functional Arts Integration whereby artists are given scope to develop works that become fully integrated in the development of key buildings and infrastructure.
4. Clark’s Lane Footbridge was a feature the team identified as an opportunity for arts integration. The development of the “Clay Carpet” concept allowed for an artist to develop a design intervention along the sides of the bridge deck and approach ramps.
5. *AI-A4* In line with Council’s arts practice three artists were contracted to produce concepts to the “Clay Carpet” brief. From this process the design team received two concepts. Grey Lynn based ceramicist and 2008 Portage Ceramics Award winner Matt McLean was regarded by the design team as presenting the most compelling work. See pages attached at A1 to A4.
6. The artist’s concepts were informally presented to Councillors on 18 February 2009. These were received favourably leading to discussions with the artist and HEB over implementation timelines.
7. Given the labour intensive and hand crafted nature of the artist’s concept it was agreed that the artworks could be installed close to the completion date of the SH16/18 project estimated to be January/February 2011.

DECISION MAKING

Issues

8. The timeline for detailed design and implementation of the artist's concept is realistic. However, given the hand made and highly skilled nature of the artwork, approval to progress to detailed design and implementation is required to ensure key milestone points are able to be met.

Consideration of Community Views

9. This project has been fully scoped with all stakeholders in the design process but has not been presented to the community at large.

STRATEGIC CONTEXT

10. The SH16/18 project is aligned with a number of strategies as follows:
 - The regional growth strategy, whereby Hobsonville has been identified as a regional growth centre;
 - The Regional Land Transport Strategy;
 - The Council's Transport Strategy;
 - Council's plans for urban intensification and economic development;
 - Council's Heritage Strategy; and
 - Council's Arts and Culture Strategy.
11. The "Clay Carpet" project is also aligned with the Council's "Community Outcome: Vibrant Arts and Culture where the City's arts and culture is reflected and appreciated in the everyday life of the community and the city is itself a work of art. Council participates in creative pursuits and has a deep and wide perception of arts and cultures in the city, which leads to a sense of place and identity and an arts rich urban, public space."

CONSULTATION

12. The following consultation has taken place in regard to this project:
 - The brief was developed and managed in conjunction with the Jasmax Landscape Design Team;
 - HEB, Opus Consultants, NZTA and Council officers have been consulted through the Project Control Group meeting process and design meetings as required as the project has developed;
 - Consultation with Iwi in the SH16/18 project is an ongoing process, with new developments being presented to Iwi through the fortnightly consultation process; and
 - Informal feedback from Council.

RESOURCES

13. Funding for the project identified in this report is:
 - Funding of integrated artwork for the SH16/18 was approved through the Annual Plan 2008/2009 with a budget of \$35,000. The total cost for the development and implementation of the proposed artwork is forecast to be delivered within this budget sum; and

- In addition the draft budget for the draft Annual Plan 2009/2010 includes \$75,000 for integrated artwork.

IMPLEMENTATION ISSUES

14. There are no implementation issues which need to be addressed for this project to progress.

Report prepared by: Kim Martinengo, Public Arts Co-ordinator.



6 OAK PARK, ELVIRA WALK AND TIROROA ESPLANDE PLAY FACILITY REMOVALS

GLOSSARY

Parks and Open Space Strategy 2005 (the strategy)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee approval for the removal of the Oak Park, Elvira Walk and Tiroroa Esplanade play facilities.

RECOMMENDATIONS

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

1. **Receive** the Oak Park, Elvira Walk And Tiroroa Esplanade Play Facility Removals report.
2. **Approve** the removal of the Oak Park, Elvira Walk and Tiroroa Esplanade play facilities.

BACKGROUND

1. Parks Assets intend to permanently remove the play facilities located at Oak Park, Elvira Walk and Tiroroa Esplanade.
2. Council undertakes annual condition audits of all play facilities within Waitakere. This audit identifies play facilities that have reached the end of their useful lives and are no longer meeting safety standards. These playgrounds require permanent removal or replacement. The playgrounds and swings located at Oak Park, Elvira Walk and Tiroroa Esplanade were included in this category.
3. At the April 2009 meeting, the Massey Community Board resolved to:

The Massey Community Board resolved to:

“Agree to recommend through Chief Executive Office that the playground in Oak Park not be removed and that this removal be re-investigated and the findings be reported back, by way of a report to the Massey Community Board on 6 May 2009.”

4. Residents of Oakpark Place attended the April 2009 meeting of the Massey Community Board to express their opposition to the playground removal. The residents requested that the playground at Oak Park be re-opened for the Oakpark Place street Easter festivities. Prior to the Easter break remedial works were undertaken to the playground so that it could be opened up for the public until a final decision on the playgrounds future is made in mid 2009.
5. A report was submitted to the May 2009 meeting of the Massey Community Board on the proposed removal of the Oak Park and Elvira Walk playgrounds. No issues were raised in regards to the removal of the Elvira Walk playground however the Massey Community Board resolved to:

The Massey Community Board resolved to:

“Agree that the Massey Community Board recommends to the Infrastructure and Works Committee, that they support the reinstatement and upgrade of the playground at Oak Park, Hobsonville and not the proposal to remove the playground.”

691/2009

6. A report was submitted to the May 2009 meeting of the Henderson Community Board on the proposed removal of the Tiroroa Esplanade swings. No issues were raised by the Board in regards to the swing removal.

DECISION MAKING

Issues

7. The play facilities located at Oak Park, Elvira Walk and Tiroroa Esplanade will be permanently removed and the area restored back to grassed open space.
8. It is planned to remove the play facilities at Oak Park, Elvira Walk and Tiroroa Esplanade as they have come to the end of their useful life and no longer meet current safety standards. There are several other playgrounds which provide play facilities for the local communities in accordance with the draft Parks and Open Space Strategy 2005 (the strategy). Budget has not been included in the draft Long Term Council Community Plan 2009-2019 for the upgrade of the existing playgrounds at Oak Park, Elvira Walk and Tiroroa Esplanade.

Oak Park Playground

9. The playground located at Oak Park has come to the end of its useful life and no longer meets current safety standards. Due to the condition of the playground at Oak Park a security fence was erected around the playground in mid February 2009.
10. Remedial works were carried out on the Oak Park playground in early April 2009 at the request of the Massey Community Board. The remedial works have extended the life of the playground by several months. The playground was opened for public use from Thursday, 9 April 2009 until a final decision on the future of the playground is made.

- A5
11. There are two other playgrounds located within an 800 metre walking distance of Oak Park located at Connemara Reserve and Starlight Park. These playgrounds will provide the play facilities for the local neighbourhood. Both Connemara Reserve and Starlight Park are located across the highly used Wiseley Road. Wiseley Road is classified as a Collector road which is mostly used by through traffic which could restrict access to the other nearby playgrounds. The location of all three playgrounds can be seen attached at page A5.

12. Notwithstanding the view of the Massey Community Board, Parks recommend the removal of the playground located at Oak Park. In accordance with draft Parks and Open Space Strategy sufficient play facilities would still be provided for the local community.

Elvira Walk Playground

13. The playground located at Elvira Walk has come to the end of its useful life and no longer meets current safety standards. The playground was fenced off in mid March 2009 and will remain fenced off until a decision on the future of the playground is made.
- A6 14. There are several playgrounds located in close proximity to Elvira Walk. Ulrich Reserve is located approximately 200 metres away from Elvira Walk and has a playground. Ranui Domain, Corran Reserve and Starling Park also have playgrounds and are located within an 800 metre walking distance of Elvira Walk. The location of all three playgrounds can be seen attached at page A6.

Tiroroa Esplanade Swings

15. The swings located at Tiroroa Esplanade have come to the end of their useful life and no longer meet current safety standards. Due to the condition of the swing frame the swing seats were removed in early March 2009.
- A7 16. The existing location of the swings at Tiroroa Esplanade is not a suitable location for replacement. The existing swings are located behind an Ecowater pump station in an area surrounded by vegetation. This location lacks passive surveillance and has other Crime Prevention Through Environmental Design issues such as surveillance and sightlines. Photos of the location can be seen attached at page A7.
- A8 17. There is another playground located within an 800 metre walking distance of Tiroroa Esplanade. This playground is located at Wakeling Reserve. The playground at Wakeling Reserve provides improved play facilities for the local neighbourhood. The locations of both the swings and the playground can be seen attached at page A8.

STRATEGIC CONTEXT

18. The draft Parks and Open Space Strategy identifies that in the urban environment play facilities shall be provided for within a walkable distance (800 metres) of 90% of residents. Currently the community around Oak Park, Elvira Walk and Tiroroa Esplanade are catered for in regards to access to play facilities.
19. This project contributes to Council's strategic priority of Sustainable Development which works towards a sustainable society. The facilities around Oak Park exceed minimum requirements for provision of play facilities in accordance with the strategy. There is no policy justification for upgrading or replacing the current play facilities as levels of service will still be met.

CONSULTATION

20. The Massey Community Board and Henderson Board Community were notified of the intention to permanently remove these playgrounds on 11 February 2009. The Boards also received a copy of the information flyer to be distributed to the community in early March 2009, prior to public distribution.

A9-A11

21. Information flyers were distributed in the community to residents within an 800 metre walkable distance from Oak Park, Elvira Walk and Tiroroa Esplanade in mid March 2009. Ratepayers who have postal addresses not included within this area were posted a copy of the information flyer. This flyer advised residents and ratepayers why the playgrounds were to be permanently removed and provided Council officer contact details. Copies of all three flyers are attached at pages A9-A11.
22. A total of 460 information flyers were distributed for Oak Park, 827 information flyers were distributed for Elvira Walk and 480 information flyers distributed for Tiroroa Esplanade to residents and ratepayers.
23. Feedback was received from all three communities. A total of seven submissions were received regarding Oak Park, five submissions were received for Elvira Walk and two submissions were received for Tiroroa Esplanade. All feedback was in opposition to the playground removal. The concerns raised by the community are outlined in the table below.

Issue	Response/Mitigation
Lack of consultation	Information flyers were distributed to residents and ratepayers in mid March 2009 with officer details for a response. As the works will be carried out in accordance with the draft Strategy, communication was only required to inform the local community of the removal works.
Other playgrounds are located too far away	The area has other playgrounds within an 800 metre walking distance. This distance has been set by the draft Parks and Open Space Strategy 2005
Playground to be removed is a focal point of the community	Council provides play facilities for local communities in accordance with the draft Parks and Open Space Strategy 2005

RESOURCES

24. Budget to remove Oak Park, Elvira Walk and Tiroroa Esplanade playgrounds has been included in the Annual Plan 2008/2009. It is proposed to remove the playgrounds and reinstate the area to grass in June 2009.
25. The estimated cost to upgrade the play facilities at Oak Park, Elvira Walk and Tiroroa Esplanade is approximately \$100,000.00, \$100,000.00 and \$17,000.00 respectively. This cost includes all professional fees, consent fees and construction costs such as drainage, undersurface (bark or rubber tiles), edging and play items. Funding for the upgrade and ongoing costs of all three play facilities has not been included in the draft Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

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

Report prepared by: Tracey Hamilton, Project Development Officer.



7 SUNNYVALE RAILWAY STATION PUBLIC TOILET

GLOSSARY

Sunnyvale Railway Station	(the railway station)
Closed circuit television	(CCTV)
Auckland Regional Transport Authority	(ARTA)

EXECUTIVE SUMMARY

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

RECOMMENDATIONS

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

1. **Receive** the Sunnyvale Railway Station Public Toilet report.
2. **Approve** the proposed location (Option 2C - On grass area by the existing bike racks) for the public toilet at Sunnyvale Railway Station.

BACKGROUND

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

The Henderson Community Board resolved to:

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

61/2009

A12

4. The location for investigation as requested by the Henderson Community Board was supported by the residents who attended the February 2009 meeting and is shown on the aerial map location plan as Option 4 attached at page A12.
5. A report was submitted to the April 2009 meeting of the Infrastructure and Works Committee with the four location options and two design options for the public toilet. The Infrastructure and Works Committee resolved:

The Infrastructure and Works Committee resolved to:

- “2. **Approve** the proposed location Option 2 (on or near the station platform) and design Option 1 (one cubical toilet facility) for the public toilet at Sunnyvale Railway Station.”

499/2009

DECISION MAKING

Issues

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

Location

7. The railway station meets the requirements for the provision of a public toilet where the use is expected to be high, where people have travelled some distance and there are no other toilet facilities available.
- A13 8. At the April 2009 meeting of the Infrastructure and Works Committee, the Committee approved location Option 2 (on or near the station platform) for the public toilet at the railway station. Three locations that would meet this criteria for the public toilet were then investigated. Location Option 2A, Option 2B and Option 2C. The three locations can be seen on the aerial photograph attached at page A13.
9. Location Option 2A, Option 2B and Option 2C are all positioned on ONTRACK land and not Council owned land.

Assessment of Options

Option 2A - Behind the station platform

- A14 10. This location is just off the south eastern corner of the railway shelter and would open on to an existing footpath that runs the length of the station platform. The railway shelter is clear glass so view shafts to the toilet are not blocked. In this location the back of the toilet would be close to the boundary of properties at 7 Manui Place and 10 Serwayne Place. For the toilet to be flush with the existing path the area between the path and the boundary line would have to be retained. Photos of this location can be seen attached at page A14.

Option 2B - On the station platform

- A15 11. In this location the public toilet would be located directly on the railway station platform. It was proposed to locate the toilet approximately 9 metres south of the railway shelter. The doors of the toilet are proposed to open towards the railway tracks. Photos of this location can be seen attached at page A15.

Option 2C - On grass area by existing bike racks

- A16 12. This location is positioned on the grassed area to the south of the railway platform. There is currently a bike stand in the position that would be most suitable for the public toilet. The bike stand would be relocated if this location was preferred. This location is visible from the railway platform and would join up with an existing path. Photos of this location can be seen on attached at page A16.

Auckland Regional Transport Authority Feedback

13. Auckland Regional Transport Authority (ARTA) sub lease this area of land from ONTRACK. ARTA are responsible for the development and management of this land and had previously given approval in principle for a public toilet to be located on ONTRACK land. This was subject to approval of the final location and obtaining a licence to occupy.
14. Parks officers consulted with ARTA around the three location options discussed above. Feedback from ARTA was that they would not allow the building of a public toilet in location Option 2A or Option 2B. The reasons behind this decision are outlined below:
 - Congestion on the platform leading to safety risks;
 - Unknown structural and drainage issues from building toilets on the concrete platform;
 - Public perception that if the toilet is on the station that it belongs to ARTA;
 - Public expectation that if toilets are provided at Sunnyvale Railway Station that they will be provided elsewhere;
 - Risk of criminal or anti-social behaviour on the station as a result of the toilet;
 - Interface issues as ARTA would want to control the cleaning and maintenance regime for any structure on the platform; and
 - Proximity of public toilet with neighbouring properties.
15. ARTA advised that it is their policy not to provide public toilets on stations and therefore platforms have not been designed to accommodate them.
16. ARTA has given approval for a public toilet to be constructed at location Option 2C. ARTA has confirmed that location Option 2C would provide good closed circuit television (CCTV) coverage of two sides of the toilet block from existing cameras.

Preferred Option

17. For the above reasons location Option 2C is the preferred location for the public toilet. This is the only location that ARTA has provided approval for. The toilet would be positioned along the main pedestrian route to the station from the Park and Ride facility located across Seymour Road. This location would also provide good CCTV coverage from existing cameras and good passive surveillance from pedestrians.
18. Location 2C is between the Park and Ride and the railway station which provides close proximity to the activity in accordance with the strategy. A Crime Prevention through Environmental Design assessment was undertaken on the proposed location and complies with best practice. The proposed location can also be seen by CCTV cameras which provide additional security.

Parks Standard Toilet Design

19. It was agreed by the Infrastructure and Works Committee at the April 2009 meeting that a one cubical Parks standard toilet would be installed. This will reduce the footprint of the toilet and therefore minimise the visual impact the building has on the surrounding environment. If the demand for additional toilet facilities increases in the future another cubical could be added onto the one cubical building.

STRATEGIC CONTEXT

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

CONSULTATION

21. The proposed installation of the public toilet design and location Option 2C has the approval of the Parks Design Review Panel.
22. ARTA has been consulted on the three proposed location options for the public toilet. ARTA has provided feedback on these locations and this has been included previously in this report.

RESOURCES

23. The estimated cost to install the proposed public toilet is \$130,000.00. This includes all consents and professional services costs. Funding has been provided in the Annual Plan 2008/2009 to carry out the toilet installation. A summary of the annual costs associated with the maintenance and renewal of the toilets is included below in the table.

	Build (includes consent and professional service costs)	Annual Renewal (Depreciation cost based on a new toilet with 30 year life span)	Annual Maintenance (daily frequency)	Annual Vandalism and Graffiti Repairs (estimated)	TOTAL ANNUAL COSTS
Cost of new single unit block	\$130,000.00	\$3,333.00	\$5,639.00	\$5,000.00	\$13,972.00

IMPLEMENTATION ISSUES

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

Report prepared by: Tracey Hamilton, Project Development Officer.



8 STARLING PARK SPORTS CLUB APPROVAL OF CONCEPT DESIGN

GLOSSARY

Starling Park Sports Club Incorporated (SPSC)
Crime Prevention through Environmental Design (CPTED)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee for the concept design of the new clubrooms to be located on Starling Park by the Starling Park Sports Club Incorporated (SPSC).

Council Officers have met with members of the SPSC along with their Architect and Project Manager at the Parks Design Review meeting held on the 28 April 2009. At this meeting the latest concept design was presented for approval. The concept design was approved in principle, subject to the developed design, with indications of the materials to be used and the addition of a window to provide better viewing of the car park area for security reasons, being brought back for final approval.

The concept design has now been submitted to Council for resource consent. This report is submitted to Infrastructure and Works for approval and to the Massey Community Board for their information.

RECOMMENDATIONS

It is recommended that Infrastructure and Works Committee resolve to:

1. **Receive** the Starling Park Sports Club Approval Of Concept Design report.
2. **Approve** the Starling Park Sports Club concept design.

BACKGROUND

1. In December 2005 the clubrooms of the SPSC, which comprises the Ranui Swanson Association Football Club and the Waitakere Bears Softball Club burnt down as the result of an arson attack. Council officers have been working closely with the SPSC since this time and encouraged them to rebuild their clubrooms into a facility that meets the wider needs of the clubs and the local communities both now and into the future.
2. The SPSC has been progressing the development of the clubrooms on Starling Park and have appointed N-Compass to project manage the development. Initial quantity surveys have estimated the project is likely to cost approximately \$2.4 million, of which the Council has committed \$1 million in the Annual Plan 2008/2009 to the capital development of this building.
3. At a recent Parks Design Review meeting on 28 April 2009 the latest concept design was presented for approval. The concept design is attached at pages A17 to A20. A 3D model of the proposed building will also be presented at this meeting.

A17-A20

DECISION MAKING

Issues

4. This is the second time that the SPSC has presented their concept design to Parks Design Review. The first time recommendations were made to SPSC to consider the impact such a large building would have on the park, especially the view from Glen Road, together with numerous issues around Crime Prevention through Environmental Design (CPTED).
5. The concept design has a site coverage of 530 square metres and takes into consideration the needs of the two primary partners in these clubrooms whilst also considering the wider needs of the community and consists of the following:
 - Two floors with the upper floor being 360 square metres, excluding decks and stands and the lower level being 394 square metres plus some storage area;
 - The viewing stands to the west and south are constructed of concrete allowing for elevated watching of both football and softball games. Under the stands there is provision for grey water tanks;

- The lower floor includes a junior lounge that can accommodate 60 plus children, a tournament control room, medical room, changing room, umpires room and a tuck shop;
 - The upper floor design has expansive views over the park with views of the tree and hill line of Te Rangi Hiroa and the Waitakere Ranges in the west. The amount of upper level glass has been specifically designed to allow transparency through from Glen Road to Waitemata Drive, to mitigate the apparent size of the building. Giving the appearance of the roof floating free of the solid base;
 - Steel sliding security gates secure the upper viewing decks and prevent vandalism of the upper level;
 - Windows have been strategically placed to ensure security of the car parking area to the north. There are excellent views of the building on the southern side of the building from Waitemata Drive, which will provide a level of security to the building;
 - The multi-purpose upper floor space is primarily designed for club functions but has also been designed with consideration by the community at large for hireage for both day and night meetings;
 - The large northern eaves have been designed to screen the sun but also as a aesthetically pleasing structure to provide visual interest and a sense of identity;
 - The external steel columns have also been designed to take the stark reality of the concrete block structure away and to add interest to the façade; and
 - The materials have been specifically chosen for their robustness particularly at the lower level (concrete block) and the upper level has been designed to provide a view across the park and an iconic structure for the local community.
6. At this stage specific sustainable features have not been identified (apart from the grey water tanks). The decision to grant \$1 million to SPSC was done so under the requirements of the Leisure Facility Partnership Fund. This fund specifically states that in all practical ways buildings will need to include as many sustainable features as is affordable. Sustainable features are planned for and will be incorporated at the developed and detail design stages, it is at these stages when costings are considered and weighed against cost versus benefit.
7. The relationship between Council, SPSC and the Architect has been positive to date. Recommendations made by Council officers has enabled SPSC, together with their Architect, to revise the design, making it environmentally viable and incorporating aspects that would make for improved safety and reduce vandalism.

Options Identified

8. To progress this project it is necessary for the approval of the concept design that has been endorsed by Parks Design Review.
9. The process required to progress this project is to seek the approval of Infrastructure and Works Committee at concept design stage. From this the Architect will be instructed by SPSC to progress to detailed design. Once detailed design is complete it will come back to Parks Design Review for final approval and for Parks sign off of the final design. Concurrently with this the resource and building consent will be progressed.

Preferred Option

10. The concept design, as provided, is the single design option being pursued by SPSC and other funding partners. Council officers have given favourable feedback on the design, throughout the Parks Design Review process.

STRATEGIC CONTEXT

11. Through the Strong Communities platform, the Council outlines its commitment to undertaking initiatives that will contribute to making Waitakere a safe, informed and healthy place to live and to improving local leisure and recreation opportunities and choices. Through the adoption of First Call for Children, the Council has also stated its commitment to proactively supporting children, young people and their families in Waitakere. Direct financial assistance to organisations providing facilities and activities to get people more active, assists the Council's commitment to these policies.
12. New leisure facilities support opportunities for residents to participate in sport and/or physical activity and will complement the initiatives being implemented through the Active Waitakere 'Move it Waitakere' Action Plan.

CONSULTATION

13. SPSC has, throughout the process of designing the new clubrooms, consulted their community so that the eventual design would meet the wider community needs rather than only those of the two principle sporting codes represented within the SPSC.
14. SPSC have had two open days for the public where the current design has been on display for comment. The feedback was positive from the community and there were no suggestions to SPSC for changes to what was proposed.
15. The model has been on display at the current relocated garage/clubrooms for the past two months and many of the two clubs members and parents have had opportunity to view it. All responses were favourable.
16. Parks Design Review have twice had an opportunity to comment on the design, and have made constructive comments which have been taken on board. Also the Safe Waitakere Crime Prevention Project Leader has visited the site and made recommendations on how best to design for CPTED.
17. The Waitakere Licensing Trust and The ASB Community Trust have had opportunity to view the design including the model. Both organisations were impressed and felt that the building would be an asset to the community and expressed their liking for the junior clubroom area which they felt was an important aspect to their funding.

RESOURCES

18. A sum of \$1 million has been allocated through the Annual Plan 2008/2009 as a contribution to the construction of new clubrooms on Starling Park.
19. Officers from Leisure Services are involved in working with SPSC to develop the project and will be responsible for monitoring the project through to completion.
20. Funding has been sought from The Waitakere Licensing Trust and The ASB Community Trust. Both of these agencies have indicated a level of financial support that would see this project being built to completion.

IMPLEMENTATION ISSUES

21. If the concept design is not agreed to it will delay the progress of the detailed design which may jeopardise the ability for SPSC to complete the building within the proposed timeframe.

Report prepared by: Jan Brown, Senior Community Liaison Officer.



9 CYCLE LANE ON TE ATATU ROAD, TE ATATU PENINSULA

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval to establish a cycle lane on Te Atatu Road, Te Atatu Peninsula.

RECOMMENDATIONS

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

1. **Receive** the Cycle Lane On Te Atatu Road, Te Atatu Peninsula report.
2. **Approve** that in relation to **Te Atatu Road, Te Atatu Peninsula**:
 - (a) That all existing parking restrictions or limitations currently applicable to Te Atatu Road, Te Atatu Peninsula 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 authorized to be concluded in the normal manner;
 - (b) and 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 cycle lane be now resolved to be specified and imposed, namely;
 - A21 (c) on the east kerb line of Te Atatu Road at a start point of approximately 85 metres south of Cellermans Street to an end point of approximately 70 metres east of Yeovil Road, a cycle lane be put in place as shown on the attached page at A21; and
 - A22 (d) on the west kerb line of Te Atatu Road at a start point of the east kerb line of Gunner Drive to an end point of approximately 110 metres south of Cellermans Street, a cycle lane be put in place as shown on the attached page at A22.
3. **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 cycle lane.

BACKGROUND

1. At its meeting held on 1 October 2008, the Infrastructure and Works Committee resolved:

The Infrastructure and Works Committee resolved to:

- “1. **Receive** the Cycleway Projects For Detailed Design report be received.
2. **Approve** that the Infrastructure and Works Committee approves the commissioning of detailed design work, based on the preferred option, for Te Atatu Road cycleway project.”

1727/2008

DECISION MAKING

Issues

2. Te Atatu Road is identified on the Auckland Regional Transport Authority's Regional Cycle Network as a cycle route. The scheme design stage of the cycleway on Te Atatu Road, Te Atatu Peninsula was approved by the Infrastructure and Works Committee meeting held on 1 October 2008 for detailed design and implementation. The main purpose of the project is to provide a cycle facility along Te Atatu Road to encourage and support the cycling to and from Te Atatu Peninsula.

Options Identified

3. The preferred option was identified and approved by the Infrastructure and Works Committee meeting held on the 1 October 2008.

Consideration of Community Views

4. The cycle lane will provide an incentive to commuters to change their transport mode and will increase safety for cyclists.

Preferred Option

A23

5. It is proposed to provide on road cycle lanes on both sides of Te Atatu Road, Te Atatu Peninsula between Gunner Drive and Harbour View Park as shown on the attached page at A23.

STRATEGIC CONTEXT

6. This objective is continued in the Integrated Transport and Communication Strategic Platform in Council's draft Long Term Council Community Plan.
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. The consultation with the affected residents was undertaken in June 2008, during the scheme design stage of the project.

9. Consultation with internal officers, external agencies and Maori was not required for this report.

RESOURCES

10. Funding of \$800,000 is available in the Annual Plan 2008/2009 to complete the construction of the cycleway project along Te Atatu Road, Te Atatu Peninsula.

IMPLEMENTATION ISSUES

11. The physical works started in April 2009 and it is anticipated that construction works will be finished by 30 June 2009. There are no implementation issues arising from this report.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



10 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MAY 2009

GLOSSARY

Auckland Regional Council	(ARC)
Auckland Regional Transport Authority	(ARTA)
Local Government Act 1974	(LGA)
Low Impact Design	(LID)
New Zealand Transport Agency	(NZTA)
Target Outturn Cost	(TOC)
Transit Oriented Development	(TOD)
Waitakere City Council	(the Council)
Watercare Services Limited	(WSL)

EXECUTIVE SUMMARY

The most significant issue to be resolved during June 2009 is funding of the bus/rail interchange (Option 1) as there is still no certainty regarding Auckland Regional Council (ARC) funding.

The detailed design for the bus/rail interchange (Option1) was issued by Auckland Regional Transport Authority (ARTA), for review by the Waitakere City Council (Council) on 24 April 2009. The detailed design, which incorporated Low Impact Design (LID) and sustainable design features, was approved by the Council at their meeting held on 1 April 2009.

The Council is working collaboratively with ONTRACK on planning road construction works to mesh smoothly and minimise impact with Fletcher Construction Consortium's rail works. Discussions to align the temporary traffic management and construction activities between the Council's construction works and ONTRACK's construction works have been ongoing.

The Council is currently liaising with Watercare Services Limited (WSL) in relation to their proposed sewer line upgrading project in Clark Street. It is intended that this work will be incorporated into the works programme for Stage 1.

The developed design for the Council's proposed road upgrading works was approved by the Council at their meeting held on 15 October 2008. Drawings and specifications, issued for tender purposes are now expected by 5 June 2009, with the tender process to commence on 10 June 2009.

There is a risk that the changes to regional governance may delay the award of the tender.

The formal process for the proposed closure of Astley Avenue has commenced in accordance with the requirements of the Local Government Act 1974 (LGA). As the LGA process is subject to appeal and Environment Court proceedings, proactive resolution of issues with affected parties is highly desirable prior to public notification. The initial round of consultation has been successfully completed with directly affected property owners providing conditional support for the proposal.

The communications team is focused on advising retailers and residents about impending works and a Stop and Shop in New Lynn campaign featuring billboards, fliers and advertisements. Council Officers are working with the Veronica / Ward Street retailers on a market day before the crossing closes again at the end of June 2009.

The Council has commenced discussions with ARTA and ONTRACK with regard to establishing an agreed value for the Target Outturn Cost (TOC) 2 scope. A high-level programme has been agreed between these parties to progress this issue.

The Council received informal confirmation, via email, of New Zealand Transport Agency's (NZTA) approval of the Category 1 funding for Stage 1 works. A meeting was held with NZTA to confirm all conditions and/or requirements of their board's approval of the Category 1 funding for Stage 1 works.

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

RECOMMENDATION

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

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

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to Infrastructure and Works Committee at their meeting held on 6 May 2009. This report covers project progress to mid May 2009.

DECISION MAKING

Issues

Transport Infrastructure

2. The most significant issue to be resolved during June 2009 is funding of the bus/rail interchange (Option 1) as there is still no certainty regarding ARC funding.

A19

3. At the Council meeting held on 29 April 2009, the Council indicated a desire for provision of taxi ranks in close proximity to the transport interchange and indicated that up to six taxi ranks should be considered if possible. The traffic designers have identified a location on Memorial Drive immediately to the east of the Infratil site at which up to six taxi ranks can be accommodated. The space for these taxi ranks has been worked collaboratively into the proposed boundary adjustment that is currently being investigated for the Infratil site such that the taxi ranks will be accommodated within the future Memorial Drive. A diagram showing the location of the proposed taxi ranks is attached at page A19.
4. The detailed design for the bus/rail interchange (Option1) was issued by ARTA, for the Council to review on the 24 April 2009. The detailed design, which incorporated LID and sustainable design features, was approved by the Council on 29 April 2009. This information was also reported to the Infrastructure and Works Committee meeting held on 6 May 2009 as an update report following an earlier report on 4 March 2009.
5. The Council is working collaboratively with ONTRACK on planning road construction works to mesh smoothly and minimise impact with Fletcher Construction Consortium's rail works. Discussions to align the temporary traffic management and construction activities between the Council's construction works and ONTRACK's construction works have been ongoing. Planning meetings were held in mid April 2009 (roading projects interface) and mid May 2009 (interchange construction programming) to progress these issues further with ONTRACK.
6. The Council is currently liaising with WSL in relation to their proposed sewer line upgrading project in Clark Street. It is intended that this work will be incorporated into the works programme for Stage 1 and an agreement to this effect is currently being worked through between the Council and WSL. It is proposed that this work would be constructed by a nominated sub-contractor for which WSL are currently engaged in a tender process.
7. The developed design for the Council's proposed road upgrading works was approved by the Council on the 15 October 2008. The detailed design for Stage 1 road network upgrading works was issued to the Council for formal engineering plan approval on the 30 April 2009, following amendments in response to officer comments. Drawings and specifications, issued for tender purposes are now expected by the 5 June 2009, with the tender process to commence on the 10 June 2009.
8. WT Partnership, the Council's quantity surveyor has been provided with the detailed design plans for the Stage 1 works, as submitted for engineering plan approval and has commenced work on the preparation of a full schedule as required to support the tendering process for the physical works contract.
9. The formal process for stopping of Astley Avenue (Tenth Schedule LGA) requires the submission of a plan, showing the section of road proposed to be closed, to the Chief Surveyor. A report with explanation of the reasoning behind the planned road closure is also required. Transport Assets staff prepared a report addressing the proposed closure for consideration of the Council on 29 April 2009. The Council meeting on 29 April 2009, resolved the following:

The Council resolved to:

- "1. **Receive** the Proposed Road Stopping of Astley Avenue, New Lynn report.

2. **Approve** that in accordance with the Tenth Schedule of the Local Government Act 1974, procedures be initiated to stop a portion of road of approximately 10 square metres to the north of Astley Avenue shown as Section A on drawing number 3121038-C-K300 attached at page A2 to the agenda.
3. **Approve** that the Chief Executive Officer be authorised to declare permanent road stopping of a portion of road shown as Section A on drawing number 3121038-C-K300 attached at page A2 to the agenda by public notification and that this be subject to no objections being received to the proposed road stopping or confirmation of the Council's decision by the Environment Court.”

(603/2009)
10. Survey drawings for the proposed section of road stopping have been prepared and will be lodged with the Chief Surveyor. On receipt of the Chief Surveyor's Notice of Approval, the Council will commence public notification processes, starting with the erection of signs on site. A period of 40 days will be required for submissions on the proposal following two public notices to be made seven days apart.
11. As the LGA process is subject to appeal and Environment Court proceedings, proactive resolution of issues with effected parties is highly desirable prior to public notification. The initial round of consultation has been successfully completed with directly affected property owners providing conditional support for the proposal.
12. Approval to commence processes in relation to the proposed new Ambrico Lane, including: a) using the Public Works Act to acquire land at 1C Rankin Avenue and, b) revoking existing Reserve Act designation (Ambrico Reserve) for the purposes of creation of public road was approved by Finance and Operational Performance Committee on Monday, 8 December 2008. Resource consent is also required for this work.
13. Design and construction details are required to support the planning assessment and reporting for the resource consent. Concept designs for the road have been thoroughly considered by the Council's Project Control Group and a final concept is currently being progressed to a developed design stage to support these consent processes.
14. A meeting is planned with the New Zealand Historic Places Trust after the plans have been completed, followed by public consultation. Following completion of consultation the design will be finalised in detailed construction plans.
15. Completion of design and scheduling of works, along with completion of land acquisitions and/or obtaining rights to enter, and completion of consenting are all key components to ensuring that tendering of the physical works contracts for Stage 1 can be completed. The currently proposed programme for tendering is as follows:
 - Tender documentation issued - 10 June 2009.
 - Tenders close - 7 July 2009.
 - Tender evaluation completed, Council approval obtained and contract awarded by - August 2009.
 - Works commence - September 2009.
16. There is a risk that the changes to regional governance may delay the award of the tender.

Sustainable Design Features

17. A feasibility assessment of LID options for the treatment of stormwater run-off from the Stage 1 works area has been completed. Detailed design of selected options is expected to be completed by end June 2009.
18. The detailed design of the interchange, including sustainability features, was reported to the Council on 29 April 2009 at which, the Council resolved to:

The Council resolved to:

- “1. **Receive** the New Lynn Transit Oriented Development Project: Approval Of Transport Interchange Design And Approval Of Delegated Authority report.
2. **Agree** that the Detailed Design for the New Lynn Transport Interchange be approved.
3. **Agree** that authority to enter into agreements with New Zealand Railways Corporation: ONTRACK and Auckland Regional Transport Authority to construct the New Lynn Transport Interchange be delegated to the Chief Executive Officer.
4. **Agree** that authority to enter into agreements with Watercare Services Limited to construct a trunk wastewater pipeline as part of Council’s transport infrastructure contract be delegated to the Chief Executive Officer.”

601/2009

19. At the Infrastructure and Works Committee meeting held on 6 May 2009, the Committee requested that:
 - consideration be given to providing etchings on the glass screens around the trench voids as an art feature;
 - an update be provided on sound and vibration management at the Community Centre; and
 - an update be provided on how any barriers or the rail trench wall will be protected from graffiti.

Glass Screens around Trench Voids

20. The glass screens that are positioned above the barrier formed around the open areas of the trench have been identified by the Infrastructure and Works Committee as an area that should be considered for the application of a suitable artwork. The Lead Artists, Architects and Council officers are researching the possibility of applying an extension of the bridge barriers tile artworks flowing from the barriers onto the glass screens.
21. Suitable methods of applying the artwork to the glass are being researched along with the financial implications. Council officers will present options to Infrastructure and Works Committee meeting scheduled to be held in July 2009.
22. To manage graffiti and vandalism on the glass screens and glass doors, the same type of protective film will be applied to accessible glass surfaces as was provided on the Waitakere Central pedestrian bridge.

Sound and Vibration Management

23. The earthwork bund forming the original sound and vibration barrier to the community centre will be reinstated by ONTRACK before completion of the deep rail trench works. The project architects have developed detailed plantings for this bund which will be included in the reinstatement works so that the open facade is made more aesthetically pleasing and less prone to graffiti.

Rail Platform, Trench Wall Artwork

24. The trench wall art panels project is progressing. The Fletcher Construction Consortium are currently finalising the mounting and support system. Once the design is finalised, the project will be priced. ONTRACK have allocated a sum towards the panels and the Council's arts budget will bridge the funding gap if the Infrastructure and Works Committee approve the project.

Land Acquisition

25. Land acquisitions are proceeding well, given the tight timeframes. The Council is working collaboratively with land owners to progress these land purchases. Council officers have met with the owners of some properties to discuss the issue of car park loss, which is a concern to some businesses along Clark Street. Owners appear satisfied with the Council's efforts and these acquisitions are now proceeding.
26. Where land acquisitions could potentially become protracted, Entry Agreements are being prepared. Entry Agreements allow construction to proceed while LGA negotiations continue.

Development and Implementation of Town Centre

27. The Urban Design and Development group are leading a workstream to expand upon the Urban Regeneration Framework. It is intended that this work will look wider than that of the New Lynn Regeneration Framework (approximately a 1.2 kilometre radius around the transport interchange), and will consider a wide range of workstreams that affect future development of New Lynn. These will include movement and linkages; infrastructure capacity and ground conditions, sustainable design principles for buildings, car parking management, roads, open spaces, social infrastructure, heritage, arts and air quality in the wider New Lynn area. The purpose of this work is to develop an urban plan to provide a framework to guide future investment, policy development, and regeneration across the wider New Lynn catchment.

Strategic Consents and District Plan

28. There is no update to report on the Strategic Consents and District Plan.

Communications

29. The communications team is focused on advising retailers and residents about impending works and a Stop and Shop in New Lynn campaign featuring billboards, fliers and advertisements. Officers are working with the Veronica / Ward Street retailers on a market day before the crossing closes again at the end of June 2009.
30. The New Lynn Liaison Group continues to meet regularly and the general feedback is that the project is going well.

31. Officers continue to have a close working relationship with the communication team at ONTRACK.

Relationship Management

32. No update to report on the Relationship Management.

Advocacy

33. Discussions are continuing between the Council's Chief Executive Officer and the Chair and Chief Executive Officer of NZTA regarding funding the project shortfall. A decision is expected shortly.

ONTRACK TOC Status

34. During the past few months, the Council's quantity surveyor, WT Partnership, worked with ONTRACK's quantity surveyor on a review of the original estimate of the Council's cost share in relation to the TOC 1 scope, provided by ONTRACK. Several meetings were held during this period, between the Council, ONTRACK and their consultants to discuss the make-up of "add-on" costs (preliminary and general, risk and contingencies) which ONTRACK had included in their estimate. The net result of these processes was a reduction in the amount attributed to the Council by ONTRACK, for the TOC 1 scope to \$11.04million.
35. The Council has now commenced discussions with ARTA and ONTRACK with regard to establishing an agreed value for the TOC 2 scope, being the additional scope items, over and above the "Base Case" scope, that were not included in ONTRACK's TOC 1 agreement with the Fletcher Construction Consortium. TOC 2 is expected to be developed, to include enhancements to TOC 1 scope, but will also include new scope where design processes have resulted in different construction solutions to those in TOC 1.
36. Council officers met with ONTRACK and ARTA representatives in mid-March 2009 to discuss the process of establishing a TOC 2 scope and value and a preliminary programme for this work was agreed, as follows:
 - Develop and sign-off agreement for TOC 2 process by end of April 2009;
 - Detailed design for TOC 2 completed by end of April 2009;
 - Packages priced and pricing reconciliation completed by end of June 2009; and
 - Approval of TOC 2 contributions (Council/ARTA) by end of August 2009.
37. The initial phase of this work, being the development of a process plan and programme for formal agreement is being lead by ONTRACK. Given the relatively tight timeframes for the development of this agreement, the Council sent a letter to ONTRACK in early April 2009 advising that at the time of writing a draft process the document had not been received for review and that to reach agreement by the end of April 2009, this draft document needed to be provided urgently.
38. In early April 2009, ONTRACK forwarded a work programme for Council and ARTA to review. The Council responded to this programme with comments. The Council has also received a draft TOC 2 procedure document from ONTRACK. As this document was received late, the original programme has been delayed. The Council will complete its review and respond to ONTRACK as soon as possible, to ensure no further delays result.

ARTA Status

39. Following completion of the detailed design of the interchange (Option 1), ARTA have engaged WT Partnership to complete a review of the interchange costs. This work is expected to be completed by the end of May 2009. ARTA have indicated that following this update on costs, it may be necessary to undertake a further value engineering process.

NZTA Funding Applications

40. The Council received informal confirmation, via email, of NZTA's approval of the Category 1 funding for Stage 1 works (including: Clark Street widening, new bridges and other roading works), following the NZTA Board meeting held on the 27 February 2009.
41. A meeting was held with NZTA to confirm all conditions and/or requirements of their board's approval of the Category 1 funding for Stage 1 works. Key issues discussed included:
- NZTA were happy with the Council's proposed approach to depart from their standard procurement process to engage ONTRACK to construct in-corridor works (bridges, cycleways etc), the bus interchange and related road works;
 - The Council is to provide NZTA with copies of documentation of reconciliation process that was undergone between ONTRACK's and the Council's quantity surveyor to agree margins and overhead costs related to the TOC 1 works;
 - The Council is to provide NZTA with a copy of the information in relation to the TOC 2 process, once this is received from ONTRACK;
 - NZTA reiterated its desire to see developer contribution's applied as a "top slice" to reduce the total project cost, before NZTA funding is calculated. NZTA is also interested in looking in more detail at possible alternative funding (exclusive of the Council and NZTA, e.g. joint venture partnerships for development – e.g. Infratil);
 - The Council is to update NZTA on its position regarding developer contributions following completion of the Council deliberations on any submissions received against the draft Development Contributions and Financial Contributions Policy (late June 2009);
 - NZTA were supportive of the Council separately advocating with the Crown in relation to funding any shortfall resulting from the Regional Fuel Tax decision. The Council is to copy any such correspondence to NZTA "for information";
 - Funding issues resulting from Government retraction on Regional Fuel Tax are currently being worked through and more funding certainty would be needed before subsequent applications for Category 1 funding in relation to the interchange Option 1, Clark Street extension and Totara West and interchange Option 2 upgrade could be considered;
 - Other information to be provided with subsequent applications to include:
 - Detailed design;
 - Consent notices;
 - Updated cost estimates; and
 - Funding details.

- The Council advised that TOC 2 works (including bridge decks and interchange) are the subject of the Outline Plan of Works 3 and issues with building consents are likely to be resolved in May 2009. Hence an application could possibly be prepared in June 2009. NZTA noted that an application lodged in late June 2009 would go through the July 2009 review process with a decision available in early August 2009.
42. Another meeting is to be scheduled with NZTA in June 2009 to discuss progress on development contributions and project funding issues.

Development Contributions

43. There is no update to report on the Development Contributions..

Legal Agreements

44. There is no update to report on the Legal Agreements.

Risk Management

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

Consideration of Community Views

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

STRATEGIC CONTEXT

48. The New Lynn project is identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019. The project delivers on the following strategic platforms:
- Urban and Rural Villages;
 - Strong Communities; and
 - Integrated Transport and Communications.
49. The New Lynn project is aligned with the following strategies:
- The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
 - Auckland Regional Land Transport Strategy;
 - The Council's Transport Strategy 2009 - 2019;
 - Growth Management Strategy; and
 - Economic Development Strategy.

CONSULTATION

50. Ongoing consultations are held with affected property owners and tenants on Clark Street with regard to the proposed land acquisitions required for the widening of Clark Street. The Council has allocated a dedicated resource to provide an ongoing liaison channel and ensure that all issues raised by these parties are fully discussed with them and suitable solutions are engineered by technical officers to meet their needs.
51. Council officers will continue consultation with affected parties in the Ward/Veronica Street area in relation to the closure of Ward/Veronica rail crossing.
52. A meeting is planned with the New Zealand Historic Places Trust after the detailed design plans have been completed, followed by public consultation. Following completion of consultation the design will be finalised in detailed construction plans.
53. Council officers continue to liaise with ONTRACK in regard to matters affecting the community and assist ONTRACK with community consultation where possible.

RESOURCES

Financial Status

54. \$21,568,000.00 was budgeted in the Annual Plan 2007/2008 for roading components, land purchase, ONTRACK contributions and communications. Of this amount, \$19,600,000.00 has been carried forward into the Annual Plan 2008/2009.
55. A further sum of \$47,740,600.00 has been allocated in the Annual Plan 2008/2009. Additional amounts will be required in the subsequent Annual Plan 2009/2010, Annual Plan 2010/2011, Annual Plan 2011/2012, and Annual Plan 2012/2013. The current total Council project costs are estimated at \$163,895,000.00 exclusive of administrative costs. This is approximately \$5,380,000.00 more than reported previously to Infrastructure and Works Committee due to Option 2 Interchange costs being reported previously as net cost exclusive of subsidy.
56. Three funding sources from NZTA, ARTA and development contributions are currently being investigated which will offset some of the estimated project costs. These amounts have yet to be confirmed but are estimated to be approximately \$80 million. Targeted rating is also being considered as a potential funding mechanism and work is being undertaken to assess its feasibility.
57. At Council's 17 December 2008 meeting Council resolved to:

The Council resolved to:

- “1. **Receive** the New Lynn Transit Oriented Development Project Delegated Authority To Make Payments To ONTRACK report.
2. **Agree** that the Chief Executive Officer be authorised to make payments to ONTRACK for the New Lynn Transit Oriented Development project, provided that the payments do not exceed the amounts in the Annual Plan 2008/2009 and Long Term Council Community Plan 2009-2019 once approved.

3. **Direct** the Chief Executive Officer to provide regular reports to the Infrastructure and Works Committee on payments made to ONTRACK and cash flow forecasts for the New Lynn Transit Oriented Development project.”

2144/2008

58. A summary financial report providing agreed amounts and payments to date is provided in response to this direction, in Table 1 below:

Item	Agreed Amount	Payment Schedule	Scheduled Amount	Payment Status
Fixed Cost:				
WCC contribution to Rail Trench	\$20,000,000.00	Dec 2008 2009/2010 2010/2011	\$2,000,000.00 \$16,000,000.00 \$2,000,000.00	Paid
TOC 1 and 2 Costs:				
Services Relocation	\$5,220,000.00	May 2009 2009/2010	\$3,000,000.00 \$2,220,000.00	Paid
Ventilation Modelling Costs	\$300,000.00	2009/2010	\$300,000.00.00	
TOC Design Future-proof for Option2	\$400,000.00	May 2009 2009/2010	\$168,193.00 \$231,807.00	Paid

Table 1 - ONTRACK Payment Schedule

IMPLEMENTATION ISSUES

Timeline/Milestones

59. The timeline and milestones for the project will continue to be developed as the project progresses.
60. Current established key milestones for the transport interchange include:
- Develop and sign-off agreement for TOC 2 process by end of April 2009. This is now likely to be late May 2009 to early June 2009 as noted above;
 - Detailed design (TOC 2) completed by end of April 2009;
 - Packages priced and pricing reconciliation completed by end of June 2009;
 - Approval of TOC 2 contributions (WCC /ARTA) by end of August 2009;
 - Train tracks installed in trench and new station (TOC 1) complete - April 2010;
 - ONTRACK TOC 1 works complete - July 2010; and
 - Completion of transport interchange (incl. TOC 2 scope) - October 2010.
61. Current established key milestones for the Council roading works include:
- Council roading works (Stage 1) commences - mid/late 2009;
 - Council roading works (Stage 1) completed - mid 2011;
 - Clark Street extension (Stage 2) commences - early 2012;
 - Clark Street extension (Stage 2) completed - late 2012;
 - Totara Avenue West (Stage 3) commences - early 2013; and
 - Totara Avenue West (Stage 3) completed - late 2013.

62. Further programming workshops are to take place over the next month and an updated timeline for the roading projects will be reported to the Infrastructure and Works Committee.

Project Risks

63. Confirming funding of the bus/rail interchange Option 1, as there is still no certainty regarding ARC funding.
64. Securing sufficient funding to achieve interchange Option 2.
65. A major risk is that property owners' concerns are not managed adequately as part of the land acquisition process, resulting in formal objections to the statutory process and consequent delay to construction. This risk is being mitigated by assigning a dedicated and skilled Council officer to manage the relationships.
66. Land acquisitions for the Clark Street Flyover. Council officers have continued to apply pressure on ONTRACK to agree to the sale of number 1a Rankin Avenue, which is fundamental to the construction of the Clark Street Flyover. At a meeting with ONTRACK held on the 10 March 2009 this issue was discussed further and the following key action points identified to reach resolution of this issue;
- ONTRACK would have no requirement for a park and ride facility if ARTA agrees that one is not required. The Council has obtained written confirmation of this from ARTA, and advised ONTRACK of the response;
 - Previously the Council's Legal Services Department believed it was not necessary for the Crown to follow the process to offer land back, if the land is to be transferred to a road controlling authority. However, further investigation revealed that this may be incorrect and the Legal Services Department is now confirming the correct process; and
 - Subject to resolution of the two matters above, it was agreed that both parties would reach a settlement by 1 August 2009.
67. Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected.
68. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project, although it was anticipated that the overall project would initially be financed through borrowings, the slower repayment of debt by development contributions will have a further impact on the overall interest on debt.

Report prepared by: John Schermbrucker, Special Projects Manager.

