



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

INFRASTRUCTURE AND WORKS COMMITTEE

I hereby give notice that a meeting of the Infrastructure and Works Committee will be held on:-

DATE: Wednesday, 3 September 2008 **TIME:** 9.30 am

MEETING ROOM: Council Chamber

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

27 August 2008

Maea Petherick
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8104

MEMBERSHIP:

Councillors	DQ	Battersby, JP (Chairman)
	RP	Dallow, QPM, JP (Deputy Chairman)
	BA	Brady, JP
	JM	Clews, QSO, JP
	RI	Clow
	LA	Cooper, JP
	AK	Corban, OBE, JP
	MM	Jolley
	PG	Mitchell

Mayor RA Harvey, QSO, JP (ex officio)
Deputy Mayor (ex officio)

(Quorum 5 members)

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(Meeting Room could be subject to change)

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**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 SEPTEMBER 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, 6 August 2008

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 August 2008 as circulated, and that they be taken as read and now be confirmed.



5 DRAFT HENDERSON VALLEY PARK RESERVE MANAGEMENT PLAN

GLOSSARY

draft Henderson Valley Park Reserve Management Plan	(draft Plan)
Infrastructure and Works Committee	(the Committee)
Henderson Valley Park	(the park)

EXECUTIVE SUMMARY

The purpose of this report is to present the draft Henderson Valley Park Reserve Management Plan (draft Plan) to the Infrastructure and Works Committee (the Committee), for approval to publicly notify the draft Plan for submissions. A full copy of the draft Plan will be distributed separately to the Committee.

This report also presents the submissions received during the first round of consultation. The draft Plan has been prepared taking into consideration the comments raised in submissions.

RECOMMENDATIONS

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

1. **Receive** the Draft Henderson Valley Park Reserve Management Plan report.
2. **Approve** that the draft Henderson Valley Park Reserve Management Plan be publicly notified for the second round of submissions.

BACKGROUND

1. The management of all reserves is governed by the Reserves Act 1977. Under the Reserves Act 1977, Council is required to prepare Reserve Management Plans for all reserves under its jurisdiction. The process for preparing a Reserve Management Plan, including consultation requirements, is clearly outlined in the Reserves Act 1977.
2. The Annual Plan 2008/2009 allows for the preparation of the draft Plan.
3. An Advisory Group was established in February 2008. The purpose of the Advisory Group is to oversee the development of the draft Plan. The Advisory Group is made up of Elected Members and Council officers.
4. Public notification for the intention to prepare the draft Plan occurred from February to April 2008. An open day and meetings with the Henderson Valley Pony Club and Riding for the Disabled occurred during this time. A total of four submissions were received.
5. Te Ngahere was commissioned during this period to undertake an ecological assessment of Henderson Valley Park (the park).
6. The Advisory Group has met over the past months to discuss various issues that have arisen through the consultation period. The draft Plan has since been prepared, and incorporates issues raised in submissions, where possible.
7. The draft Plan has been presented to the Advisory Group for comments. The Advisory Group recommended that the draft Plan be presented to the Committee for approval for public notification, incorporating minor changes requested by the Advisory Group.

- A1 8. The proposed timeline for the remaining tasks to complete the draft Plan is attached at page A1 of the agenda. The Committee can input into this programme should it wish to do so.

DECISION MAKING

9. Each submission received during the first round of consultation has been carefully considered for inclusion in the draft Plan.
10. For this reason, it is considered that decisions made on which issues raised in submissions are to be included in the draft Plan are in line with sections 76-82 of the Local Government Act, 2002.

Issues

Submissions received

11. The submissions received to the first round of community consultation were focused around the playground and general reserve development.
- A2-A10 12. Two submissions received requested upgrades to the existing playgrounds. The Riding for the Disabled submitted on their current proposal for a covered arena. The fourth submission requested that no further building be allowed on the park. Copies of all submissions received are attached at pages A2 to A10 of the agenda.

Inclusion of issues within the draft Plan

13. The draft Plan has allowed for the upgrade of the existing playground at the Henderson Valley Road frontage. The draft Plan also includes an upgrade of the Tabitha Crescent area of the park, with the addition of a picnic table and specimen tree planting. Also, the draft Plan proposes a connecting footpath through the park, connecting the Tabitha Crescent area of the park, to the Henderson Valley Road playground area.
14. The draft Plan has allowed in general, for developments of equestrian facilities on the park, as long as those proposals are in line with all policies of the draft Plan.

Consideration of Community Views

15. Extensive community consultation is required throughout the preparation of the draft Plan, as required by the Reserves Act 1977. Community views were sought in the first round of consultation for the draft Plan through the submission process and open days.
16. Consultation is required to give communities the opportunity to have their say on the proposals within the draft Plan. Issues raised in the second round of consultation will be considered as an amendment to the draft Plan, if considered appropriate by the Advisory Group and the Committee.

STRATEGIC CONTEXT

17. The draft Plan has been prepared within the context of Waitakere City Council'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.

18. The draft Plan is being prepared within the context of the draft Parks and Open Space Strategy (update of the 1999 Parks Strategy), which provides guidelines for the management of parks in Waitakere.
19. The draft Plan is also prepared in the context of the draft Leisure Strategy.

CONSULTATION

20. Consultation with officers across Council has been undertaken through the development of the draft Plan, through the Advisory Group. The Advisory Group includes staff from Leisure Services, Parks and Open Space Assets, and Strategy and Development.
21. Consultation with the Henderson Valley Pony Club and the Riding for the Disabled has been undertaken.
22. Both iwi have been consulted in the development of the draft Plan. A Member of Te Taumata Runanga is on the Advisory Group.

RESOURCES

23. This draft Plan has been undertaken by the Parks Planning Section of Council.
24. Funding of \$154,000 for 2008/2009 has been allocated through the Annual Plan process for the preparation of Reserve Management Plans.

IMPLEMENTATION ISSUES

25. There are no implementation issues.

Report prepared by: Carol Drinnan, Reserve Management Planner.



6 COUNCIL'S SUBMISSION TO THE DRAFT AUCKLAND REGIONAL ROAD SAFETY PLAN 2008 - 2012

GLOSSARY

Draft Auckland Regional Road Safety Plan 2008-2012 (the Plan)
Auckland Regional Transport Authority (ARTA)

EXECUTIVE SUMMARY

The purpose of this report is to provide feedback to the Infrastructure and Works Committee on the Draft Auckland Regional Road Safety Plan 2008-2012 (the Plan), which has been out for consultation, and also seeks approval for the Plan to be submitted to the Auckland Regional Transport Authority (ARTA) for consideration.

RECOMMENDATIONS

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

1. **Receive** the Council's Submission to the Draft Auckland Regional Road Safety Plan 2008-2012 report.
2. **Approve** retrospectively Council's submission to the Draft Auckland Regional Road Safety Plan 2008-2012 that was submitted for consideration to the Auckland Regional Transport Authority, on Friday, 8 August 2008.

BACKGROUND

A11-A12

1. The Plan was brought to the Infrastructure and Works Committee meeting held on 2 July 2008 when it was out for consultation. Council has consulted both internally and externally on the Plan and has prepared a submission for approval. Please refer to the submission attached at pages A11-A12 of the agenda.

DECISION MAKING

2. The Plan was circulated in hard copy to all Elected Members prior to consultation commencement on 16 June 2008. A consultation process was planned to maximise the tight timeframe and written submissions could be sent directly to ARTA or included after a consultation workshop.
3. The Council would like to add this submission to ARTA's consultation on their Draft Auckland Regional Road Safety Plan 2008 - 2012 for consideration and inclusion in the relevant sections.
4. Council consulted both internally and externally with key stakeholders receiving both written and verbal submissions via a consultation workshop which was co-facilitated by an officer from ARTA.

STRATEGIC CONTEXT

5. The Council's Transport Strategy and the Auckland Regional Transport Strategy identify traffic and pedestrian safety as key issues. The Plan is totally aligned with these strategies.

CONSULTATION

6. ARTA commenced consultation on Monday, 16 June 2008 and submissions were to be received by 4.00pm on Friday, 8 August 2008.
7. A regional workshop was held at the Auckland Regional Council on 14 July 2008. Council was represented and Council officers assisted in facilitation of the workshop.
8. All Elected Members and officers from Strategy, Transport Strategy, Transport Assets and Safe Waitakere were consulted in this process, as well as external partners including the New Zealand Police and the New Zealand Transport Authority. Submissions could be made in writing both individually and collectively. Council's submission collates the thoughts and views of that consultation workshop. Public feedback was encouraged on the form included with the Plan or available from ARTA, including an online submission form on the ARTA website, www.arta.co.nz.

9. The workshop for Elected Members and officers was held on 15 July 2008.

RESOURCES

10. The Annual Plan 2008/2009 and the Long Term Council Community Plan 2006 - 2016 provide the staff and financial resources necessary for Council to meet its ongoing road safety obligations.

IMPLEMENTATION ISSUES

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

Report prepared by: Kitch Cuthbert, Senior Road Safety Coordinator.



7 PROPOSED LAND EXCHANGES - 76 ROYAL ROAD AND 60 TUDOR ROAD

GLOSSARY

60 Tudor Road, Henderson	(the Tudor Road property)
76 Royal Road, Massey	(the Royal Road property)
Infrastructure and Works Committee	(the Committee)
Long Term Council Community Plan	(LTCCP)
Parks and Open Spaces Strategy	(the Strategy)
Owner of 60 Tudor Road	(the Tudor Road owner)
Owner of 76 Royal Road	(the Royal Road owner)

EXECUTIVE SUMMARY

The purpose of this report is to propose two land exchanges under section 15 of the Reserves Act 1977.

The proposed exchanges are as follows:

- (a) Royal Reserve - 76 Royal Road, Massey. It is proposed to exchange a significant portion of Royal Reserve for the same area of land at 76 Royal Road (the Royal Road property) as part of a medium density subdivision.
- (b) Daytona Strand - 60 Tudor Road, Henderson. It proposed to exchange a small area of esplanade reserve with the same area of land at 60 Tudor Road (the Tudor Road property) as part of a minor boundary adjustment.

This report recommends that the two proposed land exchanges are approved for the reasons set out in this report.

This report is directed to the Infrastructure and Works Committee (the Committee) in accordance with delegated powers, number 11, in respect of the delegation to Community Boards. This delegation states that the exchange of reserves is outside of the delegated authority of Community Boards.

The delegation in respect of this report therefore falls under the delegations of the Committee in accordance with delegated powers, number 5. This delegation number 5 provides authority to exercise, among other things, functions under the Reserves Act 1977 and other statutes except as specifically delegated to Community Boards.

RECOMMENDATIONS

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

1. **Receive** the Proposed Land Exchanges - 76 Royal Road and 60 Tudor Road report.
- A13 2. **Approve** the notification of Council's intention to enter into an exchange of reserve land under section 15 Reserves Act 1977 of approximately 1.8ha of Royal Reserve (being more or less the area marked A on the plan attached at page A13 of the agenda) with approximately 1.8ha of 76 Royal Road, Massey (being more or less the area marked B on the plan attached at page A13 to the agenda) and that objections, if any, be reported back to the Committee for consideration and further recommendations.
3. **Approve** the exchange of reserve land referred to in resolution 2 above where no objections are received in accordance with the public notification carried out under resolution 2 above.
4. **Approve** that prior to the exchange referred to in resolution 2 above being given effect, that subdivision consent and land use consent has been granted in respect of 76 Royal Road to the satisfaction of the Service Manager, Parks Planning.
- A14 5. **Approve** the notification of Council's intention to exchange reserve land under section 15 Reserves Act 1977 of approximately 20m² of Daytona Strand (being more or less the area marked A on the plan attached at page A14 to the agenda) with approximately 20m² of 60 Tudor Road, Henderson (being part of lot 44, DP44872 and more or less the area marked B on the plan attached at page A14 of the agenda) and that objections, if any, be reported back to the Infrastructure and Works Committee for consideration and further recommendations.
6. **Approve** the exchange of the land referred to in resolution 5 above where no objections are received in accordance with the public notification carried out under resolution 5 above.
7. **Agree** that the Proposed Land Exchanges - 76 Royal Road and 60 Tudor Road report is forwarded to the appropriate Community Boards for their comments and that such comments are reported back to the Infrastructure and Works Committee in a subsequent report after objections, if any, are received in response to the public notification referred to in resolutions 2 and 5 above.

BACKGROUND

Royal Road

1. The owner of 76 Royal Road, Massey (the Royal Road owner) is preparing an application to subdivide the Royal Road property on which to develop mixed density housing.
2. The Royal Road owner has been in discussions with Council officers for a number of years regarding the proposed subdivision and to consider layouts for the development on the basis that the development will involve Royal Reserve.
- A15 3. The proposed land exchange and the re-development and extension of Royal Reserve was initiated by Waitakere City Council. The proposal was initiated as part of the Westgate and Massey North Design Workshop Outcomes March 2004 and a proposed plan indicating the land exchange and reserve development was made available to the respective landowners at that time. A copy of this plan is attached at page A15 of the agenda, showing the proposed development of this area and the proposed area to exchange within Royal Reserve.

4. The Royal Road owner has accordingly developed his subdivision plan taking into consideration the desires outlined by Waitakere City Council from that initial planning work.
5. It is the intention of Council officers to ensure that the layout resulting from the proposed exchange and the development is highly integrated with the newly shaped reserve and with the new housing development and existing properties.
6. Council officers considers that the proposed layout achieves such integration and will also enhance the visual amenity of the reserve and increase the use of the reserve.
7. The land exchange as proposed will allow two small existing sports fields on Royal Reserve to be developed to full size sports fields. As well as this the development will provide for significant road frontage along the proposed new road. These aspects will increase the use of the reserve and the visual elements of the reserve. Currently Royal Reserve has a very small area of road frontage and access from surrounding residential properties.
- A16 8. The proposed layout showing the new development, road frontage and sports fields is attached at page A16 of the agenda.
- A16 9. Council officers will also be negotiating with the Royal Road Owner to acquire the areas marked A on the plan is attached at page A16 of the agenda, in order to further increase the area of Royal Reserve and provide opportunity for a large playground development.
- A16 10. In addition to the proposed land exchange, consideration is being given, with regard to the adjacent subdivision, of the possibility of acquiring the area marked 'B' on the same plan is attached at page A16 of the agenda, to further increase the road frontage to Royal Reserve and therefore increase access to and use of Royal Reserve.
11. The issues arising in relation to the proposal are listed below and are detailed under the heading Issues:
 - (a) the disadvantages of the exchange;
 - (b) the benefits of the exchange;
 - (c) the public notification process;
 - (d) the costs to Council; and
 - (e) the purchase of additional land.

Tudor Road

12. The owner of the property at Tudor Road (the Tudor Road owner) has approached the Council requesting a minor land exchange of 20m² as part of a boundary adjustment.
- A14 & A17 13. A plan of the proposed areas to exchange is attached at pages A14 and A17 of the agenda. The plan also shows the existing boundary of 60 Tudor Road (the Tudor Road property), which has an irregular shape.
14. The Tudor Road owner is proposing to achieve a more regular shape to the boundary of the Tudor Road property by:
 - (a) purchasing 55m² of the adjacent property at 22 Daytona Road; and

- (b) exchanging 20m² of the Tudor Road Property with the same area of the adjacent esplanade reserve.
- 15. This report is concerned with the land exchange set out in paragraph (b) above - but the two proposed transactions are mentioned by way of background.
- 16. The issues are listed below and detailed under the heading Issues:
 - (a) the disadvantages of the exchange;
 - (b) the benefits of the exchange;
 - (c) the public notification process; and
 - (d) the costs.

DECISION MAKING

Issues

Royal Road

Disadvantages

- A13* 17. The exchange will involve the disposition by the Council of approximately 1.8ha, being part of Royal Reserve (the area marked A on the plan attached at page A13 of the agenda) - but in return the Council will, at the same time, acquire approximately 1.8ha of land of the Royal Road property (the area marked B on the plan is attached at page A13 of the agenda).
- 18. It is considered that the disposition of part of Royal Reserve will be outweighed by the benefits of the exchange as set out under paragraph 19 below.

Benefits

- 19. The main benefits of the proposed exchange are:
 - (a) that the exchange will provide the opportunity for Royal Reserve to be upgraded with two full size sports fields and new walkways and boardwalk;
 - A16* (b) that the exchange will provide for increased road frontage and access to Royal Reserve as shown on the plan attached at page A16 of the agenda;
 - A15-A16* (c) that the exchange will enable increased integration with the proposed development layout that will increase access to Royal Reserve - is attached at pages A15 and A16 of the agenda; and
 - (d) that the exchange will enable the divestment of a piece of reserve land that is currently un-used and disconnected from the main Royal Reserve area.
- 20. On the basis of the above it is considered that the benefits resulting from the proposed exchange significantly outweigh any disadvantages.
- 21. In terms of upgrading the sports fields, this has been programmed under the current Long Term Council Community Plan (LTCCP) 2006 - 2016 and includes the sports fields upgrade as well as the construction of a playground, among other things. The timing and scope of the Royal Reserve development will be considered in the LTCCP 2009 - 2019 and will be subject to affordability and other Council priorities.

Public Notification

22. Under section 15 of the Reserves Act 1977 public notification of the proposal is required to be undertaken on the basis that Royal Reserve is held subject to the Reserves Act 1977.
23. The public notification will involve a public notice being provided within the local newspaper as well as a mail drop to the properties neighbouring the relevant parts of Royal Reserve.
24. The public notification will remain open for one month and will seek objections to the proposal. Where any objections are received these are required to be presented to the Committee for further decisions as set out in the recommendations above.

Costs of Exchange

- A13
25. It has been agreed that the equal areas of land are substantially similar in value on the basis of being the same land areas and similar types of land. It is therefore proposed that the areas marked A and B on the plan is attached at page A13 of the agenda, will be exchanged as equivalent land areas.
 26. The costs of the land exchange will be met by the Royal Road owner.

Purchase of additional land

- A16
- A16
27. As mentioned above it is also intended to acquire through the subdivision process (funded by the reserve contribution from the subdivision) the following:
 - (a) the areas marked A as part of the subdivision of the Royal Road property and the costs of these areas will be funded through the reserve contribution is attached at page A16 of the agenda; and
 - (b) the area marked B as part of the subdivision of the adjacent property is attached at page A16 of the agenda - this will be separately negotiated by Council officers as part of the subdivision of the adjacent property.
 28. The purpose of acquiring the additional land set out in paragraphs (a) and (b) above is to further increase access to and use of Royal Reserve. The purchase of these areas of land will increase the road frontages to Royal Reserve and will therefore enable greater access and use. The areas will also provide a relatively flat and highly visible area adjacent to the new and existing subdivisions to provide for a playground.

Tudor Road

Disadvantages

- A17
29. The exchange will involve the disposition of 20m², being part of Daytona Strand - but in return Council will, at the same time, acquire 20m² of the Tudor Road property as shown on the plan attached at page A17 of the agenda.
 30. It is considered that the disadvantages are no more than minor - and any disadvantages will be wholly off-set by the benefits set out below.

Benefits

31. The main benefits of the exchange are the resulting alignment of the boundary between Daytona Strand and the Tudor Road property and 22 Daytona Road to a more regular shape - rather than the current irregular "v" shape;

Costs

32. All costs relating to the exchange will be met by the Tudor Road owner.

Options Identified

Royal Road

33. The options in relation to the exchange involving Royal Reserve are as follows.
 - (a) To approve the exchange. Where the exchange is approved the benefits set out above in paragraph 3 will result. It is considered that these are significant benefits and will result in greater public use of Royal Reserve - as it is considered that Royal Reserve is currently under-used in relation to its Citywide status. The existing under sized sports fields are not well used and there are no other recreational facilities within the reserve. The exchange will enable such fields to be upgraded and the subdivision of the Royal Road property will also provide funding to redevelop the reserve with recreational amenities including new boardwalks and walkways.
 - (b) To decline the exchange. Where the exchange is declined the existing layout for the development would need to be redesigned. The current area of land that is available within Royal Reserve imposes some limitations on the use and development of full size sports fields. The proposed design layout for the development takes into consideration the steep topography of the site. The layout proposes, through excavation and fill, to level the ground area of the reserve where it borders the proposed new road. The purpose of this is to increase pedestrian and visual access into the reserve and so that the reserve will appear more visually inviting. Overall, if the exchange is declined all these benefits would be unable to be provided as there would not be sufficient open space on which to provide these.

Tudor Road

34. The options in relation to the exchange involving the Tudor Road property are as follows.
 - (a) To approve the exchange. Where the exchange is approved this will result in no loss of land or benefit to the Council - and instead an improved boundary to Daytona Strand.
 - (b) To decline the exchange. Where the exchange is declined this will have little impact on the Council except for the loss of opportunity to re-align the boundary. However, the decline of the proposal will result in loss to the Tudor Road owner on the basis that it will limit the options to develop the Tudor Road property.

Assessment of Options

35. On balance it is considered that the benefits to the public and to Royal Reserve, in respect of the proposed development of Royal Road, outweigh declining the proposed exchange.

36. It is also considered that the proposed exchange in respect of Daytona Strand should be approved and that, on balance, the benefits of allowing the exchange outweigh declining the proposed exchange.
37. The tables below set out the advantages and disadvantages of each proposed exchange.

Royal Road

		Social	Economic	Environment	Cultural
Option 1- Allow Exchange	Advantages	Increased use of area of the reserve through development of sports fields, recreational facilities and improved road frontages.	Values of each land area are equal so no loss to Council. Acquisition of an area of land that is able to be better integrated with the existing reserve and disposal of a piece of land currently unused and disconnected from the reserve due to contour.	Minimal impact on environment as an equal area of land to vest in the Council.	The newly developed reserve will be available for public use.
	Disadvantages	Loss of existing area of land - but gaining same land area.	Costs of constructing sports fields - but this is identified through the LTCCP.	Impacts during construction of development work - but environmental impacts limited through consent.	nil
Option 2- Not to Allow Exchange	Advantages	Current area of land retained but not currently used to capacity.	No costs to Council.	nil	nil
	Disadvantages	Development of sports fields not possible and would be difficult to integrate the reserve with development.	The loss of opportunity to acquire area to enable construction of sports fields, and loss of opportunity to develop park as part of the development.	nil	nil

Tudor Road

		Social	Economic	Environment	Cultural
Option 1- Allow Exchange	Advantages	Will enable better boundary alignment.	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.	No impact as no loss of land.
	Disadvantages	nil	nil	nil	nil
Option 2- Decline Exchange	Advantages	No change to land area.	No economic costs if no exchange.	No impact on environment if no exchange.	No impact on cultural use if no exchange.
	Disadvantages	Loss of opportunity to re-align boundary.	nil	nil	nil

Consideration of Community Views

38. Under section 78 of the Local Government Act 2002 consideration is required to be given to the views of the community. This is intended to be obtained through public notification.
39. The public notification process is programmed to commence following this meeting of the Committee if the proposals are approved.

Preferred Option

Royal Road

- A13
40. The preferred option is to exchange the area of land marked A on the plan attached at page A13 of the agenda, in exchange for the area of land marked B on the same plan.
 41. The main reasons for this are:
 - (a) that the exchange will provide the opportunity for Royal Reserve to be upgraded by developing the existing small size and under-used sports fields with full size sports fields as well as new walkways and boardwalks;
 - (b) that the exchange will provide for increased road frontage and access to Royal Reserve as shown on the plan attached at page A16 of the agenda;
 - (c) that the exchange will enable a high level of integration with the proposed development layout that will increase access to Royal Reserve and the sports fields; and
 - (d) that the exchange will enable the divestment of a piece of reserve land that is currently un-used and disconnected from the main Royal Reserve area.
- A16

Tudor Road

42. The preferred option is to approve the exchange on the basis that:
 - (a) the exchange will result in a more regular boundary; and
 - (b) the impact on Daytona Strand will be no more than minor.

STRATEGIC CONTEXT

43. 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.
44. There is an existing Reserve Management Plan for Royal Reserve - but at the time it was adopted the development at Westgate / Massey had not been considered.

CONSULTATION

45. Consultation has been undertaken with relevant Council officers including Parks and Open Space Assets and Strategy.
46. Public notification has not yet been undertaken but this is programmed for as mentioned above.
47. Iwi has not yet been consulted with regard to the proposal but it is intended to carry this out following the outcome of this meeting of the Committee and during the submission process timeline.

RESOURCES

48. No resources are required other than staff time in respect of the proposed exchanges.

IMPLEMENTATION ISSUES

49. If a decision is made to approve the proposed land exchanges the process required to complete these projects involves:
 - (a) carrying out a public notification of the proposals under which objections may be made for one month;
 - (b) reporting to the relevant Community Boards to gain their comments for reporting back to the Committee;
 - (c) reporting to the Committee on submissions received and final recommendations;
 - (d) drafting a memorandum to the Minister of Conservation to authorise the exchange the land by notice in the New Zealand Gazette; and
 - (e) preparing a 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 and Renee Davies, Service Manager Parks Planning.



8 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE AUGUST 2008

GLOSSARY

Returned Services Association	(RSA)
Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Transport Oriented Development	(TOD)
Target Outturn Cost	(TOC)
Waitakere City Council	(Council)

EXECUTIVE SUMMARY

The draft New Lynn Integrated Project Plan is anticipated to be complete by 26 August 2008. A risk management workshop is to be scheduled for 1 September 2008 with relevant stakeholders. It is envisaged that the risk identification, analysis, register and treatment should be complete by the end of September 2008. Risk monitoring and reporting will then be an ongoing activity together with the identification of any new risks.

Over the next few weeks, communications work will be focussed on three main areas; the return of Totara Avenue to a one-way road, the upcoming public open day and the production of new communications collateral. From Monday, 25 August 2008, Totara Avenue (between Veronica Street and Memorial Drive) will run one way. The date and time for the next public open day has been confirmed as Saturday, 20 September 2008 (10am - 3pm).

ONTRACK has now entered into a formal contract with its design/build consortium for the initial Target Outturn Cost (TOC 1) scope of works generally comprising the construction of the rail trench (base, walls, bridge structures etc) and duplication. ONTRACK are now progressing with the detailed design of TOC 1 elements.

To date ONTRACK has not provided any cost information with respect to Waitakere City Council's (Council's) component share of the TOC 1 scope however ONTRACK has now provided the Council with a schedule of elements, the responsibility for which has been attributed to either the Council or Auckland Regional Transport Authority (ARTA). This schedule has been forwarded to the Council's quantity surveyor, WT Partnership, to undertake an independent assessment of the estimated costs for these elements of the TOC 1 scope.

There will be a reconciliation process for the TOC 1 scope when ONTRACK, the Council and ARTA have completed their independent assessments of costs. This process should agree the elements of scope attributed to each party and the associated costs of these scope elements.

An external advisory company has finalised a report on potential options for funding elements of the New Lynn project exploring the possibilities of targeted rates and development contributions. Deeper analysis of costs is being undertaken to identify and quantify growth, renewal and maintenance cost components of the various components of the project.

Legal agreements that the Council may need to enter into are being investigated and monitored; this includes the division of responsibilities between the parties, the granting of rights to use parts of the rail corridor for bridges, footpaths and cycleways, and the land purchases that need to be made to advance the project. The key document covering the division of responsibilities between the Council and ARTA is currently being reviewed by ONTRACK to ensure that they share our understanding of where responsibilities lie.

RECOMMENDATION

It is recommended that Infrastructure and Works Committee resolve to:

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

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to Infrastructure and Works Committee on 6 August 2008. This report covers project progress to mid August 2008.

DECISION MAKING

Issues

Transport Infrastructure

2. The timing of construction of the Council's planned roading projects for New Lynn is dependent on the programme of ONTRACK's rail trench project. To minimise the impacts to the public and businesses in the area it is important to manage the Council's works programme around the ONTRACK project. It is anticipated that the ONTRACK project will have to have progressed significantly before the majority of Council's projects can be commenced and that the Council will need to work collaboratively with ONTRACK on the planning of this work.

Development and Implementation of the town centre

3. Council officers are seeking written feedback from key stakeholders to determine the level of support for the New Lynn Urban Framework. It is proposed to report to the Town Centres Subcommittee in September 2008 and the Policy and Strategy Committee in October 2008 with the final version of the Urban Framework and to outline a programme of work which will seek to further develop the details of the framework for the town centre.

Strategic Consents and District Plan

4. No update since 6 August 2008.

Communications

5. Over the next few weeks, communications work will be focussed on three main areas; the return of Totara Avenue to a one-way road, the upcoming public open day and the production of new communications collateral.
6. From Monday, 25 August 2008, Totara Avenue (between Veronica Street and Memorial Drive) will run one way. All entrances and exits to the New Lynn Memorial Returned Services Association (RSA) and LynnMall (including Denny's) will remain open. There will be some changes to the LynnMall car park; most notably the Farmers up ramp will become a down ramp. The Council (Transport Assets) is also relocating the taxi rank by the bus station to a site on McCrae Way. Actions relating to this work include:
 - Advertising has been booked with the *Western Leader* in advance of the works;
 - Radio advertising has also been booked by ONTRACK to notify people of the Totara Avenue change, with a secondary message that the disruptions are a necessary part of producing a great end result for New Lynn;

- An electronic message board has been hired by the Council and ONTRACK to provide additional messaging to drivers about the one-way change;
 - ONTRACK plans to post a traffic management update on its website, and deliver a project update newsletter to local residents and businesses.
7. The date and time for the next public open day has been confirmed as Saturday, 20 September 2008 (10am - 3pm). The open day will enable the Council, ONTRACK and ARTA to update the public on New Lynn developments so they better understand what is going on in their town centre before the main construction of the rail trench commences. At this stage, plans are in place for the following advertising:
- *Waitakere News* article and advertisement;
 - Ads in *Western Leader* and *Titirangi Tatler* in September;
 - Project update mailed to residents and businesses;
 - Posters in New Lynn Community Centre, New Lynn Library, LynnMall and any other key businesses (e.g. Placemakers and the New Lynn RSA) who have expressed an interest in promoting New Lynn town centre developments.
8. Prior to the open day, ONTRACK and the Council will be hosting presentations to specific interest groups in New Lynn, including the New Lynn Community Liaison Group (comprising representatives of local businesses, community organisations and service providers, as well as Elected Members and officers from the Council, ONTRACK and ARTA), the New Lynn Business Association, and LynnMall retailers.
9. Over the next month, the Council will be concentrating on the production of three key communication items including:
- The next issue of *New Lynn Matters* (13,000 copies delivered to the wider New Lynn community);
 - A *New Lynn Parking Guide* - giving the designations for parking spaces throughout the New Lynn town centre, along with some broad information about changes in New Lynn;
 - New display panels for use at the public open day and in the New Lynn Library.

Relationship Management and Advocacy

10. No update to report since 6 August 2008.

ONTRACK TOC Status

11. ONTRACK has now entered into a formal contract with its design/build consortium for the initial TOC 1 scope of works generally comprising the construction of the rail trench (base, walls, bridge structures etc) and duplication. ONTRACK are now progressing with the detailed design of TOC 1 elements.
12. In relation to the current TOC 1 process, ONTRACK has now commissioned a third party review of the cost estimation work that has previously been undertaken by both the Fletcher quantity surveyors and ONTRACK's quantity surveyors. The appointed independent expert is currently completing this review on ONTRACK's behalf. The Council is awaiting confirmation of the likely completion date for this work.

13. To date ONTRACK has not provided any cost information with respect to the Council's component share of the TOC 1 scope however ONTRACK has now provided the Council with a schedule of elements, the responsibility for which has been attributed to either the Council or ARTA. This schedule has been forwarded to the Council's quantity surveyor, WT Partnership, to undertake an independent assessment of the estimated costs for these elements of the TOC 1 scope.
14. There will be a reconciliation process for the TOC 1 scope when ONTRACK, the Council and ARTA have completed their independent assessments of costs. This process should provide a basis for agreement on the elements of scope attributed to each party and the associated costs of these scope elements.
15. Subsequent TOC design and pricing processes (TOC 2, etc) are being undertaken by ONTRACK's design/build consortium for other project elements that are to be constructed "in-corridor" including the rail station, concourse and associated road connections. The scope of each of these subsequent TOC's is not confirmed at this stage.

ARTA Status

16. Council officers and ARTA officers have been working through a process to partially novate the contracts that the Council currently holds with its design and quantity surveying consultants, to enable ARTA to deliver their detailed design with the same design team. The process of contract novation, which is a process used to transfer the role of Principal from one organisation to another, is scheduled to be completed by the end of August 2008, at which point ARTA will assume the lead role for the detailed design of the New Lynn Rail Station.

NZTA Funding Applications

17. Council officers and consultants are continuing to work through the pre-lodgement requirements of the New Zealand Transport Agency (NZTA), for the planned funding application for construction and land acquisition costs, to be lodged in November 2008.
18. It is still intended to present the project to the new NZTA Board in October 2008, in advance of the November 2008 application submission.

Strategic Funding

19. An external advisory company has finalised a report on potential options for funding elements of the New Lynn project exploring the possibilities of targeted rates and development contributions. Deeper analysis of costs is being undertaken to identify and quantify growth, renewal and maintenance cost components of the various components of the project.

Development Contributions

20. 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

21. The Legal Agreements portfolio headed by the Issues Resolution Manager is investigating and monitoring all the legal agreements that the Council may need to enter into in regard to the division of responsibilities between the parties, the granting of rights to use parts of the rail corridor for bridges, footpaths and cycleways, and the land purchases that need to be made to advance the project. The key document covering the division of responsibilities between the Council and ARTA is currently being reviewed by ONTRACK to ensure that they share our understanding of where responsibilities lie.

Risk Management

22. The draft Integrated Project Plan is anticipated to be complete by 26 August 2008. A risk management workshop is to be scheduled for the 1 September 2008 with relevant stakeholders. It is envisaged that the risk identification, analysis, register and treatment should be complete by the end of September 2008. Risk monitoring and reporting will then be an ongoing activity together with the identification of any new risks.

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 three 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. The site office that was established to provide a base for consultation for the rail project in the town centre has been closed down. The presentations have been relocated to the New Lynn Library and a librarian has been briefed on responding to public queries relating to the project. The site office coordinator has been relocated to Waitakere Central to assist with management of the programme. This is viewed as a more efficient utilisation of this resource.

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. While the timeline and milestones for the project will continue to be developed as the project progresses, currently determined key milestones include:
- Council funding application to NZTA lodged with ARTA - 27 October 2008;
 - ONTRACK commence main trench excavation works - October 2008 (prep works in September);
 - Train tracks installed in trench and new station complete - April 2010;
 - ONTRACK works complete - July 2010;
 - Council roading works (Stage 1) commence - mid 2009;
 - Council roading works (Stage 1) complete - mid 2011;
 - Clark Street extension (Stage 2) commence - late 2011; and
 - Clark Street extension (Stage 2) complete - mid 2013.

Financial Status

29. There was \$21,568,000 budgeted in the Annual Plan 2007/2008 which included roading components, land purchase, ONTRACK contribution and communications. Of this amount, \$19,600,000 has been carried forward into the Annual Plan 2008/2009.
30. In the Annual Plan 2008/2009 there is a further \$47,740,600. Additional amounts will be required in the subsequent Annual Plan 2009/2010 and 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 NZTA, 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 in September 2008 and any significant risks will be included in future status reports.

Report prepared by: John Schermbrucker, Special Projects Manager.



9 **HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETScape AND ROADING UPGRADE - CONSTRUCTION STATUS UPDATE AUGUST 2008**

GLOSSARY

Henderson Primary School	(School)
Infrastructure and Works Committee	(Committee)
Ministry of Education	(Ministry)

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 Roading Upgrade project.

A18

Roadworks and Streetscape upgrading in zones A to G between the Oratia stream bridge and the Henderson Valley Road/ Alderman Street intersection are substantially complete, with installation of new streetlights and furniture having been completed. The zones are shown on the map attached at page A18 of the agenda.

While the contract completion date was 21 July 2008, the contractor re-programmed the works to be completed by the end of July 2008. However, remedial works to areas that were not to specification are in progress and together with roadmarking are expected to be completed by the end of August 2008. In addition, the installation of streetlights was delayed beyond the end of July 2008 due to delayed supply of special parts where streetlights had to be repositioned to avoid existing services and shop canopies.

The entry agreement between the Council and the Ministry of Education (Ministry) has been executed and this will enable work to commence on zone H outside the Henderson Primary School (School). Work will commence at the end of September 2008.

The contractor's claim for an extension of time is undergoing assessment by the Engineer's Representative.

Continuing liaison with the public and businesses along the route of the works has been undertaken in the form of newsletters, drop-in visits to businesses and a meeting with the Henderson Business Association.

Expenditure against contract contingency to date is 65% of the contingency amount and 6.5% of the contract value. This includes an additional amount of \$77,600 that has been negotiated with the contractor for preliminary and general costs for zone H.

RECOMMENDATION

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 August 2008 report.

BACKGROUND

1. The construction status of the Great North Road Streetscape and Roading Upgrade project was last reported to the Committee on 6 August 2008. This report updates the construction status to late August 2008.

DECISION MAKING

Issues

Progress to date

2. During the reporting period, work to all zones between the Oratia stream bridge and the Henderson Valley Road/Alderman Drive intersection (zones A to G) has been substantially completed. New streetlights and furniture have been installed in all these zones. Garden planter beds have been installed. Planting of shrubs and annuals will be carried out by the Council's Parks contractors in September 2008 under a separate contract.
3. Remedial work on defective items is in progress. The more significant remedial work is in zone A, where several areas were found to be sub-standard. At the same time the contractor is carrying out remedial work to other areas within zones B to G. The contractor is aiming for completion of all remedial work by the end of August 2008.
4. Road marking of Great North Road in zones A to G will be carried out by the end of August 2008.
5. While production during the reporting period has generally been adequate, and progress on the remedial works has been reasonable, the works are not yet complete due to delays experienced to the road marking. In addition the installation of new streetlights has been slow to complete because of delays from the suppliers of special fittings to modify some of the streetlight positions.

Procurement of Land from the Ministry

6. The entry agreement to enable work to commence on the land owned by the school has been executed by the Ministry. This allows Council to occupy the land belonging to the Ministry at the school and to commence construction of the works in zone H. Negotiations are continuing between the Council's valuer and the Ministry's valuer to agree on the purchase price for the land.
7. The work to zone H will commence on 29 September 2008. The construction period for this portion of the works will be 40 working days.

Public Liaison

8. During the reporting period, liaison has continued between Council officers and business owners on Great North Road who are affected by the contract works. Letter drops updating business owners on the progress of the works and remedial works were made during the period. In addition a further meeting has been held during the reporting period between Council officers and the Henderson Business Liaison Group to address any issues that businesses have with the contract works, and drop-in visits to businesses have occurred where required. Newsletters will continue to be sent to businesses prior to and during the execution of the works in zone H.

Bus Shelters

9. The permanent bus shelters to the bus stops in zones A and B near the Oratia stream bridge are expected by the end of August 2008. These will be installed by Adshel Ltd. as part of an agreement with the Council. In the interim, a temporary bus shelter has been installed at the bus stop in zone B.

Consideration of Community Views

10. 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.

STRATEGIC CONTEXT

11. The project team are monitoring construction progress on an ongoing basis to ensure that the outcome remains in alignment with the Council's strategic platforms of: Urban and Rural Villages and Strong Communities.

CONSULTATION

12. No consultation was required during the reporting period.

RESOURCES

Timeline Status

13. The duration of the contract is 95 working days. Work commenced on 3 March 2008 with a contractual completion date of 17 July 2008. The contractor has applied for extensions of time for a number of diverse items. The claim is very broad and is resource based. The conditions of contract are clear in specifying that "no extension of time will be granted unless the delay has affected the critical path of the Contract Works such that Practical Completion cannot be achieved by the due date for completion". The Engineer's representative is reviewing the claim which is still subject to the receipt of information from the contractor to demonstrate that the claimed delays affect the critical path of the contract works. At this stage the only extension of time granted is the provisional extension of 2 working days for additional work to the parking area at the corner of Henderson Valley Road.
14. The work to zone H outside the school will commence on 29 September 2008, with duration of 40 working days. This will be treated as a separable portion within the contract and will not impact the timeframe for the work to zones A to G.
15. 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 August 2008
Contract Commencement date	3 March 2008		3 March 2008
Contract Period: Roading Upgrade (Separable portion 1)	80 w days	+ 2 w days	82 w days
Streetscape Upgrade (Separable portion 2)	95 w days	+2 w days	97 w days
Due Date for Practical Completion: Roading Upgrade (Separable portion 1)	26 June 2008	+2 w days	30 June 2008
Streetscape Upgrade (Separable portion 2)	17 July 2008	+2 w days	21 July 2008

Table 1. Timeline Status

Financial Status

16. As a result of deferral of work to zone H due to delays experienced in the execution of the entry agreement with the Ministry, it has been necessary to negotiate an additional preliminary and general cost with the contractor for these deferred works, which will now be carried out after the current contract period. The Engineer's representative has negotiated a sum of \$77,600 for these preliminary and general costs for the 40 working day period. This amount has been reviewed by the consulting engineer and determined to be reasonable in light of the traffic management required for works to zone H. The rates for the scheduled items of work to zone H have not changed and are the same as submitted by the contractor at tender stage.
17. Contingency expenditure during the report period amounted to \$99,862. 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.
- Roding speed table traffic plates \$4,210
 - Additional work at Trading Place \$3,144
 - Upgrade signals to suit new software \$4,200
 - New traffic light pole and extension \$5,906
 - Heavy duty cover and frame to fibre optic junction box \$2,822
 - Preliminary and general costs for zone H \$77,600
 - Miscellaneous minor works \$1,980
- \$99,862**
18. The combined outcome of ongoing value engineering and contingent expense to date has resulted in the cost of these variations being accommodated within the contract contingency sum. Contingency expenditure to date amounts to 65% of the contingency sum, or 6.5% of the contract sum.
19. 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 August 2008
Tender Award Value. HEB Smithbridge Ltd	\$3,417,012	-	\$3,417,012
Contract variations to date (to be agreed)	-	\$223,397	\$223,397
Contract Contingency sum	\$341,701	-\$223,397	\$118,304
Removal of Hanging Baskets from contract	-	-\$251,299	-\$251,299
Total Construction Cost	\$3,758,713	-\$251,299	\$3,507,414

Table 2. Financial Status

IMPLEMENTATION ISSUES

20. The contractor's performance is subject to ongoing monitoring and review by the consultant team members and Council officers. Apart from the finalisation of the remedial works to zones A to G, implementation issues have all been dealt with. Implementation of the contract works to zone H will be in terms of the conditions of contract between the Council and the contractor.

21. Ongoing emphasis has been 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 have been held at regular intervals to identify and address business owners concerns.

Project Risks

22. The following issues are currently being managed to mitigate unfavourable impacts on the project outcome.
- Ongoing monitoring of the contractor's performance as well as ongoing liaison with the contractor's senior and site management has resulted in an increase in production since the initial poor start to the contract, as well as an improvement in the quality of the works;
 - Complaints and concerns received from business owners and members of the public have been 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 continued during the reporting period;
 - The entry agreement for work to zone H has been signed by the Ministry in its amended form. Negotiations on the price of the land are proceeding and work outside the school will commence at the end of September 2008. The additional Preliminary and General costs negotiated with the contractor for zone H are included in Table 2 above; and
 - The contractor's extension of time claim is under review by the Engineer's representative.

Quality

23. 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.