

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON WEDNESDAY, 2 JULY 2008
COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

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

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

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

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



3 CONFLICTS OF INTEREST

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



4 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 4 June 2008

RECOMMENDATION

It is recommended that the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 4 June 2008, as circulated, and that they be taken as read and now be confirmed.



5 PRESENTATION - INGENIUM EXCELLENCE AWARDS 2008

Ingenium is an incorporated society that exists primarily to uphold and improve the status of engineering and management of public assets in New Zealand. At the Ingenium Excellence Awards 2008, Waitakere City Council's project, Waitakere Central won a prestigious award for the "Projects of Process and Investigation" section. Individual certificates will be presented to:

- Waitakere City Council's Project Management;
- Architectus;
- Athfield Architects;
- Rawlinsons;
- Canam Construction.



6 DRAFT AUCKLAND REGIONAL ROAD SAFETY PLAN 2008-2012

GLOSSARY

Road Safety Action Plan	(RSAP)
Auckland Regional Transport Authority	(ARTA)

EXECUTIVE SUMMARY

The purpose of this report is to provide an overview to the Infrastructure and Works Committee regarding the draft Auckland Regional Road Safety Plan 2008-2012 and seek Council's feedback on the draft by the due date of Friday, 8 August 2008.

RECOMMENDATIONS

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

1. **Receive** the Auckland Regional Road Safety Plan 2008-2012 report.
2. **Agree** to consult with key road safety partners over the next month, and that the feedback from the consultation process be included in Council's submission to the Auckland Regional Road Safety Plan 2008-2012.
3. **Approve** that a report be brought back to the 6 August 2008 Infrastructure and Works Committee for consideration and resolution to approve Council's submission to the Auckland Regional Road Safety Plan 2008-2012.

BACKGROUND

1. Road crashes are a leading cause of death in the Auckland region. They account for approximately 10% of all hospitalisations, and cost the Auckland region an estimated \$990 million per year in medical costs and lost productivity.
2. The two leading causes of death on Auckland's roads continue to be speed-related and alcohol-related crashes. Significant proportions of people are also killed or injured as pedestrians, and at intersections. Bends and roadside objects are contributing factors in a high proportion of crashes. Yet this road trauma is largely predictable and preventable through a combination of proven and readily available engineering, enforcement and education interventions. While an estimated \$124 million is spent each year to reduce road trauma in the Auckland region, more investment is needed to achieve the regional road safety target.

A1-A59

3. The proposed Auckland Regional Road Safety Plan 2008-2012, (see the attachment at pages A1 to A59) will be the fourth such regional plan and as with previous plans provides a framework for cooperation and collaboration among all agencies working to improve road safety in the region and to provide a starting point for planning and action at a local level. The regional plan will have a significant influence on road safety activities by influencing funding decisions and focusing the efforts of a range of road safety agencies, local government and community groups to achieve a lower road toll.

DECISION MAKING

Issues

4. The Auckland Regional Transport Authority (ARTA) and the RoadSafe Auckland coordinating group have compiled the plan. As a coordinating group, RoadSafe Auckland has a long history of providing road safety coordination across the Auckland region and first launched an Auckland Regional Road Safety Plan in 1994. ARTA was set up in 2004 to be the central coordinating agency for transport in the Auckland region providing greater regional leadership and coordination through planning, funding, co-ordination and service delivery roles.

Regional Land Transport Strategy and Auckland Transport Plan

5. RoadSafe Auckland developed previous regional road safety plans under the guidance of the Auckland Regional Council and successive Auckland Regional Land Transport Strategies.
6. Recent changes to the transport environment within the Auckland region mean that the Auckland Regional Road Safety Plan now sits under the Auckland Transport Plan (Auckland Regional Transport Authority, June 2007) and is adopted by the ARTA Board as part of the overall implementation planning for the Auckland Regional Land Transport Strategy (Auckland Regional Council, 2005).
7. The proposed Auckland Regional Road Safety Plan 2008-2012 will outline how the region proposes to achieve the Auckland Transport Plan desired outcomes of “an established road safety culture”, “a safe and secure environment for vulnerable road users”, “passenger transport that is safe to ride”, and “significantly reduced crash deaths and injuries” and also the region’s contribution to national road safety goals and targets.
8. For the first time, the regional plan will provide a direct influence on the funding of regional and local projects, including dedicated safety engineering projects that will be funded through the Auckland Land Transport Programme under the Auckland Transport Plan (Auckland Regional Transport Authority, June 2007). The Auckland Land Transport Programme provides a mechanism for the allocation of funding for road safety initiatives across the region for education (community programmes, advertising and local projects) and engineering (pedestrian and cycling infrastructure projects, funding to address priority safety problems).

Overall targets and goals of the proposed regional plan

9. The draft Auckland Regional Road Safety Plan 2008-2012 includes the following overall targets and goals:
 - By 2010 there will be 408 or fewer fatal and serious crashes compared with 561 recorded in 2006;
 - The Auckland region leads the country in road safety by achieving the lowest rate of regional road casualties per 10,000 people and per kilometre travelled by 2010;

- Speed-related road fatalities and injuries within the Auckland region decline from the five-year annual average (2003 to 2007) of 37 deaths and 734 reported casualties;
- Alcohol-related road fatalities and injuries within the Auckland region decline from the five-year annual average of 30 deaths and 699 reported casualties;
- Pedestrian deaths and injuries within the Auckland region continue to decline from the five-year annual average of 12 deaths and 363 reported casualties;
- Motor-vehicle-related deaths and injuries at intersections within the Auckland region decline from the five-year annual average of 17 deaths and 1,377 reported casualties;
- Motorcyclist fatalities and injuries within the Auckland region decline from the five-year annual average of eight deaths and 260 reported casualties;
- Cyclist fatalities and injuries within the Auckland region decline from the five-year annual average of one death and 194 reported cyclist casualties;
- The percentage of unrestrained motor-vehicle-drivers killed or seriously injured declines based on the five-year annual average of 18%, and more than 95% of all motor vehicle occupants (including children) continue using approved restraints;
- Passenger transport promotion and safety initiatives contribute to an overall reduction in transport-related deaths and injuries.

Key regional road safety strategies

10. The above goals will be achieved through a combination of enhanced safety management and engineering, enforcement, and further development of a safety culture that focuses on:
 - Effective speed management and other initiatives that support a growing community acceptance of speed limits;
 - Well targeted drink-drive enforcement, integrated driver rehabilitation and visible host responsibility;
 - Improved pedestrian safety;
 - Improved intersection safety;
 - Initiatives tailored to the needs of at-risk and vulnerable road users;
 - Integrated passenger transport safety.

Local planning and targets

11. Each of the seven Auckland region local authorities uses a Road Safety Action Plan (RSAP) to record agreed local road safety risks, objectives and targets, actions, and monitoring and reviewing processes. RSAPs are the result of collaboration by key road safety partners (e.g. Land Transport New Zealand, Transit New Zealand, the local authority, New Zealand Police, Accident Compensation Corporation, community representation) and provide an important link between national, regional and local road safety outcomes.
12. It is envisaged that the Council's RSAP will align and supplement the regional plan. Specifically, the RSAP and broader transport planning documents will need to consider the proposed local targets as outlined in the table overleaf (reproduced from the draft regional plan).
13. In summary the proposed Auckland region 2010 targets are:
 - Overall **408** or fewer fatal and serious crashes;
 - **82** or fewer fatal and serious crashes on **State Highways**;
 - **326** or fewer fatal and serious crashes on **Local Roads**.

14. Table 2 below – Regional and local targets by type of road and territorial authority.

	ALL ROADS		STATE HIGHWAYS		LOCAL ROADS	
	Overall 2010 Target (Fatal plus serious crashes)	Actual 2006 fatal plus serious crashes	State Highway Fatal plus serious crash 2010 target	Actual 2006 State Highway Fatal plus serious crashes	Local Road Fatal plus serious crash target	Actual 2006 Local Road Fatal plus serious crashes
Auckland Region	408	561**	82	98	326	463**
Transit NZ	82	98			n/a	n/a
Auckland City	130	154	20	24	110	130
Franklin District	25	40**	5	6*	20	34**
Manukau City	85	134**	12	16**	73	118**
North Shore City	44	61**	7	7*	37	54**
Papakura District	12	24**	4	2*	8	22**
Rodney District	61	75	28	35**	33	40
Waitakere City	53	73**	6	8**	45	65**

(Source: Land Transport New Zealand CAS data base, 2008)

Notes:

*For some targets because the numbers are very small, the actual figures may already be close to or below the target level, but broadly indicates that the area is already performing on target.

**A number of areas require a greater than 20% reduction in fatal and serious crashes to achieve the 2010 targets. Again if the numbers are small (i.e. less than 10), then caution is required in interpreting the figures.

Options Identified

15. The process of developing the draft Auckland Regional Safety Plan is based on the Auckland Regional Land Transport Strategy which identified a number of options and confirmed the preferred option for the Auckland region.

Assessment of Options

16. Any further options will be evaluated as part of the consultation process.

Consideration of Community Views

17. It is proposed to carry out limited consultation by inviting feedback from key stakeholders, including the Community Boards and the Police.

STRATEGIC CONTEXT

18. The Council's Transport Strategy and the Auckland Regional Transport Strategy identify traffic and pedestrian safety as a key issue. The draft Auckland Regional Road Safety Plan 2008-2012 is aligned with these strategies.

CONSULTATION AND FEEDBACK

19. ARTA and RoadSafe Auckland are interested in feedback on the proposals outlined in the draft Auckland Regional Road Safety Plan 2008-2012, as road safety is a shared responsibility between communities, families and individuals, government agencies, local government and many other organisations.
20. Consultation commenced on Monday, 16 June 2008 and submissions are required by 4.00 pm, Friday 8 August 2008.
21. A workshop on the draft Auckland Regional Road Safety Plan 2008-2012 plan is being held on Monday, 14 July 2008 from 9:30 am to 11:30 am in the Council Chamber of the Auckland Regional Council.
22. Submissions will be considered by ARTA and relevant feedback will be integrated into the final Auckland Regional Road Safety Plan 2008-2012 to be presented to the ARTA Board on 27 August 2008. The final plan will be launched in September 2008.
23. Public feedback is encouraged on the form included within the draft regional plan or available from ARTA, including an online submission form on the ARTA website (www.arta.co.nz).

RESOURCES

24. There are no additional resource implications arising from this report.
25. The draft 2008/2009 Annual Plan and the 2006-2016 Long Term Council Community Plan provide the staff and financial resources necessary for Council to meet its road safety obligations.

IMPLEMENTATION ISSUES

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

Report prepared by: Kitch Cuthbert, Senior Road Safety Co-ordinator.



7 HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETSCAPE AND ROADING UPGRADE - CONSTRUCTION STATUS UPDATE JUNE 2008

GLOSSARY

Henderson Primary School	(School)
Infrastructure and Works Committee	(Committee)
Ministry of Education	(Ministry)
Land Information New Zealand	(LINZ)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee (Committee) on progress of the Henderson Town Centre - Great North Road Streetscape and Roding Upgrade project.

Roadwork and footpath reconstruction in zones A, F and G have been completed, except for the installation of new light poles and street furniture which is expected to commence in the week beginning 23 June 2008. New kerbs have been installed in zones B and C and footpath work is in progress. The speed tables in zone B have been completed. Council officers are closely monitoring the contractor's progress against the amended works programme in order to minimise any further slippage.

Due to the delays that have been experienced in obtaining an entry agreement from the Ministry of Education (Ministry), the work in zone H will be deferred to commence around mid-September.

A high emphasis is placed on liaison with the public and businesses along the route of the works to minimise impacts of the work on commercial activity on Great North Road. This liaison has intensified as a result of the issues related to the poor performance of the contractor at commencement of the works in zones A and G.

While the contractor has re-programmed the works to be completed at the end of July 2008, the contract completion date is 22 July 2008.

Expenditure against contract contingency to date is 21% of the contingency amount and 2.1% of the contract value. This is considered reasonable for a project of this scale.

RECOMMENDATIONS

It is recommended that Infrastructure and Works Committee resolve to:

Receive the Henderson Town Centre - Great North Road Streetscape and Roading Upgrade - Construction Status Update June 2008 report.

BACKGROUND

1. The construction status of the Great North Road Streetscape and Roading Upgrade project was last reported to the Committee on 4 June 2008. This report updates the construction status to late June 2008.

DECISION MAKING

Issues

Progress to date

2. During the reporting period, work to zones A, F and G have been substantially completed, allowing the contractor to progress to zones B and C. Outstanding work to zones A and F include the provision of new streetlights and street furniture. These items are currently being manufactured and the first batch of streetlights is expected in the week beginning 23 June 2008. New trees have been planted in zones A, F and G and planting of annuals is to be carried out by Parks contractors. The construction zones are shown on the attachment at page A60 to this report.
3. Work is currently in progress to zones B and C. New kerbs have been installed in both zones and three speed tables have been reconstructed in zone B. In addition, half of the road crossing at Catherine Mall has been reconstructed as part of the Zone C works. Advance trenching and installation of new underground services has been carried out in zone E, and the reconfiguration of traffic signals and road crossing at the Ratanui Street/Railside Avenue intersection is in progress.

4. The measures that have been taken by the contractor to improve production as outlined in the previous report to the Committee on 4 June 2008 have had the effect of bringing the construction progress closer to alignment with the contractor's amended works programme. The status of construction for the various zones is summarised below.
- Zone A - footpath completed - lights and street furniture to be installed;
 - Zone B - footpath construction in progress. Due for completion 30 June 2008, anticipated completion 5 July 2008;
 - Zone C - footpath construction in progress. Due for completion 20 June 2008, anticipated completion 25 June 2008;
 - Zone D - not yet started;
 - Zone E - not yet started;
 - Zone F - footpath completed - lights and street furniture to be installed;
 - Zone G - footpath completed - lights and street furniture to be installed;
 - Zone H - Deferred to September 2008.
5. Meetings between Council officers, the consultant team and senior contractor personnel have been taking place on a regular basis during the reporting period to minimise any further slippage against the works programme. The contractor has undertaken to seek any methods that can be employed to improve production rates.

Procurement of Land from Ministry of Education

6. As advised at the previous Committee meeting on 4 June 2008 there has been a delay in obtaining an entry agreement from the Ministry to the land at Henderson Primary School (School) in zone H. The agreement has been referred to Land Information New Zealand (LINZ) and the Office of Treaty Settlements. Council officers have been verbally advised that the agreement has been returned from LINZ with some recommended changes. These are expected to be forwarded to Council within the next week. It is intended that work to this zone takes place from mid-September. The contractor has been advised accordingly.

Public Liaison

7. During the reporting period, a high level of liaison has been taking place between Council officers and businesses on Great North Road affected by the contract works. Letters from the Manager, Public Affairs updating businesses were delivered on 27 May and 10 June 2008. Ongoing liaison in the form of drop-in visits by Council officers to businesses has been taking place. In addition a further meeting has been held between Council officers and the Henderson Business Liaison Group.

Diversion of Buses

8. The bus stop in zone A near the Oratia stream bridge has been re-instated from its temporary location further up the road. Buses stopping at the zone B bus stop on the north lane were relocated for 10 days while this lane was closed for re-construction of three speedtables. The bus stop was re-instated on 16 June 2008. A further temporary relocation of the bus stop by approximately 80m back along zone B will occur when footpath work occurs in the area of zone B between Trading Place and the bridge. The temporary relocation is expected to last approximately one week.

STRATEGIC CONTEXT

9. The project team is monitoring construction progress on an ongoing basis to ensure that the outcome remains in alignment with the Council's strategic objectives

RESOURCES

Timeline Status

10. The duration of the contract is 95 working days. Within this period the roading works are required to be completed in 80 working days, as a separable portion of the works. Work commenced on 3 March 2008 and the contractual completion date is 22 July 2008. The contractor has provisionally indicated that an extension of time of two working days will be sought for additional work to zone G.
11. While the contract completion date is 22 July 2008 the contractor's updated programme shows completion of all works on 30 July 2008.
12. The work to zone H outside the school will commence in mid September 2008, with duration of 37 working days.
13. The current contractual timeline status including provisional extensions of time to date is provided in Table 1 below:

TIMELINE STATUS			
Key contract dates / times	As at contract award 31 January 2008	Change	As at June 2008
Contract Commencement date	3 March 2008		3 March 2008
Contract Period: Roading Upgrade (Separable portion 1) Streetscape Upgrade (Separable portion 2)	80 w days 95 w days	+ 2 w days + 2 w days	82 w days 97 w days
Due Date for Practical Completion: Roading Upgrade (Separable portion 1) Streetscape Upgrade (Separable portion 2)	27 June 2008 18 July 2008		1 July 2008 22 July 2008

Table 1. Timeline Status

Financial Status

14. Contingency expenditure during the report period amounted to \$18,854, which is considered to be reasonable for a project of this scale. The more significant items contributing to this expenditure are reported below. It is noted that while the provisional costs of these items represent a worst-case scenario, the costs are subject to interrogation by the consultant, which may result in reduced cost at time of agreement.

- Enlarged soakstone frames to trees \$ 12,638
- Termination boxes for fibre optic installations \$ 4,370

15. 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 a net contingency expenditure to date inclusive of these variation costs of 21% of the contingency sum. The current level of contingency expenditure amounts to 2.1% of the contract sum, which is within forecast limits for contingency expenditure at this stage of the contract. The current financial status of the contract is deemed to be in a healthy state.
16. A summary of the current financial status of the contract is given in Table 2 below:

FINANCIAL STATUS			
Contract Costs	As at contract award 31 January 2008	Change	As at June 2008
Tender Award Value. HEB Smithbridge Ltd	\$3,417,012	-	\$3,417,012
Contract variations to date (to be agreed)	-	\$71,065	\$71,065
Removal of Hanging Baskets from contract	-	(\$251,299)	(\$251,299)
Contract Contingency sum	\$341,701	(\$71,065)	\$270,636
Total Construction Cost	\$3,758,713	(\$251,299)	\$3,507,414

Table 2. Financial Status

Consideration of Community Views

17. Extensive consultation has taken place with community groups and organisations during the concept and developed design stages of the project. This consultation included public meetings and an open day held in March 2007. Ongoing liaison with business owners has been taking place during the course of the contract.

IMPLEMENTATION ISSUES

18. Implementation of the measures required to improve the contractor's performance is subject to ongoing monitoring and review by the consultant team members and Council officers. The project team members are in daily contact with the contractor as issues arise on the site. Implementation on the part of the consultant and Council officers will be in terms of the conditions of contract between the Council and the contractor.
19. Increased emphasis is being placed on liaison with the public and business owners along the route of the works in order to minimise the impact of the works on normal commercial activity along Great North Road. Formal meetings with the Henderson Business Liaison Group take place at regular intervals to identify and address concerns.

Project Risks

20. The following issues are currently being managed to mitigate unfavourable impacts on the project outcome.
 - Slow progress on zones B and C, and remaining zones D and E. High level meetings have been held with the contractor to address issues relating to poor performance on the contract works. Measures as outlined the previous report to the Committee on 4 June 2008 have been implemented to minimise the impact on the completion of the project.

- Complaints and concerns have been received from business owners and members of the public. These are followed up by Council officers as soon as they are received and, where applicable, the contractor is instructed to rectify unsatisfactory situations. Ongoing liaison with businesses in the form of letters and visits by Council officers has been implemented during the reporting period. In addition meetings are held with representatives of the business community on an ongoing basis.
- Entry agreement with the Ministry. The delay in obtaining the agreement has led to a decision to defer the works on zone H outside the school to mid September 2008.

Quality

21. Quality audits undertaken to date confirm that the contractor's general attitude to maintenance of quality construction practice on site is satisfactory. Quality issues are addressed on an ongoing basis by the project team, and any issues communicated to the contractor.

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



8 HENDERSON YOUTH FACILITY - CONSTRUCTION STATUS UPDATE JUNE 2008

GLOSSARY

Henderson Youth Facility	(Global Café)
Information Management project team office	(IM office)
Infrastructure and Works Committee	(Committee)
West Wave Recreation Centre	(Recreation Centre)
Land Transport New Zealand	(LTNZ)

EXECUTIVE SUMMARY

The purpose of this report is to update Infrastructure and Works Committee (Committee) on progress of the Henderson Youth Facility (Global Café) project.

Defects identified at the West Wave Recreation Centre (Recreation Centre) upgrade have been addressed.

Work is progressing to the Global Café and Information Management project team office (IM office). The amended practical completion date for this portion of the work is 11 July 2008.

Detailed design for the landscape works at the front of the Global Café is nearing completion. Construction drawings will be issued to the contractor soon. The completion of the landscaping will extend beyond the practical completion date for the Global Café and IM office.

The remedial work to the Recreation Centre ablutions hot water system is in progress.

Extension of time claim number 2 for 21 days has been formally accepted by the engineer to the contract. The amended contract completion date is 11 July 2008.

The contractor's claim for additional costs for mechanical plant of \$92,441 has been reviewed by the quantity surveyor. Additional supporting documentation is awaited in order to carry out the final assessment and recommendation on the quantum of the claim.

RECOMMENDATION

It is recommended that Infrastructure and Works Committee resolve to:

Receive the Henderson Youth Facility - Construction Status Update June 2008 report.

BACKGROUND

1. The construction status of the Global Café project was last reported to the Committee on 4 June 2008. This report updates construction status to late June 2008.

DECISION MAKING

Issues

Progress to date

2. Defects identified during the practical completion process for the Recreation Centre upgrade have been finalised. Work is proceeding to programme on the Global Café and IM office. Painting and decoration work to the interior of the building is at an advanced stage and preparation of floors for application of coverings and finishes is in progress. Carpets have been laid and sanitary fixtures have been installed in the IM office, and are shortly to be installed in the Global Café.
3. The installation of the lift to the IM office is complete and the stairway is awaiting finishing of the floor. Foundations to the covered walkway in front of the Recreation Centre have been constructed, and the supporting structure is under construction. Construction of the external staircase to the IM office on the west face of the building is in progress. External painting to the Global Café and IM office is complete and is proceeding to the Recreation Centre.

Landscape Design

4. Detailed design for the landscape works in front of the Global Café is nearing completion and will be issued as soon as possible to the contractor for pricing. The landscape work will be carried out after the due completion date for the Global Café (refer to Table 1 below) during the fit-out period by Zeal, and will be completed prior to the opening of the Global Café.

Hot Water Supply to the Recreation Centre Ablutions

5. A price of \$21,814 for remedial work to the hot water system, in accordance with the amended design by the consultant, has been accepted. Work is currently underway on the remedial work.

Contractor's Claim for Additional Costs – Recreation Centre Air-conditioning

6. The claim by the contractor for additional costs associated with the Recreation Centre air-conditioning is still under review by the quantity surveyor who is awaiting additional supporting documentation for electrical work. At this stage the quantity surveyor has agreed an amount of \$3,884 for the increase in costs of the air-conditioning. This amount is included in the most recent progress payment to the contractor.

Options identified

Contractor's Claim for Additional Costs – Recreation Centre Air-conditioning

7. The engineer to the contract is still to give a ruling on the contractor's claim pending the provision of further documentary evidence by the contractor. Options will be further considered upon the issue of this ruling and the contractor's response.

STRATEGIC CONTEXT

8. Construction progress has been monitored during the report period to ensure the project outcome remains in alignment with the Council's strategic objectives.

RESOURCES

Timeline Status

9. The contractor's extension of time claim number 2 for 21 days has been agreed by all parties (engineer, contractor and Council officers) and the contractor has been formally advised of the decision. The agreed amended practical completion date for the contract is therefore 11 July 2008.
10. The current timeline status including provisional extensions of time to date is provided in Table 1 below:

TIMELINE STATUS			
Key contract dates / times	As at contract award 15 October 2007	Change	As at June 2008
Contract Commencement date	15 October 2007		15 October 2007
Contract Period:	126 w days		179 w days
Global Cafe/IM office			
Extensions of Time:			
Delayed consent issue at no cost		21 w days	
Asbestos removal		11 w days	
Foundation/structural clash redesign		21 w days	
Due Date for Practical Completion: Global Cafe / IM office	29 April 2008	53 w days	11 July 2008

Table 1. Timeline Status

Financial Status

11. While contingency expenditure during the report period amounted to \$50,836, additional value engineered savings were recorded, which result in a net increase in contingency expenditure amounting to \$46,397. The more significant items contributing to this expenditure are reported below. It is noted that while the provisional costs of these items represent a worst-case scenario, the costs are subject to review, which may result in reduced cost at time of agreement.

- IM Office: security items not included in tender drawings \$10,567
- Global Café: undermeasure of galvanising to structural steel \$11,675
- Global Café: re-route of air-conditioning duct \$ 4,000
- Global Café: screen and sidelights not in schedule \$ 7,389
- IM office: repair of leak to existing roof \$ 2,985
- Global Café: strip back paint to existing columns \$ 2,500
- Global Café: additional floor preparation \$ 2,000

12. With the exception of the IM security items, the costs referred to above are subject to interrogation by the quantity surveyor as are a number of items in the variation schedule. The expenditure reported above therefore represents a worse case scenario which may reduce when agreement on the actual amounts is reached.
13. The combined outcome of ongoing value engineering and contingent expense on the contract to date, result in the cost of these variations yielding net contingency expenditure to date inclusive of these variation costs, of 97% of the contingency sum. The current level of contingency expenditure amounts to 9.9% of the contract sum.
14. A summary of the current financial status of the construction contract is given in Table 2 below:

FINANCIAL STATUS			
Project Costs	As at contract award 15 Oct 2007	Change	As at June 2008
Tender Award Value. Alliance Construction Ltd.	\$4,125,535		\$4,125,535
Provisional sum for landscape works	\$50,000		\$50,000
Provisional sum for re-roofing	\$308,000		\$308,000
Subtotal	\$4,483,535		\$4,483,535
Contract variations to date		\$508,763	\$508,763
Value engineering savings		(\$100,277)	(\$100,277)
Contract Contingency sum	\$420,000	(\$408,486)	\$11,514
Total Construction Cost	\$4,903,535	-	\$4,903,535

Table 2. Financial Status

IMPLEMENTATION ISSUES

Project Risks

15. The following issues are currently being managed to mitigate unfavourable impacts on the project outcome:
 - The contractor has submitted a claim for \$92,441 for additional work to the Recreation Centre air-conditioning. The claim, which includes for additional electrical work and changes to duct configurations, has been interrogated by the quantity surveyor. Additional supporting documentation is awaited. Table 2 above includes a provisional amount of \$42,000 for this claim, which leaves an at-risk amount of \$50,441.
 - Landscape re-design: The landscape re-design, excluding the water feature, is progressing. The landscape construction will extend beyond the practical completion date and will be completed during the fitout period prior to the opening of the Global Café.
 - The construction of the walkway and canopy construction on the west face of the Recreation Centre is being managed by the project team to ensure completion within the project timeframe.
 - Hot water supply to the Recreation Centre ablutions: Work is in progress on the modified design. The costs of this work are included in the contract variations to date summarised in Table 2 above.

- Changes to air-conditioning ducts and configurations in the Global Café have resulted in a claim from the contractor for additional costs of \$35,000. This cost is included in the contract variations to date in Table 2 above.

Quality

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

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



9 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE JUNE 2008

GLOSSARY

Auckland Regional Council	(ARC)
Auckland Regional Transport Authority	(ARTA)
Land Transport New Zealand	(LTNZ)
New Zealand Transport Authority	(NZTA)
Transport Oriented Development	(TOD)
Target Outturn Cost	(TOC)
Waitakere City Council	(Council)

EXECUTIVE SUMMARY

The timing of construction of the (Waitakere City Council) Council's planned roading projects for New Lynn will be heavily dependant on the programme of ONTRACK's rail trench project. It will be important to manage the Council's works programme, around the ONTRACK project, so as to minimise the impacts to the public and businesses in the area.

The Answer Company, an external consultant, is progressing with the finalisation of their report on funding options for New Lynn. The draft report has been critically reviewed by the Strategic Funding portfolio. Deeper analysis of costs is required to identify and quantify growth, renewal and maintenance cost components of the various projects.

The Development Contribution and Financial Policy review is still in progress. The review investigates funding of future development and growth that will occur across the whole of the City. The next priority for officers is to ascertain the key principles of the future policy. As this information is developed it will be reported to the appropriate Council Committee for consideration.

Since the last report to the Infrastructure and Works Committee, communications efforts have continued, including on-going liaison group meetings and regular contact with ONTRACK to monitor and discuss any issues.

At present there is a hiatus in trench and related works as ONTRACK awaits consents from the Auckland Regional Council (ARC). The Council and ONTRACK are developing a communications plan to cover the resumption of works and their impact.

The Council is yet to have confirmed the outcome of its submission on the ARC Draft Annual Plan 2008/2009 requesting a further \$7.9M additional funding is allocated to the project (the ARC Draft Annual Plan 2008/2009, has allocated \$12.554M). Additional funding would allow for the delivery of a bus/rail interchange (option 2), by the ARC. The ARC Draft Annual Plan 2008/2009 is to be finalised by the end of June 2008.

ONTRACK's consultants advised that, due to programme constraints they are progressing with the detailed design of Target Outturn Cost (TOC) 1 elements (which is still being reviewed by the quantity surveyors), on the basis of a layout for the interchange that would deliver some of the Council's preferred Option 2, with additional 'holes' in concourse cover between the Memorial Drive bridge and the main concourse to the west, and less cover to the east of the Memorial Drive bridge, above the rail trench.

Land Transport New Zealand (LTNZ) or the new New Zealand Transport Authority (NZTA) advised that they would not be accepting applications for construction funding without all of their prerequisite requirements being met. Additional prerequisite requirements have been noted that were not previously requested. LTNZ voiced preference for a single application for funding of the project, including construction and land acquisition costs to be presented in November 2008.

There has been no significant progress made on the legal agreements, which are pending clarification by the Council as to which concept option is to be adopted for the transport interchange. Once this decision has been made the way will be open to address the issues of air rights arising with ONTRACK, and to clarify the division of responsibilities.

Coffey Projects has prepared an Integrated Programme Risk Management Framework based on 'best practice' risk management guidelines. They have been commissioned as part of this portfolio to prepare an Integrated Programme Plan based on project management 'best practice' and to review the individual portfolio project plans for quality and consistency. On completion of this, workshops will be held with key portfolio stakeholders to determine project scope boundaries, objectives, gaps/duplications and to identify, evaluate and allocate risks, as well as their treatment, monitoring and reporting.

There is \$21,568,000 budgeted in the Annual Plan 2007/2008 which includes roading components, land purchase, ONTRACK contribution and communications. Of this amount it is expected that \$14,532,250 will not be spent this year and will therefore be required to be carried forward into the draft Annual Plan 2008/2009.

In the draft Annual Plan 2008/2009 there is a further \$47,740,600. Additional amounts will be required in the subsequent draft Annual Plan 2009/2010 and draft Annual Plan 2010/2011. Current total Council project costs are estimated at \$149,878,769 exclusive of administrative costs. Funding sources and development contributions are currently being investigated to offset some of the estimated project cost. These amounts have yet to be confirmed but are estimated to be between \$66,330,430 and \$78,330,430. Targeted rating is also being considered as a potential funding mechanism and work is being undertaken to assess its feasibility.

RECOMMENDATION

It is recommended that Infrastructure and Works Committee resolve to:

Receive the New Lynn Integrated Programme - Status Update June 2008 report.

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to Infrastructure and Works Committee on 4 June 2008. This report covers project progress to late June 2008.

DECISION MAKING

Issues

Transport Infrastructure

2. The timing of construction of the Council's planned roading projects for New Lynn will be heavily dependant on the programme of ONTRACK's rail trench project. It will be important to manage the Council's works programme, around the ONTRACK project, so as to minimise the impacts to the public and businesses in the area. While opportunities will be sought to progress the Council's projects in parallel with the ONTRACK project, where this may be deemed possible without significant public impact, it is anticipated that the ONTRACK project will have to have progressed significantly before the majority of the Council's projects can be commenced.

Development and Implementation of the town centre

3. Council officers continue to meet with key stakeholders to discuss opportunities for future development and initiatives in New Lynn. A number of presentations have also been made over the last month to the National Trading Company, the New Lynn Business Association, LynnMall Management staff and Cambridge Clothing. The outcomes of these discussions and presentations will be reported back to the appropriate Council Committee.

Strategic Consents and District Plan

4. There is no update to the Strategic Consents and District Plan.

Communications

5. Since the last report to the Infrastructure and Works Committee, communications efforts have continued, including on-going liaison group meetings and regular contact with ONTRACK to monitor and discuss any issues.
6. At present there is a hiatus in trench and related works as ONTRACK awaits consents from the ARC. The Council and ONTRACK are developing a communications plan to cover the resumption of works and their impact.
7. The Council and ONTRACK will jointly host a second public open day when details of the next phases of work are finalised.

Relationship Management & Advocacy

8. The current funding allocation to the New Lynn transport interchange included in the ARC draft Annual Plan 2008/2009, is \$12.554M toward the rail station only. This level of funding will not deliver the Council's preferred option for the bus/rail interchange (Option 2) and will not deliver an appropriate level of modal transfer or amenity for the public.
9. The Council is yet to have confirmed the outcome of its submission on the ARC draft Annual Plan 2008/2009 requesting that a further \$7.9M additional funding is allocated to the project, by the ARC, to enable bus patrons and patrons transferring between bus and rail services to be provided for to an appropriate level. The ARC draft Annual Plan 2008/2009 is to be finalised by the end of June 2008.
10. A process for advocating for further funding from the government awaits the finalisation of costs and scope of works.

ONTRACK TOC Status

11. ONTRACK has now completed its quantity survey assessment of its value engineered designs for the New Lynn Rail Trench and has commissioned an independent expert. The process of reconciliation of these estimates is not yet completed and therefore information pertaining to the total cost of the rail trench, and the costs of both the Council and ARTA components of the total cost for this scope of works could not yet be confirmed.
12. Once this information is available, both the Council and ARTA will be provided the opportunity to review the final TOC 1 scope and cost estimates, to review and agree both the elements of scope attributed to each party and the associated costs of these scope elements.
13. Due to programme constraints ONTRACK are progressing with the detailed design of TOC 1 elements, on the basis of a layout for the interchange that would deliver some of the Council's preferred Option 2, with additional 'holes' in concourse cover between the Memorial Drive bridge and the main concourse to the west, and less cover to the east of the Memorial Drive bridge, above the rail trench. ONTRACK's consultants believe this layout could be delivered in the absence of mechanical ventilation, although some platform level screening walls may be required to divert emissions away from the concourse area. This option has been circulated internally for Council officers to comment.

ARTA Status

14. As previously reported ARTA now wishes to lead the design process for the New Lynn Rail Station, to deliver a station to the current ARC draft budget of \$12.554M. This process will allow for the Council to input via a design review process. However, the nature of the review process is yet to be confirmed.

LTNZ Funding Applications

15. At a meeting with LTNZ and ARTA representatives, LTNZ advised that due to their increasing understanding of the complexity of issues relating to the New Lynn Transport Oriented Development (TOD) project, which need to be addressed in assessing funding applications, they or the new NZTA, would not be accepting or processing applications for construction funding, without all of the following prerequisite requirements being met. Some of these items have not previously been requested;
 - Details of project phasing (e.g. main works and subsequent phase for Clark Street extension);
 - A written undertaking from the Council that they will proceed with the Clark Street extension to mitigate LTNZ's risk;
 - Confirmation of consent requirements, evidence that all consents are in place and that alterations to designations are confirmed, with lease agreements or Deeds of Grant formalised (designations only required for Clark Street extension);
 - Demonstration of Council ownership of bridges;
 - An integrated funding plan, meeting requirements of the LTNZ Board Paper (Nov 2007), which states opportunities to reduce funding required from LTNZ and WCC through funding contributions related to town centre development;
 - A status report detailing the commitments from public and private parties to develop sites in New Lynn's.
 - Evidence of cost sharing arrangements with services providers to mitigate risk around cost escalation due to unexpected services diversions;

- Documentary evidence of all consultation on the project (Consultation Report), including with private developers, to satisfy Land Transport Management Act 2003 requirements;
 - Completion of detailed design;
 - Completed safety audits;
 - Construction estimate update for roading components, following completion of detailed design;
 - Project Risk Update and Monte Carlo risk assessment and contingency provided for escalation;
 - A benefit-cost ratio of greater than 1.
 - Alteration(s) to designation(s) is/are confirmed, lease agreement settled or Deed of Grant formalised with ONTRACK; and
 - Evidence from traffic modelling that the proposed delay to the Tiverton/Wolverton Phase two still supports the seriousness and urgency of construction in the timeframe sought.
16. LTNZ also stated that their preference was now that a single application is made for funding of the project, including construction and land acquisition costs, in November 2008 and that they wished not to progress further with the processing of the current application for land acquisition costs.
17. LTNZ confirmed that funding allowed for in their 2007/2008 budget, for land costs, would be carried forward into 2008/2009 and that costs incurred by the Council in land purchase for the project, in advance of the November 2008 application would be refunded by LTNZ (as part of that application), excluding costs for surplus land not required for the project.

Strategic Funding

18. The Answer Company, an external advisory company, progresses with the finalisation of their report on the New Lynn project, which has been critically reviewed by the Strategic Funding portfolio. This has required changes to some of the assumptions used in The Answer Companies draft report. Further meetings have been held, both within the Strategic Funding portfolio and other key groups such as the Finance portfolio. Deeper analysis of costs is required to identify and quantify growth, renewal and maintenance cost components of the various projects. It is expected that as an outcome of this analysis, the funding mechanisms will become far clearer.

Development Contributions

19. The Council is currently carrying out a Development Contribution and Financial Policy Review. The review investigates funding of future development and growth that will occur across the whole of the City. The next priority for officers is to ascertain the key principles of the future policy. As this information is developed it will be reported to the appropriate Council Committee for consideration. These agreed principles will then form the basis of future engagement with the developers across the City.

Legal Agreements

20. There has been no significant progress made on the legal agreements, which are pending clarification by the Council as to which concept option is to be adopted for the transport interchange. However, once this decision has been made the way will be open to address the issues of air rights arising with ONTRACK, and to amend the division of responsibilities appendix to the Exchange of Letters undertaken last year with ARTA.

Risk Management

21. Coffey Projects has prepared an Integrated Programme Risk Management Framework based on 'best practice' risk management guidelines. They have also been commissioned as part of this portfolio to prepare an Integrated Programme Plan based on project management 'best practice' and to review the individual portfolio project plans for quality and consistency. On completion of this, workshops will be held with key portfolio stakeholders to determine project scope boundaries, objectives, gaps/duplications and to identify, evaluate and allocate risks, as well as their treatment, monitoring and reporting.
22. The Council recently prepared a 'Draft Risk Management Policy', based on 'best practice' which includes the proposed policy, objectives, processes, risk management framework and software for addressing the Council's corporate risk. The risk management proposed for this project will integrate with this corporate framework and utilise the 'customised' software.

Consideration of Community Views

23. The New Lynn Community has been involved in the future planning of New Lynn since the 1996 and 2005 planning Charrettes.
24. 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 3 public consultation meetings. A portfolio has been established with the responsibility of communications. Council officers are working with the communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns prior to and during the construction period and to ensure that the views of the community are clearly expressed back to the Council.
25. A site office has been established for the rail project in the town centre and provides a base for consultation, providing details on construction, road closures and public transport information available for the public.

STRATEGIC CONTEXT

26. 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 2006–2016. The project delivers on the following strategic platforms:
 - Urban and Rural Villages;
 - Strong Communities; and
 - Integrated Transport and Communications.
27. The New Lynn project is aligned with a number of 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 2006 - 2016;
 - Growth Management Strategy; and
 - Economic Development Strategy.

RESOURCES

Timeline/Milestones

28. The timeline and milestones for the project are currently being assessed by officers and will be reported in tabular format in future status reports.

Financial Status

29. There is \$21,568,000 budgeted in the Annual Plan 2007/2008 which includes roading components, land purchase, ONTRACK contribution and communications. Of this amount it is expected that \$14,532,250 will not be spent this year and will therefore be required to be carried forward into the draft Annual Plan 2008/2009.
30. In the draft Annual Plan 2008/2009 there is a further \$47,740,600. Additional amounts will be required in the subsequent draft Annual Plan 2009/2010 and draft Annual Plan 2010/2011. Current total Council project costs are estimated at \$149,878,769 exclusive of administrative costs. There are three funding sources from LTNZ, ARTA and development contributions currently being investigated which will offset some of the estimated project cost. These amounts have yet to be confirmed but are estimated to be between \$66,330,430 and \$78,330,430. Targeted rating is also being considered as a potential funding mechanism and work is being undertaken to assess its feasibility.

IMPLEMENTATION ISSUES

Project Risks

31. A risk identification workshop will be held and any significant risks will be included in future status reports.

Report prepared by: John Schermbrucker, Special Projects Manager and Clare Sarney, Senior Project Manager. (This report is based on information provided by individual portfolio holders).



10 TE PAI PARK RESERVE MANAGEMENT PLAN

GLOSSARY

Draft Te Pai Park Reserve Management Plan (draft Reserve Management Plan)

EXECUTIVE SUMMARY

The purpose of this report is to bring to the Infrastructure and Works Committee the amendments to the draft Te Pai Park Reserve Management Plan (draft Reserve Management Plan), based on submissions received to the second round of community consultation.

The recommendations in this report include all proposed amendments to the draft Reserve Management Plan, and the adoption of the final Reserve Management Plan incorporating those amendments.

RECOMMENDATIONS

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

1. **Receive** the Te Pai Park Reserve Management Plan report.
2. **Approve** the adoption of the Te Pai Park Reserve Management Plan, incorporating the following amendments:
 - (a) Item No. 1 - That all typographical and grammatical errors highlighted in submissions and discovered during the amendments to the plan be corrected.
 - (b) Item No. 2 - Include an appendix, containing preliminary and second round submissions summaries, Parks Standards and Code of Practice.
 - (c) Item No. 3 - Add to Policy 2.2 the following implementation bullet point, "Install lockable gates to reserve entrance from Te Pai Place, and at the entrance to the Clemway Place car park, (reserve side)". Amend concept plan to reflect this.
 - (d) Item No. 4 - Amend the concept plan to show the area of open space adjacent to existing courts reinstated to combined netball/tennis courts. Amend Policy 6.4 implementation bullet point 4 to read, "Investigate the use of the remaining open space adjacent to the existing tennis courts to be developed for combined tennis/netball courts. Ensure that these courts are available for public use".
 - (e) Item No. 5 - Amend Policy 5.3 implementation bullet point 5 to read, "Ensure that the covered courts are combined netball/tennis and are available for public use when the facility is not booked for club use". Add to Policy 5.3 implementation bullet point, "Draft a use agreement that outlines community access and the method of facility booking for the covered courts facility".
 - (f) Item No. 6 - Amend the concept plan to show the volley board within the tennis court area.
3. **Approve** that the Chief Executive Officer be given authority to negotiate and conclude a lease with Netball Waitakere Incorporated under section 54(1)(b) of the Reserves Act 1977 for a term of 20 plus 13 years for that part of Te Pai Park, Henderson (part Lot 1 Deposited Plan 84425) marked on the attached plan as "A" (for a pavilion) and "B" (for covered courts) and the lease be executed as negotiated.

BACKGROUND

1. The first round of consultation for the intention to prepare the draft Reserve Management Plan occurred in April, 2006, where three submissions were received. Meetings with user groups of facilities on Te Pai Park occurred in October 2006.
2. The draft Reserve Management Plan was prepared in 2006/2007, and was presented to the City Development Committee in August 2007. This report sought approval to publicly notify the draft Reserve Management Plan for a second round of consultation.

3. There is a current proposal from Netball Waitakere to relocate their building and install covered courts on Te Pai Park. This proposal was also presented to the City Development Committee in August, 2007. The Netball Waitakere proposal was included as part of the draft Reserve Management Plan second round of community consultation.

A61

4. A new lease is required for the new pavilion area and the covered courts. A plan of the new leased area is attached at page A61. There will be one lease covering both areas with varying management requirements for both facilities. This is to cater for public access to the covered courts when they are not in use for other booked activities.

DECISION MAKING

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

Issues

A62-A65

7. The recommended amendments to the draft Reserve Management Plan are based on the issues raised in submissions received to the second round of community consultation. Three submissions were received. Copies of the submissions are attached at pages A62-A65. The issues raised in these submissions are summarised below.
8. Concern was raised in one submission on the amount of disabled parking on the reserve. The current amount of disabled parks is not considered enough.
9. Concern was expressed in regard to Policy 5.3 that outlines the process for booking the new covered courts facility may lie with Netball Waitakere. The submitter believes that booking of the covered courts facility should be administered by Waitakere City Council.
10. Te Pai Tennis submitted to the draft Reserve Management Plan and considers their club should remain separate to Netball Waitakere, and have its own clubhouse facility. This is in response to Policy 7.4 that states combination of the two clubs should be encouraged. Te Pai Tennis is also offering to sublease the tennis courts to Netball Waitakere for training purposes. This submission also proposes amendments to the concept plan.

A66-A68

11. These issues raised in submissions have been considered, some requiring amendments to the draft Reserve Management Plan. A table summarising submissions, with comments from staff and Elected Members, and the recommended amendments are attached at pages A66-A68.

Consideration of Community Views

12. Extensive community consultation is required throughout the preparation of the draft Reserve Management Plan, as required by the Reserves Act, 1977. Community views were sought in the first and second rounds of community consultation through the submission period and open day process. The draft Reserve Management Plan and the amendments to the draft Reserve Management Plan reflect issues and views raised in submissions.

STRATEGIC CONTEXT

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

CONSULTATION

16. Consultation with staff across Council has been undertaken throughout the preparation of this draft Reserve Management Plan through the Advisory Group.
17. The Advisory Group included staff from, Parks and Open Space Assets, Leisure Services, and Strategy and Development.
18. The Advisory Group also included Members from the Infrastructure and Works Committee, Te Taumata Runanga, Massey and Henderson Community Boards.
19. Both iwi are consulted throughout the development of the draft Reserve Management Plan.

RESOURCES

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

IMPLEMENTATION ISSUES

22. The proposed work suggested as part of the draft Reserve Management Plan will be forwarded to the 2009-2019 Long Term Council Community Plan and Annual Plan for funding consideration.

Report prepared by: Carol Drinnan, Reserve Management Planner.



11 PROPOSED LAND EXCHANGE - SMALL AREA OF TE ATATU SOUTH PARK

GLOSSARY

Henderson Community Board	(the Board)
Infrastructure and Works Committee	(the Committee)
Te Atatu South Park	(the Park)

EXECUTIVE SUMMARY

The Council has approved a subdivision consent application for 43 residential lots at 82 McLeod Road, Henderson in 2005. The subdivision is located adjacent to Te Atatu South Park (the Park).

A69 The consent holder has requested that Council consider exchanging 508m² of Te Atatu South Park (the area marked A on the plan attached at page A69) with an area of 508m² of land owned by the consent holder located adjacent to the Park (the area marked B on the plan attached at page A69).

The consent holder has proposed the exchange in order to achieve a better development layout. The exchange will also provide increased road frontage to the Park.

A report was presented to the City Development Committee (resolution 3440/2007) that approved the public notification of the proposed land exchange.

Under that report the City Development Committee required the proposed land exchange to be publicly notified and any objections to be reported to the Henderson Community Board (the Board) as well as the City Development Committee.

Two objections were received in response to the public notification - and a report was subsequently presented to the Henderson Community Board. The Henderson Community Board opposed the proposed land exchange citing the lack of benefits to the users of the park and loss of aesthetic values. The resolution of the Henderson Community Board is set out in the Background part of the Agenda report.

This report is now providing those objections to the Infrastructure and Works Committee (the Committee - the successor of the City Development Committee) and is seeking a decision on the proposed land exchange.

This report recommends that the proposed land exchange is approved for the reasons set out under the below heading Preferred Option.

This report is directed to the Committee on the basis that the Park is a Citywide park and the Committee has the delegation to make decisions in relation to Citywide parks.

RECOMMENDATIONS:

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

1. **Receive** the Proposed Land Exchange - Small Area of Te Atatu South Park report.
2. **Approve** the reserve exchange of approximately 508m² of Te Atatu South Park (Lot 21 DP 53436 CT NA35C/37, or Lot 100 DP 369723 on completion of stage 1 subdivision - the areas marked A on the plan attached at page A69) with approximately 508m² of land at 82 McLeod Road (the areas marked B on the plan attached at page A69) under section 15 Reserves Act 1977.

A69

BACKGROUND

1. The resolution of the City Development Committee is set out below:

- “1. That the Te Atatu Park Proposed Land Exchange report be received*
- 2. That the City Development Committee approves the notification of Council’s intention to enter into a reserve exchange of approximately 508m2 of Te Atatu South Park (Lot 21 DP 53436 CT NA35C/37, or Lot 100 DP 369723 on completion of stage 1 subdivision) under section 15 Reserves Act 1977, with any objections to be brought back to the incoming Council for consideration and subsequent recommendations.*
- 3. That prior to final approval to exchange approximately 508m2 of Te Atatu South park with approximately 508m2 of land at 82 McLeod Road, Te Atatu South that subdivision, land use and tree removal consent has been granted for the proposed development.*
- 4. That the Te Atatu South Park Proposed Land Exchange Report be forwarded to the incoming Henderson Community Board for their information and comment, for inclusion in a subsequent report to the incoming Council.”*

3440/2007

2. Public notification of the proposal has now been undertaken. As stated above the two objections have been presented to the Henderson Community Board and the resolutions are set out below:

- “1. Receive the Proposed Land Exchange - Small Area of Te Atatu South Park report.*
- 2. Agree to forward to the Infrastructure and Works Committee the Henderson Community Board’s opposition to the proposed land exchange due to the lack of benefits to the users of Te Atatu South Park, and the loss of both aesthetic value and future options for the redesign of access to Te Atatu South Park from Te Atatu Road, Te Atatu South.”*

951/2008

DECISION MAKING

Issues

Nature of the Objections

A69

3. The nature of the objections are:
- that the proposed area to be exchanged is currently used by children for playing and there is a concern that the approval of the land exchange would mean that there is less area for children to play;
 - that the proposed area to be exchanged provides visual relief to the built area and provides a view to the Waitakere Ranges;
 - that the area of land to vest in the Council (the area marked B on the plan at page A69) will not provide as much public benefit as the area of land to be exchanged.

Council's Response to the Objections

Improved Road Frontage

A69

4. The area of proposed land to exchange has been assessed by the Council. It is considered that the area of land to be vested in the Council under the exchange (area B marked on the plan attached at page A69) will provide improved road frontage to the Park that will directly benefit residents of the subdivision and visitors to the Park.
5. The Henderson Community Board was also concerned with regard to the lack of benefits to the users of the Park. It is noted however that the improved road frontage will benefit users of the Parks once the subdivision has been completed. The increased road frontage will provide a drop-off area for cars and will assist in opening up the visibility in to the Park.

Improved Development Layout - Access to Te Atatu Road

6. The benefits provided by the area marked B are that the layout of the development will be improved by allowing an additional two lots to be incorporated within the development.
7. It is proposed to construct a walkway from the new road, near the proposed lot 18, through the Park to Te Atatu Road near the existing bus stop. It is considered that this will provide access as noted in the resolution of the Community Board as well as increasing the aesthetic of this area of the Park. It is considered that a walkway will assist in increasing the use of this area of the Park and will increase visibility and the feeling of safety for the users of the Park.

Remaining Park May be Used for Playing

8. While the area to be exchanged is currently used by children for playing it is considered that the balance of the remaining Park is more than sufficient area for children to play. On balance it is considered that children will not be disadvantaged as a result of the exchange.

Increased Visibility and Surveillance

9. The other main benefit of this development is the increased visibility to the Park as a result of the residential development on the boundary of the Park. An increase in surveillance across the Park may result in an increase to the use of the Park and safety of park users with an increase in passive surveillance.

Options Identified

To Approve Proposed Land Exchange

10. The approval of the proposed land exchange will result in the following main benefits:
 - improving the layout of the development and enabling the best use of land for this development;
 - acquiring an area of land that will provide increased road frontage to the Park and greater land area to the entry to the Park.

Not to Approve Proposed Land Exchange

11. The main disadvantage to the Council is the loss of the area proposed to be exchanged and the effects on the use of this area. However, as provided in the benefits above, the balance of the remaining area of land and the acquiring of land under the exchange will also provide benefits to the public and the Park.

Assessment of Options

12. On balance it is considered that the benefits to the public and the Park of the proposed land exchange outweigh not allowing the proposed exchange. The table below sets out the advantages and disadvantages of the proposed exchange.

		Social	Economic	Environment	Cultural
Option 1- Allow Exchange	Advantages	Increased use of area of Park through increased surveillance and improved road frontage	Values of each land area are equal so no loss to Council	Minimal impact on environment as an equal area of land to vest in the Council	The balance of Park still available for cultural use
	Disadvantages	Loss of area of land current used for playing	None	None	None
Option 2- Not to Allow Exchange	Advantages	Current area of land retained used for playing	No economic costs if no exchange	There is no impact on environment if no exchange	There is no impact on cultural use of Park if no exchange
	Disadvantages	Increased road frontage would not be obtained	The loss of opportunity to acquire increased road frontage	Less road frontage on one hand - but no environmental disadvantage for area A	There is no impact on cultural use of Park

Consideration of Community Views

13. Under section 78 of the Local Government Act 2002 consideration has been given to the views of the community and public notification has been carried out.
14. The public notification process has involved the advertising of a public notice in the Western Leader seeking submissions and objections on the proposal for one month following notification. A letter was also provided to residents occupying properties nearby the Park and also sought submissions and objections on the proposal.
15. Two objections have been received in response to the notification and these are set out above together with an assessment of the options in respect of the proposed exchange.

Preferred Option

A69

16. The preferred option is to exchange the area of land marked A on the plan attached at page A69 in exchange for the area of land marked B on the same plan.
17. The main reasons for this are:
- the exchange will enable an improved layout to the development and a better use of the land on the basis that the area marked A is small and triangular in shape and would be difficult to develop;
 - the balance of the Park area next to the area marked A is still able to be used for play - and will continue to have visibility through the residential properties to be developed along the boundary of the Park;

- the area to be vested in the Council marked B will provide increased road frontage to the Park and greater land area to the entry to the Park.

STRATEGIC CONTEXT

18. Under the draft Parks and Open Spaces Strategy 2005 provision is made for exchanges of land in circumstances resulting in benefit to the public subject to undergoing the public approval process. The benefits of the proposed exchange are set out above in this report.
19. There is no existing reserve management plan for the Park - however a plan is programmed to be prepared in 2013. The Park is a Citywide park and therefore requires an individual reserve management plan to be prepared.

CONSULTATION

20. Consultation has been undertaken with relevant Council staff and extensive public consultation has been undertaken.
21. Public notification has been undertaken including public notice in the Western Leader and a mail drop to surrounding residents.
22. Iwi has not been consulted with regard to the proposal. It is considered that the proposed exchange involves a relatively small area of land and that iwi consultation is not required.

RESOURCES

23. No resources are required other than staff time. There is no external or internal funding associated with this proposal.

IMPLEMENTATION ISSUES

24. If a decision is made to approve the proposed land exchange the process required to complete this project involves:
 - drafting a memorandum to the Minister of Conservation to authorise the exchange the land by notice in the New Zealand Gazette;
 - preparing the draft Gazette notice to attach to the memorandum together with copies of the Council's resolutions and objections through the public consultation process.

Report prepared by: Huia Kingi, Parks Consent Planner, Parks Planning.



12 TEMPORARY RELOCATION OF THE PIHA POST OFFICE TO PIHA DOMAIN

GLOSSARY

Piha Domain Camping Ground	(the campground)
Piha Residents and Ratepayers Association	(the association)

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Infrastructure and Works Committee to temporarily relocate the Piha Post Office from private land onto Piha Domain, within the leased area of the Piha Domain Camping Ground (the campground).

RECOMMENDATIONS

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

1. **Receive** the Temporary Location of the Piha Post Office to Piha Domain report.
2. **Approve** the temporary relocation of the Piha Post Office to a relocatable cabin on Piha Domain within the leased area of the Piha Domain Camping Ground, for a period of one year, with a right of review at the end of the period.

BACKGROUND

1. The Piha Residents and Ratepayers Association (the association) operates the Piha Post Office. The post office is run by the association as a not for profit community service and is one of only a few community-run postal services left in New Zealand.
2. The postal service is currently operated out of a building located on privately owned land. The association is unable to continue to operate the postal service out of the current location and is seeking to temporarily relocate the service to Piha Domain, within the leased area of the campground, until a permanent solution can be found by the association.
3. The campground, comprising of approximately 2.5 hectares of Piha Domain is currently leased to Fiona Anderson and Robert Anderson (the tenant). The term of the lease is 10 years, with the next renewal date being 10 April 2010.

DECISION MAKING

Issues

Proposal

4. The association proposes to temporarily relocate the postal service to a relocatable cabin within the campground. The postal service will continue to run at the status quo; six hours a week from 10:00am to 12:00pm on Tuesdays, Thursdays and Saturdays. Post office boxes will be located on the outside of the cabin.
5. The cabin will be similar to those already located in the campground. It will be less than 10m² and of a temporary nature. No resource or building consents will be required. The location of the cabin is to be approved by Council officers in collaboration with the association and the tenant.

Campground Lease

6. A letter has been received by the tenant stating their support for the above proposal.

7. Clause 14.5 of the lease states:

“The Tenant shall have the right to place up to six relocatable cabins without toilets on the property at the Tenant’s own expense provided that the Tenant shall obtain the Landlord’s written consent to the design and the placement of the cabins on the property.”

8. On 4 November 2003, the Waitakere Community Board made the following resolution:

“That the installation of six cabins at Piha Domain be approved.”

4015/2003

As per section 44(2) of the Reserves Act 1977, the Department of Conservation has approved the placement of six relocatable cabins. The tenant currently has four relocatable cabins on the property, giving provision for an additional two cabins to be placed on the property.

9. Clause 7.2(g) of the lease states:

“in the case of a sublease that the sublease not be assigned or the area be further sublet without the prior written consent of the landlord...”

10. Council officers will send a letter to the tenant requesting written confirmation between the tenant and the association as to the arrangements of the use of a cabin for the postal service to be placed on their tenancy file.

Term

11. It is proposed that a term of one year be granted to the tenant to sublease a cabin on Piha Domain to the association for the purposes of operating the community postal service, with right of review at the end of the period.

Piha Reserves Management Plan

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

STRATEGIC CONTEXT

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

CONSULTATION

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

- 16 A report has been provided to the Waitakere Community Board to be discussed at their meeting of 1 July 2008. The Community Board's comments will be presented to the Infrastructure and Works Committee by a Council officer.

RESOURCES

17. The only Council resources required would be staff time. All financial resources associated with the relocation will be the responsibility of the tenant and/or the association.

IMPLEMENTATION ISSUES

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

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