



Waitakere City Council
Te Taiāo 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, 1 October 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.

26 September 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, 1 OCTOBER 2008
COMMENCING AT 9.30 AM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFLICTS OF INTEREST	1
4	CONFIRMATION OF MINUTES	1
5	PARRS PARK CONCEPT PLAN UPDATE AND HEARING OF SUBMISSIONS	2
6	MCLEOD PARK PUBLIC TOILET	9
7	CYCLE PROJECTS FOR DETAILED DESIGN	11
8	ARCHIBALD PARK, LAWSON PARK AND MASON PARK - TELECOM CELL SITE PROPOSALS	18
9	NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE SEPTEMBER 2008	23
10	HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETSCAPE AND ROADING UPGRADE - CONSTRUCTION STATUS UPDATE SEPTEMBER 2008	29
	REPORT FROM THE SUBCOMMITTEES	35
11	TOWN CENTRE SUBCOMMITTEE	35

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,
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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, 3 September 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, 3 September 2008 as circulated, and that they be taken as read and now be confirmed.



5 PARRS PARK CONCEPT PLAN UPDATE AND HEARING OF SUBMISSIONS

GLOSSARY

Parrs Park Reserve Management Plan	(Management Plan)
Waitakere Aquatic and Ice Centre Charitable Trust	(the Trust)
Auckland Regional Physical Activity and Sports Strategy	(ARPASS)
Northern Strategic Growth Area	(NorSGA)
Infrastructure and Works Committee	(the Committee)
West Wave Aquatic Centre	(West Wave)
Parrs Park Concept Plan Update	(concept plan update)
United Association Football Club	(Inc)

EXECUTIVE SUMMARY

The purpose of this report is to present the Parrs Park Concept Plan Update (concept plan update) for the Parrs Park Reserve Management Plan (Management Plan) to the Infrastructure and Works Committee (the Committee), for approval to publicly notify the concept plan update for submissions. A colour copy of the concept plan update will be distributed separately to the Committee.

The concept plan update also includes the provision of building extensions for the Oratia United Association Football Club (Inc) and the Waitemata Table Tennis Club. It also includes provision for a major extension to the existing Waterhole facility to provide a combined Aquatic and Ice Centre facility.

This report presents the submissions received after public consultation undertaken for the concept plan update. The concept plan update 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 Parrs Park Concept Plan Update and Hearing of Submissions report.
2. **Approve** the concept plan update for the Parrs Park Reserve Management Plan, including the lease footprint extensions proposed by the Aquatic and Ice Centre Trust, Waitemata Table Tennis Association and Oratia United Association Football Club (Inc) and that amendments to the Parrs Park Reserve Management Plan be undertaken accordingly.

BACKGROUND

1. The management of all reserves is governed by the Reserves Act 1977. Under the Reserves Act 1977, Council is required to consult on any proposed amendments to or updates of a Reserve Management Plan. The process for consultation on amendments to Reserve Management Plans is outlined in the Reserves Act 1977.
2. The requirement to update the Management Plan was identified at a meeting of the Infrastructure and Works Committee in March 2008. At that time the Infrastructure and Works Committee made the following resolutions:

1. *That the Parrs Park Concept Update and Waitakere Aquatic and Ice Centre Development report be received.*

2. *That the Infrastructure and Works Committee approves the public notification of the proposed concept update for Parrs Park, including the proposed Waitakere Aquatic and Ice Centre Development as a partial review of the Parrs Park Reserve Management Plan under Section 41(9) of the Reserves Act 1977.*
3. *That the Infrastructure and Works Committee approves the timeline and consultation process outlined in the Agenda report for the proposed change to the Parrs Park Reserve Management Plan.*
4. *That a hearing of submissions by the Infrastructure and Works Committee on the proposed changes to the Parrs Park Reserve Management Plan, including the proposed Waitakere Aquatic and Ice Centre, be held after the consultation period and once submissions have been received.*

218/2008

3. The proposed concept plan update was also reported to Te Taumata Runanga. At its meeting on Monday 14th April 2008, Te Taumata Runanga resolved to:

1. *Kua whiwhi / Receive the Parrs Park Concept Update and Waitakere Aquatic and Ice Centre Development report.*
2. *E whakae ana / Agree that Council officers look at holding an information workshop with Hoani Waititi Marae Committee at Hoani Waititi Marae and this information be included in the July 2008 report to the Infrastructure and Works Committee by the end of May 2008.*

627/2008

4. At its meeting on 4th April 2008, the New Lynn Community Board resolved to:

1. *Receive the Parrs Park Concept Update and Waitakere Aquatic and Ice Centre Development report.*
2. *Agree that the New Lynn Community Board will determine a suitable date to undertake a workshop on the Parrs Park Concept Plan update to provide Council officers with additional information from the Board for inclusion in the July 2008 report to Infrastructure and Works Committee.*

519/2008

5. Since the above reporting, Council officers have undertaken an extensive Citywide public consultation process for the concept plan update and have met with interest groups on the proposals for the concept plan update. A submission period was held and submissions have been received on the concept plan update.

DECISION MAKING

6. Since each submission received during the consultation has been carefully considered for inclusion in the concept plan update.
7. For this reason, it is considered that the decisions made on which of the issues raised in submissions are to be included in the concept plan update are in line with the relevant criteria.

Issues

Submissions received

8. The submissions received during the publicly advertised community consultation period were generally supportive of the proposed concept plan update, with only one submission raising concern about the level of expenditure that the concept plan update would require and the associated impact on rates.
- A1-A67* 9. A summary of all the submissions received and whether the issues have been included in the concept plan update is attached at pages A1 to A16. The full submissions are attached at pages A17 to A67.

Inclusion of features within the concept plan update

10. The concept plan update includes the following provisions:
- New road connection to the north-west area of Parrs Park;
 - New walkway links from existing walkways through the north-west area of the park to new subdivisions adjacent;
 - Furniture and seating adjacent to walkways;
 - Stream restoration;
 - Temporary opening up of the proposed Wananga site for public access and use;
 - Provision of a major extension to the Waterhole facility and development of a combined Aquatic and Ice Centre;
 - Provision of an extension to the Waitemata Table Tennis Association building;
 - Provision of an extension to the Oratia United Association Football Club (Inc) building;
 - Weed removal and specimen tree planting;
 - Removal of old macrocarpa shelter belt; and
 - Provision of additional road-side car parking.
- A68-A70* 11. A copy of the concept plan update is attached at pages A68 to A70. A full colour copy of the concept plan update will be distributed to the Committee separately.

Waitakere Aquatic and Ice Centre Proposal and Impact on West Wave

12. West Wave Aquatic Centre (West Wave) is struggling to meet demand with respect to lane space for club-based and casual lane swimming.
13. The demand is for lane space for casual and membership swimmers and water walkers who want to do sport or fitness swimming and learn to swim. Learn to swim has a waiting list of about 250-300 people which is approximately 25% of capacity. Demand for recreational swimming in the Auckland Region far outweighs the demand for formal aquatic sports with in excess of 424,000 community participants (regionally) compared to around 5,000 formal sport participants in the Auckland region.
14. As there is only one public facility for the entire city and this facility is filled to capacity for available lane space and learn to swim in particular, it is considered appropriate that Council support this facility expansion regardless of the location (being close to West Wave) as it is the only current solution to taking some of the load off West Wave and provide water based sport, recreation and learning opportunities for the community.

15. However, the expansion of pool space within the proposed Waitakere Aquatic and Ice Centre facility would provide the potential for expansion of the current 'learn to swim' business. Any expansion would have the potential to compete with the Council's own Swim School at West Wave, which creates revenue that is used to offset the overall operating subsidy for West Wave. This subsidy is funded from rates.
16. In terms of demand for swimming facilities within Waitakere and the Region, the Auckland Regional Physical Activity and Sports Strategy (ARPASS) is the key document that provides information on the demand.
17. The current level of local facility provision in Waitakere is 1:186,000 people which is less than the indicative generic ratio of 1:30,000 - 50,000 people. The suggested ratio of 1:30,000 - 50,000 is for local provision however West Wave is the only regional facility so its catchment extends far beyond Waitakere City eg national and Auckland regional events are held at the facility which make it unavailable for local use approximately 100 days per annum.
18. The competitive training which happens most days also compromises local recreational use. West Wave is used regionally for other water based sports such as water polo, synchronised swimming and diving and again hosts national and regional events which compromise general use. Pin map surveys conducted of West Wave patronage showed a significant number of people both casual and members traveling further than 5 kilometres and from neighboring cities to use West Wave. Again this reflects the regional significance of West Wave.
19. It can therefore be said that the current ratio identified in the ARPASS report is a ratio of 1:1.3 million for regional activities and therefore puts pressure on the assumption that this is a 3:186,000 for local use bearing in mind the facility is unavailable close to 30% of the time. In terms of provision from schools it is unknown what the potential school provision is. Some schools do have pools however not all are suitable for general community use due to either being too shallow or short, uncovered or not heated and therefore not available all season. Further information on the situation with Waitakere School pools and the number that have closed will be provided at the Infrastructure and Works Committee October 2008 meeting.
20. There is a new pool facility proposed for the Northern Strategic Growth Area (NorSGA area. This facility is most likely to be at a scale that draws about 150,000 - 180,000 swims per annum. A local pool for local users will take some of the load off West Wave as people from the NorSGA catchment do travel to West Wave. People will still travel to West Wave from this catchment for the fun elements. It is anticipated that locals will be the primary users of the new facility in NorSGA if it proceeds. This will reduce some of the demand on West Wave but with population growth and the offerings West Wave provides as a premier facility the demand will most likely still exceed supply.

Assessment of Aquatic and Ice Centre Facility Feasibility Study

21. As the report presented to the Infrastructure and Work Committee meeting on 28 March 2008 indicated, the Waitakere Aquatic and Ice Centre Trust (the Trust) have prepared a full feasibility study for the proposed building extensions. Two copies of this voluminous report will be located in the Councillors Lounge prior to the Infrastructure and Works Committee October 2008 meeting.

22. The feasibility study has been reviewed by Council officers and management from West Wave. This review has highlighted that although the feasibility study includes all the required information and assessments, there are some areas where it is felt there might need to be some further investigation to ensure the success of the project.
23. In order to address these concerns, it is proposed that Council continue to work with the Trust on their proposals and provide some mentoring on the Aquatic and Ice Centre proposal, in addition to this it is recommended that the Trust get a third party to peer review the feasibility study. In the interim this would not prevent the concept plan update being approved, as it currently shows the maximum site coverage for the proposed Aquatic and Ice Centre facility, if the proposal becomes either smaller and/or is staged, this can be provided for within the current provision of space identified within the concept plan update.
24. Concerns raised include the acknowledgement that the overall capital development costs may be under-estimated for the size of the development proposed.
25. The proposal relies for its success on funding from external funding agencies including the ASB Trust, the Waitakere Licensing Trust and sponsorships, which have yet to be secured. However, Council officers have met with the Trust and are working with them on processes to progress with funding applications and funding strategies.
26. The income projected for the learn to swim business is quite high (even compared to West Wave which is New Zealand's largest and most profitable swim school), however, some of this difference can be reflected in the different levels of service proposed to be provided between the two facilities.
27. There may be some benefit in reviewing the budgeted wages turnover, which may be too high. However, again there is less staffing demand for the Waterhole facility and further investigation is needed to determine if this is an area of concern.
28. The Waitakere Aquatic and Ice Centre proposal also includes the provision of a dedicated curling facility. The feasibility study includes an analysis of the curling aspect of the facility. There is limited provision for curling in New Zealand and Australia. As such, it is anticipated that the dedicated curling facility within the Waitakere Aquatic and Ice Centre would be utilised at a national and international level. Detailed information on operating costs has been gained from the only other dedicated curling facility in the South Island, and would indicate that the costs within the feasibility study in relation to curling are robust.
29. In summary, the feasibility study is very comprehensive, but there are some areas which highlight that the capital costs and aspects of the operating costs might need further investigation and refining. As discussed above, this development is contingent upon the success of funding applications for capital costs to external funding agencies, therefore there is minimal risk to Council.
30. The most significant risk to Council would be if the facility was built and then could not maintain the ongoing operating costs, resulting in a large facility on Council owned land that was unable to maintain itself. To provide further confidence to Council on the long term viability of the proposal it is recommended that the Trust gain an independent peer review of their feasibility study (as highlighted in paragraph 23).

Consideration of Community Views

31. Extensive community consultation is required for any update or review of a Reserve Management Plan, as required by the Reserves Act 1977. Community views were sought on the concept plan update through the submission process and open days.
32. Consultation is required to give communities the opportunity to have their say on the proposals within the concept plan update.

Preferred Option

33. The concept plan update presented with this report reflects the views of the community on the further development of Parrs Park and associated proposed community and sports club developments on site. The majority of community views have been able to be included in the concept plan update.

STRATEGIC CONTEXT

34. The concept plan update for the Management 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 and park development are the Green Network, Urban and Rural Villages, and Strong Communities.
35. In 2005 a values survey was conducted with residents of Waitakere and the results highlighted that Parrs Park is the most recognised park in Waitakere. What this indicates is that the current level of development and the multi-use nature of the park has provided a highly used and recognised open space area. The concept plan update aims to continue this level of development through the currently undeveloped and un-used area of the north west of the park. This is considered appropriate given the extensive level of new subdivision that has occurred and is occurring directly adjacent to Parrs Park. Providing safe and good access for these new residents to Parrs Park provides for the neighbourhood park access required for new residential areas as identified in the draft Parks and Open Space Strategy.
36. As identified above, the concept plan update 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. The draft Parks and Open Space Strategy identifies Parrs Park as a Citywide park and also a destination park. These types of parks should be developed to allow multiple uses including circular walkways around the perimeter. Destination parks, in particular, should be developed to showcase Waitakere, provide unique and quality experiences and may include special art and landscape features.
37. The concept plan update is also prepared in the context of the draft Leisure Strategy, in particular in relation to the provision of sports clubs and associated facilities.

CONSULTATION

38. Consultation with staff across Council has been undertaken through the development of the concept plan update. Including officers from Leisure Services, the Aquatic Centre and Parks and Open Space Assets.

39. Consultation with all the interest groups and leasees on the park and adjacent facilities such as Hoani Waititi Marae has been undertaken.
40. Both iwi have been consulted in the development of the concept plan update and have indicated support for the concept plan update as presented in this report. Te Kawerau a Maki identified the opportunity for interpretation and art work (pouwhenua) within the new development area and were supportive of the proposed stream restoration.
41. The proposed concept plan update has also been reported to Te Taumata Runanga and representatives of Te Taumata Runanga, at their request, were present at the meetings with Hoani Waititi Marae.
42. The proposed concept plan update has been reported to the New Lynn Community Board and a specific workshop with the New Lynn Community Board was held on 5 May 2008. Issues raised during that workshop have been included in the concept plan update. In summary they included:
 - More car parks;
 - Allowance for bus parking and turnaround;
 - Public toilets to be considered at the newly developed end of the park;
 - Pram crossings and possible rolling kerb development;
 - Sun shade for the play equipment;
 - Possible fitness trail adjacent to the walkway;
 - Achievement of a 5 kilometre walkway loop for fitness; and
 - Additional furniture.
43. New Lynn Community Board members were also present at the open day held at Parrs Park on Sunday, 15 June 2008 during the consultation period.

RESOURCES

44. This concept plan update has been undertaken by the Parks Planning Section of Council within the \$154,000 allocated funding for preparation of Reserve Management Plans in the Annual Plan 2008/2009.
45. An assessment of the costs for implementation of the new assets identified within the concept plan update has been undertaken. The costs for all new assets and infrastructure that would be provided by Council are as follows. Please note that these costs do not include any of the facility upgrades and extensions proposed by the leasees, as it is anticipated that these costs would be funded fully by the clubs through external revenue generation.

Table 1 Assessment of Costs for Concept Plan Update

Capital Development		
Asset		Cost
Walkways	1,000 lineal metres	\$135,000
Furniture	Lump sum	\$15,000
Carparks (standard)*	50 spaces	\$75,000
Car parks (permeable)*	50 spaces	\$50,000
Road	340 lineal metres	\$306,000
Lighting	Lump sum	\$25,000
Bridge	Lump sum	\$100,000
Training field and drainage and earthworks	1	\$200,000

Capital Development		
Planting and weed removal	Lump sum	\$200,000
Total		\$1,106,000
Maintenance		
Total	Per year	\$90,000

* Final confirmation of whether standard, permeable or a mix of both car parking is proposed would be developed through detailed design and an assessment of ongoing maintenance and renewal costs associated with the options. Permeable car parks are the preferred option if achievable and cost effective.

IMPLEMENTATION ISSUES

46. As with all development works identified through Reserve Management Plans, the provision of all and/or part of the new assets identified in the concept plan update will need to be funded through the draft Long Term Council Community Plan 2009-2019 in order to be implemented and will need to be assessed against other park projects and affordability.

Report prepared by: Renee Davies, Service Manager Parks Planning.



6 MCLEOD PARK PUBLIC TOILET

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Infrastructure and Works Committees for the proposed public toilet at McLeod Park.

RECOMMENDATIONS

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

1. **Receive** the McLeod Park Public Toilet report.
2. **Approve** the proposed concept design for the public toilet at McLeod Park.

BACKGROUND

1. McLeod Park is a Citywide park therefore jurisdiction for development on this park resides with the Infrastructure and Works Committee.
2. The upgrade of the public toilet at McLeod Park meets Council's strategic objectives. Funding has been provided in the Annual Plan 2008/2009 for the physical works.
3. The existing toilet facility is located in an undesirable location at the back of the club building. In this location the toilet is a target of vandalism as visibility of the facility is poor.

4. There are three clubs that use McLeod Park: Waitemata Association Football and Sports Club; West City Baseball Club; and Westside United Football Club. All three of these clubs have been consulted on the proposed public toilet design. The clubs support the proposed toilet design and the relocation of the toilet.

DECISION MAKING

Issues

- A71
5. It is proposed to relocate the existing toilet from its current position behind the building and upgrade the facility to the Parks standard toilet design. The existing location and the proposed location can be seen on the photograph attached at page A71.

Location

6. McLeod Park meets the requirements of a location where the use is expected to be high, where people have travelled some distance and there are no other facilities available.
- A72
7. It is proposed to relocate the toilet from its current position behind the club building, to the more visible location between the car park and swings. The proposed location can be seen on the diagram attached at page A72.

Parks Standard Toilet Design

- A73
8. The Parks standard toilet design has been developed through significant product research into durability and sustainability. The Parks standard toilet design is appropriate for the proposed location and consists of two all accessible unisex toilets. The proposed design of the toilet can be seen on the diagram attached at page A73.
 9. The following sustainable features have been incorporated into the toilet design to reduce vandalism, graffiti and ongoing costs to Council:
 - Tilt slab concrete wall;
 - All fixtures and fittings are stainless steel;
 - All services (plumbing and electrical) are hidden in the walls;
 - Use of vandalite or similar vandalism-resistant lighting;
 - Maximum use of natural lighting to reduce power;
 - Maximum use of natural ventilation through the roof design to reduce power; and
 - Use of Dual Flush buttons and spring loaded shut off taps for efficient water use.

STRATEGIC CONTEXT

10. Council has adopted the platforms of 'Strong Communities' which supports local focal points where people gather, like sports clubs. This platform supports the community's needs to enable people to be brought together. The upgrade and relocation of the public toilet would be in accordance with this platform.

CONSULTATION

11. The proposed relocation and upgrade of the public toilet at McLeod Park has the approval of the Parks Design Review Panel.

12. User Group consultation has been undertaken with Waitemata Association Football and Sports Club, West City Baseball Club and Westside United Football Club. The clubs support the upgrade and relocation of the toilet block.
13. A mail drop was undertaken in the community surrounding McLeod Park in mid-September 2008. This mail drop included the proposed concept design and the proposed re-location. Feedback from this mail drop is due back at the end of September 2008 and the feedback will be discussed at the October 2008 meeting of Infrastructure and Works Committee.

RESOURCES

14. The estimated cost of the upgrade and relocation of the proposed public toilet is \$145,000.00. Funding has been provided in the 2008/2009 Annual Plan to carry out the toilet upgrade.

IMPLEMENTATION ISSUES

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

Report prepared by: Tracey Hamilton, Parks Project Development Officer.



7 CYCLE PROJECTS FOR DETAILED DESIGN

GLOSSARY

Strategic Cycle Network Feasibility Study	(the Study)
Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Waitakere City Transport Strategy 2006-2016	(Transport Strategy)
Auckland Regional Land Transport Strategy 2005	(Regional Strategy)

EXECUTIVE SUMMARY

This report outlines three cycle projects at Triangle Road, Te Atatu Road (Peninsula) and Central Park Drive. Consultation on concept designs for these projects included Council workshops, community board workshops and community consultation. The Infrastructure and Works Committee has the opportunity to consider the feedback from the consultation and amended concept designs for each of the three projects.

This report summarises the preferred option for each cycle project, and recommends that detailed design work is completed based on these preferred options.

RECOMMENDATIONS

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

1. **Receive** the Cycle Projects for Detailed Design report.
2. **Approve** the commissioning of detailed design work, based on the preferred option, for the Triangle Road cycleway project.

3. **Approve** the commissioning of detailed design work, based on the preferred option, for the Te Atatu Road cycleway project.
4. **Approve** the commissioning of detailed design work, based on the preferred option, for the Central Park Drive cycleway project.

BACKGROUND

1. In 2005, Waitakere City Council commissioned a feasibility study for cycle routes in Waitakere. The resulting Strategic Cycle Network Feasibility Study (the Study) is an extensive report that prioritises cycling routes throughout Waitakere. The Study recommended cycling infrastructure to form a cycle network. Many of these routes are noted as being appropriate for dedicated cycle infrastructure, for example, on-road cycle lanes, combination bus/bike lanes and off-road cycle ways.
2. The Waitakere City Transport Strategy 2006-2016 (Transport Strategy) was adopted by the Council in September 2006. This Transport Strategy included the 10 year budgeted programme of works for cycle projects in Waitakere. This programme prioritised cycle routes to provide safer routes and connectivity to schools, town centres, transport hubs, employment centres and community facilities. The Transport Strategy contains a cycle network map that illustrates indicative route treatment (for example if the project was likely to be on-road or off-road).
3. Cycleways on Triangle Road, Te Atatu Road (Peninsula) and Central Park Drive are included on the Auckland Regional Transport Authority's (ARTA) regional cycle network map which was produced by ARTA in conjunction with local councils. This map is being used to guide investment in cycling in the Auckland region. Cycle routes on this map will receive a high priority for funding from ARTA.
4. The Auckland Regional Land Transport Strategy 2005 and the ARTA Sustainable Transport Plan 2006 have a target to complete 50% of the regional cycling network by 2016. The Council's current programme of works for cycle projects aims to complete 30% of the regional cycle network within Waitakere boundaries by 2016.
5. Concept designs for cycle projects on Triangle Road, Te Atatu Road (Peninsula) and Central Park Drive were included in separate consultation materials that were distributed in these areas. Consultation for these projects included Council workshops, community board workshops and community consultation.
6. The proposals for Triangle Road and Te Atatu Road received some opposition, almost entirely due to the loss of parking proposed in the concept plans but also received strong support from people who wished to see dedicated cycling infrastructure provided in these areas. The feedback received for the Triangle Road proposal was about 56% supportive of the proposal and about 44% opposed. The vast majority of this opposition was related to the proposed removal of on-street parking. Several submitters expressed a desire to make the roads safer for cyclists and supported cycling in general, but were opposed to the project because of the impact on roadside parking. The feedback received for the Te Atatu Road proposal was about 70% in favour of the full proposal, 21% generally in favour but not in support of cycle lanes through the town centre and 7% who expressed stronger opposition.

7. In response to the initial concept design for Central Park Drive, a total of 71 submissions were received, 43 in opposition, 28 in support. There was strong opposition to the proposed net loss of 131 car parks. Officers were directed by the Chief Executive Officer and Elected Members to develop an alternate option for Central Park Drive that would respond to the concerns local businesses had about the proposed loss of 131 car parks but still improve the safety of Central Park Drive for all road users.
8. An update proposal was prepared and distributed in another round of consultation. The updated proposed dedicated cycle infrastructure in sections of Central Park Drive only, and a net loss of approximately 20 car parks between Lincoln Road and the entrance to the North West cycleway, just past Tony Street.
9. A total of 36 submissions were received in response to the updated proposal, 17 in support of the cycleways (including several expressing concern that the updated proposal compromised too much in favour of car parks) and 16 in opposition. The feedback from many cyclists indicated that the section of Central Park Drive from Lincoln Road to the entrance to the North West cycleway is a critical route and were pleased to see that dedicated cycling infrastructure was retained in this section of the proposal, albeit with a different treatment (an off-road shared path rather than cycle lanes) proposed on the northern side. Some businesses who had originally opposed the project supported the updated proposal as a suitable compromise. The feedback from some businesses that remained in opposition to the project reasoned that there is a need to preserve all on-street parking for existing and future businesses in an area targeted for commercial use. Other issues raised included:
 - removal of parking may lower the value of the business land;
 - whether or not the proposed recessed parking should be all day parking or time restricted to 180 minutes during business hours;
 - the extension of the flush median poses a potential problem for the Trusts Stadium with traffic management at events;
 - the cycle lanes planned along the Universal Drive extension result in 75 less car parks on one side;
 - concern about the safety of cyclists along Central Park Drive;
 - doubt about the number of regular cyclists along Central Park Drive and their value to businesses there;
 - a desire for a change in legislation which would allow parking in cycle lanes in the evening (when events or screenings are held); and
 - that the implementation of this project would be perceived by the business community as anti-business.
10. Officers have considered the feedback from the consultation and made some revisions to the concept designs. The three proposed cycle projects now require approval from the Infrastructure and Works Committee in order to progress to the detailed design stage.

DECISION MAKING

11. It is often necessary to remove on-street car parking to safely implement on-road cycle lanes because the road carriage is too narrow to provide both. Opposition to cycle projects can be based on a desire to maintain current levels of on-street parking. Off-road shared paths do not usually create so much dissention because they do not impact on parking. Off-road shared paths are only appropriate when there is limited driveway and road access intersecting the path.

12. The cycle network presented in the Transport Strategy is a comprehensive and cohesive network. If routes are not approved, it will create breaks and incomplete sections within both the City network and the regional network.

Options Identified

- A74 13. **Triangle Road.** A map illustrating the preferred option for the concept design for the Triangle Road cycleway project is attached at page A74. This proposal requires the removal of on-street parking on Triangle Road. On-road cycle lanes are the only option presented as appropriate route treatment. Other than the status quo, no other dedicated cycle way treatment is deemed appropriate for this route. Options for this proposal include no provision of recessed car parking or some provision of recessed parking at various points on Triangle Road. Increased options for recessed parking on Triangle Road are proposed as a response to submitter feedback.
- A75 14. **Te Atatu Road.** A map illustrating the preferred option concept design for the Te Atatu Road cycleway project is attached at page A75. This proposal requires the removal of on-street parking on the eastern side of Te Atatu Road from the northern end of Harbour View Park (at about Cellarmans Street) to Gunner Road. It may be possible to retain some parking on the western side of Te Atatu Road south of Yeovil Street where the traffic lanes merge down to one. Car parks will not be affected by the proposed off-road shared path from Cellarmans Street to south of the motorway interchange. An alternative to the preferred option of a signalised crossing on State Highway 16 is an overbridge. The cost of the project rises significantly higher with the option of an overbridge.
- A76 15. **Central Park Drive.** A map illustrating the preferred option concept design for the Central Park Drive cycleway project is attached at page A76. This proposal requires a net loss of about 20 on-street car parks approximately 16 on the southern side between Lincoln Road and the entrance to the North West cycleway, and four on the northern side in the same area. 20 recessed car park bays will be provided on the southern side of the road between Collard Place and Lincoln Road. An afternoon clearway zone currently prohibits on-street parking in this area after 4 pm, recessed car park bays would allow for some parking in this area during the timed clearway. This is the second option that was developed for consultation after the initial proposal was deemed unacceptable by many business people on and around Central Park Drive. This option also provides for the extension of the flush median to Collard Place to provide for safer right turn movements into driveways. The 20 recessed car parks would be time restricted to 180 minutes during business hours so that these would be available for use by customers rather than employees.

Assessment of Options

16. The disadvantages and advantages of the options identified above are discussed below in Table 1:

	Option 1-status quo: No dedicated cycle infrastructure on Triangle Road, Te Atatu Road or Central Park Drive.		Option 2-Triangle Road, Te Atatu Road and Central Park Drive cycle projects are progressed.	
	Disadvantages	Advantages	Disadvantages	Advantages
Social	People are not offered attractive alternatives to single occupant vehicle travel. The safety of cyclists would not be addressed.	Residents and businesses will not lose on-street car parking.	There would be reduced on-street parking options in each project.	People often note an unsafe road environment as the reason that they do not cycle. Dedicated cyclist

	Option 1-status quo: No dedicated cycle infrastructure on Triangle Road, Te Atatu Road or Central Park Drive.		Option 2-Triangle Road, Te Atatu Road and Central Park Drive cycle projects are progressed.	
	Disadvantages	Advantages	Disadvantages	Advantages
				infrastructure helps improve the safety of the road for cyclists and may encourage more people to cycle.
Economic	Businesses will need to provide on-site car parks for employees and customers with limited travel to their site by people cycling.	Car parks would continue to be available for residents and businesses (employees and customers).	<p>Providing recessed car parking increases the cost of the project.</p> <p>Waitakere City Council could be perceived as 'unfriendly to business by removing any parking close to businesses.</p> <p>The ability of businesses to attract customers or employees may be affected if the 20 car parks are no longer available.</p>	More people choosing to cycle could reduce congestion, thereby improving the efficiency of the network to move goods and freight.
Cultural	The practice of not providing for all road users results in a car dominated society.	People who drive a car will not be impacted.	Waitakere City Council may be perceived as providing for a minority road user over the needs of car drivers.	Waitakere City Council may be perceived as supporting and encouraging all transport modes.
Environment	No reduction in transport related greenhouse gas emissions can be achieved without a reduction in the number of cars on the road.		Cars might be parked illegally on grass berms if on-street car parking is removed.	By supporting and encouraging more sustainable modes of transport, Waitakere City Council may contribute to a reduction in greenhouse gas emissions resulting from transport.

Table 1 Assessment of Options

Consideration of Community Views

17. Residents and other people currently using on-street parking on Triangle Road, Te Atatu Road and Central Park Drive may be affected by the implementation of these cycle projects. Some business people on and around Central Park Drive maintain that the proposed loss of 20 car parks could negatively impact their business by reducing the amount of car parking currently available to their employees and to visitors to their business.
18. People who support encouraging cycling as a mode of transport note that dedicated cycle infrastructure encourages more cyclists and makes the road safer for those people already cycling.

Preferred Option

19. Triangle Road - The presented concept design, that is, the option of on-road cycle lanes from Don Buck Road to the Lincoln Road intersection, is the preferred option to progress to detailed design work for Triangle Road. This option includes the provision of some recessed car park bays and a clip-on walk and cycleway for the north side of the Triangle Road Bridge. The most significant risk for the implementation of this project is dissatisfaction from some residents due to decreased on-street parking options.
20. Te Atatu Road - The presented concept design, that is, the option of on-road cycle lanes on both sides of Te Atatu Road from Harbour View Road to Cellarmans Street and an off-road cycleway on the eastern side of Te Atatu Road from Cellarmans Street to State Highway 16 (alongside Harbour View Park) is the preferred option. This section includes a signalised crossing at the motorway on-ramp. The most significant risk for the implementation of this project is dissatisfaction from some residents due to decreased on-street parking option. There is also a risk that the Council is seen as promoting perceived unsafe practices by proposing on-road cycle lanes behind angle parking. Safety risks for all cycle projects will be further assessed by an independent safety auditor at the detailed design stage.
21. Central Park Drive - The presented concept design, that is, a combination of on-road cycle lanes and an off-road shared path at the northern end of Central Park Drive, a shared path in front of the Trusts Stadium to Universal Drive and no dedicated infrastructure between Universal Drive and the entrance to the North West cycleway, is the preferred option. The most significant risk for the implementation of this project is dissatisfaction from some businesses due to decreased on-street parking options. It should also be noted that this option relies upon the implementation of other proposed cycle routes, for example cycle projects proposed for Te Pai Place, Universal Drive extension and Lincoln Road, to provide safer access and connectivity to and from Henderson, the Trusts Stadium, Massey, sports fields, other community facilities and the North West cycleway entrance.

STRATEGIC CONTEXT

22. The Auckland Regional Land Transport Strategy 2005 (Regional Strategy) identifies the development of a regional cycle network as a key action. The Regional Strategy states that expanding the role of cycling as a viable mode of transport for shorter journeys will be an important element to support intensification around selected growth centres and corridors, transport nodes and the development of greenfield sites. The Regional Strategy (2005) set a target to complete 50% of the regional cycle network by 2016.

23. The Transport Strategy requires the establishment of a network of routes for walking and cycling which connect to key local destinations. The Council's vision for transport is "*a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.*" This vision supports a change from single occupant vehicle use to more sustainable modes of travel, including cycling. The three cycle projects outlined in this report support the vision, aims and objectives of the Transport Strategy.
24. Increased provision for cycling has the potential to have a strong positive influence on the Council's strategic platforms, in particular:
25. **Urban and rural villages.** Cycling infrastructure ensures that people have real choices in transport to move around the City. This contributes to allowing a reduction in car parking in the town centres.
26. **Integrated transport and communication.** Cycling is an environmentally responsible mode of transport. Improved provision for cyclists and pedestrians supports accessible town centres and services.
27. **Strong Communities.** Cycling addresses the need to support the health and wellbeing of the City's residents. Cycling is an aerobic exercise, with low impact on the body. Cycling reduces the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes. Cycling can help manage weight, maintain strength and coordination and improve fitness. The Hillary Commission indicates that physical inactivity results in three times the number of deaths associated with road accidents.
28. **Sustainable energy and clean air.** There are benefits to the general population and the environment if people choose to cycle rather than use motorised transport; these include less noise and less air pollution.
29. Non-completion of the Waitakere components of the regional cycle network could negatively impact the cohesiveness and efficiency of the network.

CONSULTATION

30. Council officers from Transport Strategy, Transport Assets and Corporate and Business Services have provided input to this report.

RESOURCES

31. Staff time and the successful awarding of a tender are required to complete commissioned detailed design work for the three projects.
32. The estimated cost of the Triangle Road cycle project is \$1,265,000. The net cost to the Council, assuming a 53% funding subsidy from the New Zealand Transport Agency (NZTA), is \$594,550.00. There is sufficient provision in the Long Term Council Community Plan 2006-2016 to complete this project.
33. The estimated cost of the Te Atatu Road cycle project is \$1,000,000. The net cost to the Council, assuming a 53% funding subsidy from the NZTA, is \$470,000. There is sufficient provision in the Long Term Council Community Plan 2006-2016 to complete this project.
34. The estimated cost of the Central Park Drive cycle project is \$500,000. The net cost to the Council, assuming a 53% funding subsidy from the NZTA, is \$235,000. There is sufficient provision in the Long Term Council Community Plan 2006-2016 to complete this project.

35. Adequate funding is available in this year's budget to complete detailed design work for each project.
36. All three projects are dependent on receiving a 53% subsidy from NZTA.

IMPLEMENTATION ISSUES

37. There are no implementation issues with the recommendation of this report to progress the three projects to the stage of detailed design. Feedback will be provided to submitters advising them of the Council's decision arising from this report.

Report prepared by: Sandy Mills, Strategic Advisor: Transport.



8 ARCHIBALD PARK, LAWSON PARK AND MASON PARK - TELECOM CELL SITE PROPOSALS

GLOSSARY

Cellular	(cell)
Department of Conservation	(DOC)
Telecom Mobile Limited	(Telecom)
The New Lynn Reserves Management Plan	(the Plan)

EXECUTIVE SUMMARY

The purpose of this report is for the Infrastructure and Works Committee to approve granting a telecommunications licence to Telecom Mobile Limited (Telecom) for part of Archibald Park in Kelston and for part of Lawson Park in New Lynn.

Mason Park is held as a neighbourhood park with delegated authority sitting with the New Lynn Community Board. A proposal for a telecommunications licence on this reserve was taken to the New Lynn Community Board on 29 September 2008.

RECOMMENDATIONS

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

1. **Receive** the Archibald Park, Lawson Park and Mason Park - Telecom Cell Site Proposals report.
2. **Agree** that for the purposes of section 48A(2) of the Reserves Act 1977 the mast, associated antennae and equipment cabinet are necessary for the purpose of Telecom Mobile Limited's telecommunications station and cannot readily be provided outside Archibald Park and Lawson Park.
3. **Agree** that in terms of section 48A(5) of the Reserves Act 1977, Archibald Park and Lawson Park are not likely to be materially altered or permanently damaged by the granting of the licences and that the rights of the public in respect of the reserves are not likely to be permanently affected. Therefore, public consultation is not required under section 48A of the Reserves Act 1977.

- A77-A78 4. **Approve** that authority to negotiate and conclude licences with Telecom Mobile Limited under section 48A of the Reserves Act 1977 for that part of Archibald Park, 109 Archibald Road, Kelston (Lot 81 DP 40638) shown on the plan attached at page A77 and that part of Lawson Park, 38 Willerton Avenue, New Lynn (Sect 1 and Sect 2 Blk V SO 12265 Hetana Hamlet) shown on the plan attached at page A78, be delegated to the Chief Executive Officer and that the licences be executed as negotiated.

BACKGROUND

1. Telecom has proposed to Parks officers to locate new cell sites within each of Mason Park, Lawson Park and Archibald Park. Parks officers have carried out considerable consultation with Telecom in terms of the proposal.
2. Consultation with Telecom has involved site visits, reviewing the proposed site plans and negotiating with respect to benefits that can be provided towards each reserve. The benefits to be provided in respect of each reserve are set out below.
3. By way of background, Telecom has more than 2.2 million mobile telephone customers and over 1,000 mobile cellular (cell) sites throughout New Zealand. Telecom wants to improve the performance of their network.
4. Telecom is developing mobile voice and high speed data technology which is part of third generation wireless standards. In order to establish this network additional sites are required for Telecom's network.
5. A mobile cell site is a small low-powered radio transmitting and receiving station. It holds antennae which send and receive radio signals to mobile telephones. Mobile cell sites link mobile telephones to mobile and fixed line telephone networks.

DECISION MAKING

Archibald Park

- A77 & A79-A80 6. Archibald Park is a Citywide park in the New Lynn Ward held for the purpose of a recreation reserve. Telecom's proposal and site plan relate to Lot 81 DP 40638. The proposal and site plan for Archibald Park are attached at pages A77 and A79 to A80.
- A81-A83 7. Telecom's proposal is to locate a cell site on Archibald Park as shown on the site plan attached at pages A81 to A83. The cell site comprises of a mast and an equipment cabinet, the details are shown on the site plan. In addition, through negotiations with Telecom, Telecom has also agreed to install two new lights on the cell site mast to provide lighting to the existing toilet block on Archibald Park. It has also been agreed that Telecom will install a new light pole and two new lights next to the existing boat ramp. This will provide lighting to users of the boat ramp. Again, Telecom has agreed to contract a local artist to paint the equipment cabinet.
8. Telecom has also agreed to pay annual fees and various other fees as set out in paragraph 22 below. It is intended that these fees will be used to contribute towards upgrading and maintaining Archibald Park.
 9. A cell site on Archibald Park will provide good hand-held coverage to Telecom customers and the mast height available on this site has adequate clearance for maximum coverage. Two alternative sites were considered but were unsuitable due to insufficient coverage and Telecom being unable to reach agreement with the landowners. Council officers accept that the infrastructure required by Telecom cannot be adequately provided elsewhere in the locality.

10. The Reserve Management Plan for Archibald Park, adopted in October 1998, does not address telecommunications. However, Council's Integrated Transport and Communications Platform supports the provision of fast and efficient communication services to the whole city. The Council's Strategic Priorities for a Safe City are also relevant in that extra lighting for park users will be provided.
11. It is also noted that there is an existing cell site located on Archibald Park. As a result, the Department of Conservation (DOC) has advised that it is not required to provide approval for further cell sites within Archibald Park.

Lawson Park

- A78 & A84-A85
12. Lawson Park is a Citywide park in the New Lynn Ward and is classified as a recreation reserve under the Reserves Act 1977. Telecom's proposal and site plan relate to Sect 1 and Sect 2 Blk V SO 12265 Hetana Hamlet. The proposal and site plan for Lawson Park are attached at pages A78 and A84 to A85.
- A78 & A84-A85
13. Telecom's proposal is to locate a cell site on Lawson Park as shown on the site plan attached at pages A78 and A84 to A85. The cell site comprises of a mast and an equipment cabinet, the details are shown on the site plan. In addition, through negotiations with Telecom, Telecom has also agreed to remove four old floodlights and replace with four new flood lights. As well Telecom will locate two new lights on the cell site mast to provide lighting to the back of the sports club located on Lawson Park. Again, Telecom has agreed to contract a local artist to paint the equipment cabinet.
 14. Telecom has also agreed to pay annual fees and various other fees as set out in paragraph 22 below. It is intended that these fees will be used to upgrade and maintain Lawson Park.
 15. A cell site on Lawson Park will provide good hand-held coverage to customers and the mast height available on this site has adequate clearance for maximum coverage. Two alternative sites were considered but were unsuitable due to insufficient space and Telecom being unable to reach agreement with the landowners. Council officers accept that the infrastructure required cannot be adequately provided elsewhere in the locality.
 16. The New Lynn Reserves Management Plan (the Plan) applies to Lawson Park and Mason Park. The Plan states that utility services are only to be located on the reserve if required for some function of the reserve and if permitted be for the exclusive benefit of the reserves and have no adverse effects on the reserves environment. The benefits to be provided to the park have been set out above.
 17. It is also noted that Lawson Park has an existing cell site within the park. As a result, DOC has advised that it is not required to provide approval for further cell sites within Lawson Park.

Mason Park

- A81-A83
18. Mason Park is a neighbourhood park in the New Lynn Ward. Telecom's proposal and site plan relate to Allotment 495 SO 31019 (classified as a recreation reserve under the Reserves Act 1977) and Part Allotment 160, SO 29385, Waikomiti (held for the purpose of a recreation reserve). The proposal and site plan for Mason Park are attached at pages A81 to A83.

- A77 & A79-A80
19. Telecom's proposal is to locate a cell site on Mason Park as shown on the site plan attached at pages A77 and A79 to A80. The cell site comprises of a mast and an equipment cabinet, the details are shown on the site plan. In addition Telecom also proposes to attach two lights to the mast for the purposes of providing lighting to the walkway to the adjacent railway station and car park. Through negotiations with Telecom, Telecom has also agreed to contribute \$10,000 to the installation of new lighting for the walkway within Mason Park. As well, Telecom has also agreed to contract a local artist, to be approved Parks staff, to paint the equipment cabinet.
 20. Telecom has also agreed to pay annual fees and various other fees as set out in paragraph 22 below. It is intended that these fees will be used to upgrade and maintain Mason Park.
 21. Placing the cell site on Mason Park will ensure that good hand-held coverage is provided to Telecom customers. The mast height available on this site provides adequate clearance allowing maximum coverage. Four alternative sites were considered nearby but were all unsuitable due to the low height of an existing building, lack of space for cabinetry, poor access to site and Telecom being unable to reach agreement with the landowners. Council officers accept that the infrastructure involved cannot be adequately provided elsewhere in the locality.

Benefits to Reserves

22. Parks officers consider that the benefits which will accrue to the reserves as a consequence of Telecom's new cell site developments are sufficient in terms of the requirements of the Plan as well as general Parks requirements for reserves. The benefits which will be provided include:
 - annual fees for each cell site of approximately \$8,000;
 - new lighting is proposed for each reserve;
 - cabinets for each cell site to be painted by a local artist;
 - establishment fees of \$4,000 for each cell site; and
 - upgrade fees of \$1,000 for each cell site.
23. Parks officers intend to enter into a licence with Telecom on the basis of the above terms. The licences will be on similar terms to the licences the Council has entered into with other telecommunications providers.
24. In addition, Telecom must apply for a resource consent for each proposed cell site. The resource consent will also consider whether or not public consultation is necessary. Parks officers consider that there is no impact to border properties.
25. Under the terms of the licences, Telecom may upgrade each cell site to a maximum number of six antennae for each cell site provided the existing dimensions of the mast and cabinet are not exceeded. In addition a new resource consent will be required for any upgrade.

Reserves Act 1977

26. The grant of any use of a reserve for a communications station must be in accordance with section 48A of the Reserves Act 1977. Under section 48A the following requirements must be met:
 - DOC consent is generally required to grant a licence;
 - The Council must be satisfied that the masts and structures are necessary for the purposes of the cell site and cannot readily be provided outside the reserve; and

- Public notice of the proposal to grant a licence is made (if they are not contemplated by the management plans) *unless* the reserve is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected.
27. Section 48A of the Reserves Act 1977 also states that DOC consent to a communications station on a reserve is not required if the activity is provided for or contemplated in the management plan.
 28. The Plan for Lawson Park provides that cell sites are not allowed within the reserve unless it is for the exclusive benefit of the reserve and has no adverse effects on the reserve environment.
 29. It is also considered that public notice of the proposal to grant a licence is not required as the reserves are not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected.
 30. Council officers are also satisfied that the masts and structures are necessary and cannot be provided outside of Archibald Park and Lawson Park.
 31. In terms of obtaining the consent of the Minister of Conservation to the proposals on Archibald Park and Lawson Park, the Council has been advised by DOC that it is not necessary to obtain the Minister's consent to the proposals.
 32. Discussions with DOC has confirmed that it is their view that the additional lighting to be provided by Telecom on the reserves and improved telecommunications coverage fulfil the criteria of being for the exclusive benefit of Lawson Park and Mason Park and are required for some function of the reserve. It is the view of Council officers that the cell sites will have no adverse effect on the environment. DOC's consent to the proposals is therefore not required.
 33. The Plan notes that the area in Mason Park closest to the railway line has poor visibility and there are concerns about increased vandalism and the safety of the public.

STRATEGIC CONTEXT

34. The Council's 'Integrated Transport and Communication' platform is relevant to this report. The platform is for communications systems that provide fast, effective services with a focus on meeting the essential needs of a wide range of users. The Council considers that by providing for optimally located mobile cell sites Telecom will provide high quality calling throughout its coverage area to Waitakere's growing population. The Council's 'Safe City' strategic priority is also relevant. The additional lighting provided to the reserves will improve safety and security.
35. It is considered that there are no negative effects on the social, economic, environmental or cultural wellbeing of the local community as a result of these proposals.

CONSULTATION

36. Consultation with Parks Planning officers have been undertaken. Parks' criteria to the proposals have been met and no issues of concern have been raised.
37. DOC has been consulted on the site plans and proposals and it has confirmed that its consent is not required.

38. Consultation with Maori: Te Kawerau A Maki and Ngati Whatua Orakei have been forwarded the site plans and proposals for their information and to date have not raised any concerns about the proposals.
39. The current lessees of part of the three reserves (Ponsonby District Rugby Football Club Incorporated, New Lynn Rugby League Football Club Incorporated and New Lynn Tennis Sports and Social Club Incorporated) have been forwarded the site plans and proposals, and have had the opportunity to communicate with Telecom directly on matters which may involve them. The proposals are not within their leased area. No issues were raised.

RESOURCES

40. No resources are required other than staff time.

IMPLEMENTATION ISSUES

41. The implementation of the cell sites will involve:
- finalising the terms of licence with Telecom on terms acceptable to the Service Manager; Parks Planning, and granting the licence;
 - obtaining a resource consent on terms acceptable to Telecom;
 - constructing the cell site in respect of each reserve in accordance with Parks standards.

Report prepared by: Odette Pepers, Community & Reserves Lease Officer.



9 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE SEPTEMBER 2008

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Target Outturn Cost	(TOC)
Waitakere City Council	(Council)

EXECUTIVE SUMMARY

Key communication activities during September 2008 included a public open day at the New Lynn Community Centre and distribution of 23,000 copies of the latest New Lynn Matters newsletter. Prior to the open day, a business 'open evening' was hosted by the Waitakere City Council (Council) and ONTRACK at the New Lynn RSA.

Council officers presented the updated New Lynn Urban Framework document to the Town Centres Subcommittee in September 2008 and will be reporting the final version of the document to the Policy and Strategy Committee in October 2008 for adoption.

Council officers have completed a Population Yield assessment for New Lynn to assess the potential residential and employment yield for the Town Centre. This assessment was presented to the Town Centres Subcommittee in September 2008 for comment and feedback and this will also be reported formally to the Policy and Strategy Committee in October 2008 for their adoption.

Detailed design of the Council's planned roading projects for New Lynn is underway and will need to be approved by the Project Control Group and the Council.

Preliminary discussions about alignment of works programmes with ONTRACK have commenced. ONTRACK are progressing with the detailed design of Target Outturn Cost (TOC 1) elements to support building consent processes. Lodgement of building consents was expected to commence on 5 September 2008, with a range of consents to be lodged with the Council over the next month.

The partial novation for the contracts that the Council currently holds with its design and quantity surveying consultants, to transfer the role of Principal from the Council to the Auckland Regional Transport Authority (ARTA), will now require ARTA Board approval. Upon approval by the ARTA Board this process can be completed and ARTA will then assume the lead role for the detailed design of the New Lynn rail station and concourse.

ARTA have recently proposed some amendments to their previously proposed concept for the interchange. These amendments relate to the location of access points, and provision of space required to future proof the station for integrated ticketing and associated access controls (turnstiles). These amendments are currently being worked through with Council officers.

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. This funding application was previously to be lodged via ARTA on 6 November 2008, but at ARTA's request the lodgement date has been brought forward to 27 October 2008, enabling the project to be reported to the ARTA Board for consideration prior to the NZTA Board. The Council still intends to present the project to the new NZTA Board in October 2008, in advance of the 27 October 2008 application submission.

A report on the principles of using targeted rates was received by the Finance and Operational Performance Committee at its meeting held on 8 September 2008.

A process of engagement with key developers and stakeholders to discuss any issues and options for the review of the Development Contributions and Financial Contributions Policy is occurring throughout September 2008 and October 2008. This follows the discussion and agreement of the principles with the September 2008 Long Term Council Community Plan and Annual Plan Committee.

During September 2008 a series of a risk management workshops were held to identify risks that could prevent the Council from meeting its objectives for this project. All identified risks were evaluated and included in a risk register.

RECOMMENDATION

It is recommended that Infrastructure and Works Committee resolve to:

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

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to Infrastructure and Works Committee on 3 September 2008. This report covers project progress to mid September 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.
3. Preliminary discussions about alignment of works programmes with ONTRACK have commenced.
4. Detailed design is underway and will need to be approved by the Project Control Group and the Council.

Development and Implementation of the Town Centre

5. Council officers presented the updated New Lynn Urban Framework document to the Town Centres Subcommittee in September 2008 and will be reporting the final version of the document to the Policy and Strategy Committee in October 2008 for adoption.
6. Council officers have completed a Population Yield assessment for New Lynn to assess the potential residential and employment yield for the Town Centre. This assessment was presented to the Town Centres Subcommittee in September 2008 for comment and feedback and this will also be reported formally to the Policy and Strategy Committee October 2008 meeting for their adoption.

Strategic Consents and District Plan

7. No update to report.

Communications

8. Since the last report to this committee, key activities have been a public open day at the New Lynn Community Centre on the 20 September 2008 and distribution of the latest New Lynn Matters newsletter. Circulation of the newsletter has been increased, from 13,000 to 23,000 to ensure as wide a catchment as possible is covered.
9. Prior to the public open day, a business 'open evening' was hosted by the Council and ONTRACK at the New Lynn RSA on 18 September 2008.
10. A verbal update on the public open day will be provided at the Infrastructure and Works Committee October 2008 meeting.

Relationship Management and Advocacy

11. No update to report.

ONTRACK TOC Status

12. 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.

13. ONTRACK commissioned a third party review of the cost estimation work that has previously been undertaken by both Fletcher Construction's quantity surveyors and ONTRACK's quantity surveyors in relation to the TOC 1 scope of works. The appointed independent expert has not yet completed this review. The Council has not recently been updated regarding the likely completion date for this work.
14. 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. This work is ongoing.
15. 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.
16. ONTRACK are progressing with the detailed design of TOC 1 elements to support building consent processes. Lodgement of building consents was expected to commence on Friday, 5 September 2008 with a range of consents to be lodged with the Council over the next month.
17. 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 TOCs is not confirmed at this stage.

ONTRACK Relationship

18. Monthly coordination meetings are held between the Council's Programme Director and ONTRACK's Infrastructure Programme Director. In addition, formal programme management meetings are to be set up with Peter King, ONTRACK's Project Manager.

ARTA Status

19. 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, will now require ARTA Board approval. Upon approval by the ARTA Board this process can be completed and ARTA will then assume the lead role for the detailed design of the New Lynn rail station and concourse.
20. ARTA have recently proposed some amendments to their previously proposed concept for the interchange. These amendments relate to the location of access points, and provision of space required to future proof the station for integrated ticketing and associated access controls (turnstiles). These amendments are currently being worked through with Council officers.

NZTA Funding Applications

21. Council officers and consultants are continuing to work through the pre-lodgement requirements of NZTA, for the planned funding application for construction and land acquisition costs. This funding application was previously to be lodged via ARTA on 6 November 2008, but at ARTA's request the lodgement date has been brought forward to 27 October 2008, enabling the project to be reported to the ARTA Board for consideration prior to the NZTA Board.
22. A business case for using other than standard Competitive Pricing Procedures needs to be submitted to NZTA for their approval.
23. Council intends to present the project to the new NZTA Board in October 2008, in advance of the 27 October 2008 application submission.

Strategic Funding

24. 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. A report on the principles of using targeted rates was received by the Finance and Operational Performance Committee at its meeting held on 8 September 2008.

Development Contributions

25. Council officers submitted a number of reports to the September Long Term Council Community Plan and Annual Plan Committee setting out a number of principles for the review of the Development Contributions and Financial Contributions Policy. After discussion and agreement of the principles, the Long Term Council Community Plan and Annual Plan Committee confirmed a process of engagement with key developers and stakeholders to discuss any issues and options for the review of the Development Contributions and Financial Contributions Policy. The engagement process is occurring throughout September and October and will be an important input into the review of the Development Contributions and Financial Contributions Policy.

Legal Agreements

26. The Legal Agreements portfolio headed by Roger Wilson is investigating and monitoring any 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

27. On 1 September 2008 a risk management workshop was held with relevant stakeholders to identify risks that could prevent the Council from meeting its objectives for this project. All identified risks were collated into a risk register. A second meeting was held on 12 September 2008 to assess the identified risks and to allocate scores. A third meeting will be held to put risk mitigation strategies into place. Risk monitoring and reporting will be an ongoing activity together with identification and management of new risks.

Consideration of Community Views

28. The New Lynn Community has been involved in the future planning of New Lynn since the 1996 and 2005 planning Charrettes.
29. 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.
30. Presentation boards showing information about the rail project in the town centre are on display in the New Lynn Library and a librarian has been briefed on responding to public queries relating to the project.

STRATEGIC CONTEXT

31. 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.
32. 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

33. 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;
 - Clark Street extension (Stage 2) complete - mid 2013.

Financial Status

34. 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.
35. 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, Annual Plan 2010/2011, Annual Plan 2011/2012, and Annual Plan 2012/2013. 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.
36. An update of the infrastructure capital cost is expected by mid October 2008 from the quantity surveyor. This update will take into account Consumer Price Index adjustments and project scope changes to date.

IMPLEMENTATION ISSUES

Project Risks

37. Risk workshops were held during September 2008, they are currently being collated into a Risk Register, and any significant risks will be included in future status reports.

Report prepared by: John Schermbrucker, Special Projects Manager.



10 HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETSCAPE AND ROADING UPGRADE - CONSTRUCTION STATUS UPDATE SEPTEMBER 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.

A86

All work to zones A to G is complete and only minor remedial works remain to be carried out. Work to zone H will commence on 29 September 2008. The work will be carried out as separable portion 3. The zones are shown on the attachment at page A86.

Agreement on the purchase price for the land to be purchased from the Ministry of Education (Ministry) is yet to be resolved. However as reported to the Committee on 3 September 2008, an entry agreement between the Council and the Ministry is in place, allowing work to zone H to proceed.

The contractor's extension of time claim has been assessed at 10.5 working days for separable portion 1 (Roading) and 4.5 working days for separable portion 2 (Streetscape).

The achieved dates for practical completion for separable portions 1 and 2 are 8 September 2008 and 25 August 2008 respectively

The anticipated financial impact of the extension of time is \$57,088, while the recovery from the contractor for liquidated damages is \$32,030.

Expenditure against contract contingency to date is 70% of the contingency amount and 7% of the contract value. This includes an amount of \$77,600 that has been negotiated with the contractor for additional preliminary and general costs resulting from the deferral of works to zone H.

RECOMMENDATION

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

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

BACKGROUND

1. The construction status of the Great North Road Streetscape and Roading Upgrade project was last reported to the Committee on 3 September 2008. This report updates the construction status to mid September 2008.

DECISION MAKING

Issues

Progress to date

2. During the reporting period, remedial work to roading and streetscape works have been in progress in zones A to G. This is well advanced and only minor remedial work remains.
3. The last remaining work to be completed is the modification of the speed table in zone A and the finalisation of the electrical installation for future lighting to trees in the central median islands. Road marking has been completed.
4. Work to zone H will commence on 29 September 2008. This work includes the road widening for a bus advance lane at the approach to Edsel Street, construction of retaining walls outside the Henderson Primary School (School) and at the corner of Edsel Street, and the relocation of services into the new berm area as a result of the road widening.

Procurement of Land from Ministry of Education.

5. An entry agreement has been signed by the Council and the Ministry, which allows Council access to the land at the school to commence work on zone H. In accordance with the Local Government Act 2002, a third independent valuer has been appointed, in agreement with the valuers for the Council and the Ministry, to resolve the disparity in valuations between the two. The third valuation lies in between the valuations of the Council's valuer and the Ministry's valuer. As a result of the independent valuation, the Ministry's valuer has re-submitted his valuation, which is now closer to that of the Council's valuer.
6. A further meeting, without prejudice, is to be held between the valuers.

Public Liaison

7. A further newsletter has been sent to businesses in the Henderson Central Business District advising them of the start of work to zone H.
8. Contact between the Council and businesses will be maintained through the offices of the Council's Principal Advisor-Town Centre Liaison as well as interface with the Henderson Business liaison group during the course of the zone H work.

STRATEGIC CONTEXT

9. The project team will monitor construction progress to zone H 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 was 95 working days. The contract was made up of two separable portions; separable portion 1 (Roothing) with a contract duration of 80 working days and separable portion 2 (Streetscape) with a contract duration of 95 working days. Separable portion 1 (Roothing) includes all roadworks to all zones between the kerb lines such as installation of new kerbs, stormwater, road marking, traffic islands and signals. Separable portion 2 (Streetscape) includes work to all zones between the kerbs and private properties such as concrete and block paving, streetlights, garden beds and irrigation. Both separable portions were to be executed concurrently so that separable portion 1 (Roothing) was to be completed 15 working days before separable portion 2 (Streetscape).
11. Separable portions 1 (Roothing) and 2 (Streetscape) included the work to zone H. However, since the start of zone H work has been delayed by delays in obtaining an entry agreement with the Ministry, zone H has been deferred as a separable portion 3, with a start date of 29 September 2008 and a completion date of 24 November 2008.
12. The contractor's extension of time claim has been assessed by the Engineer and the contractor has been advised that the extension of time granted is as follows:
 - Separable portion 1 (Roothing). 10.5 days extension with time related costs.
 - Separable portion 2 (Streetscape).4.5 days extension with time related costs.

13. The extension of time for separable portion 1 (Roading) includes additional work on the car park at the corner of Henderson Valley Road that was required due to poor subgrade conditions, alterations to the Ratanui Street intersection, an additional splay pit adjacent to Rowly's car yard in zone B and additional work to the Trading Place intersection in zone B.
14. The extension of time for separable portion 2 (Streetscape) includes alterations to the Ratanui Street intersection, breaking out and replacing concrete outside the Mantra Restaurant in zone F and the extension of the footpath and fibre optic cable outside Pizza Hut in zone F.
15. The extension of time granted by the Engineer represents a fair and reasonable assessment of the contractor's claim. This is however; open to dispute by the contractor.
16. The amended due dates for Practical completion for separable portion 1 (Roading) and separable portion 2 (Streetscape) as a result of the extension of time granted are:
 - Separable portion 1 (Roading) 11 July 2008
 - Separable portion 2 (Streetscape) 24 July 2008
17. The actual practical completion dates achieved for separable portions 1 and 2 are:
 - Separable portion 1 (Roading) 8 September 2008.
 - Separable portion 2 (Streetscape) 25 August 2008.
18. On the basis of the actual completion dates and the amended due dates for completion, the contract is late by the following number of days:
 - Separable portion 1 (Roading) 41 working days
 - Separable portion 2 (Streetscape) 21 working days
19. The reason for the late delivery of the contract by the contractor are due to the poor performance in Zone A, and the time taken to finalise outstanding items to a stage where practical completion could be achieved.
20. The timeline status is summarised in Table 1 below.

TIMELINE STATUS			
Key contract dates / times	As at contract award 31 January 2008	Change	As at September 2008
Contract Commencement date	3 March 2008		3 March 2008
Contract Period:			
Roading Upgrade (Separable portion 1)	80 w days	+10.5 w days	90.5 w days
Streetscape Upgrade (Separable portion 2)	95 w days	+ 4.5 w days	99.5 w days
Due Date for Practical Completion:			
Roading Upgrade (Separable portion 1)	27 June 2008	+10.5 w days	11 July 2008
Streetscape Upgrade (Separable portion 2)	17 July 2008	+ 4.5 w days	24 July 2008
Actual Date of Practical Completion			
Roading Upgrade (Separable portion 1)	27 June 2008		8 September 2008
Streetscape Upgrade (Separable portion 2)	17 July 2008		25 August 2008

Table 1. Timeline Status

Financial Status

21. Contingency expenditure during the report period amounted to \$17,675. 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.

• Drilling to 5 streetlights	\$5,268
• Dish drain across Stevie's Lane	\$2,335
• Fibre optic termination boxes	\$1,420
• Tiling in front of ANZ bank	\$1,604
• Concrete infill in Telecom covers	\$6,275

22. 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, yielding a net expenditure to date, inclusive of these variation costs of 70% of the contingency sum. The current level of contingency expenditure amounts to 7.0% of the contract sum, which is within forecast limits for contingency expenditure at this stage of the contract.

23. The effect of the extension of time referred to in paragraph 12 above is as follows:

Separable portion 1 (Roothing)	\$46,155.06
Separable portion 2 (Streetscape)	\$10,932.57

24. The amount of liquidated damages that are due from the contractor as a result of late practical completion referred to in paragraphs 18 and 19 and Table 1 above is:

Separable portion 1 (Roothing)	\$19,270.00
Separable portion 2 (Streetscape)	\$12,760.00

25. 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 September 2008
Tender Award Value. HEB Smithbridge Ltd	\$3,417,012	-	\$3,417,012
Contract variations to date (to be agreed)	-	\$241,071	\$241,071
Extension of time for Roothing and Streetscape	-	\$57,088	\$57,088
Liquidated damages due from the contractor	-	(\$32,030)	(\$32,030)
Contract Contingency Sum	\$341,701	(\$266,129)	\$75,572
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

Consideration of Community Views

26. 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

27. The contractor's performance has been subject to ongoing monitoring and review by the consultant team members and Council officers during the course of the contract works. This will continue during the work in zone H. The project team members will maintain daily contact with the contractor as issues arise on the site. Implementation by the consultant and Council officers will be in terms of the conditions of contract between the Council and the contractor.
28. Ongoing 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

29. The following issues are currently being managed to mitigate unfavourable impacts on the project outcome:
- Complaints and concerns received from business owners and members of the public 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 continued during the reporting period. In addition meetings are held with representatives of the business community on an ongoing basis;
 - Purchase of Land from the Ministry. The appointment of a third independent valuer has had the effect of narrowing the gap between the valuations by the Council's valuer and the Vendor's valuer. A further meeting, without prejudice, is to be held between the valuers; and
 - The contractor's extension of time claim has been assessed by the Engineer's representatives and the Engineer has sent a letter to the contractor granting 10.5 days and 4.5 days respectively for the Roading and Streetscape portions.

Quality

30. 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



REPORT FROM THE SUBCOMMITTEES

11 TOWN CENTRE SUBCOMMITTEE

THE SUBCOMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON MONDAY, 15 SEPTEMBER 2008.

MATTERS CONSIDERED

A87-A89

The Subcommittee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A87 to A89.

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

Receive the Meeting report of the Town Centre Subcommittee held on Monday, 15 September 2008.

JM Clews, QSO, JP

CHAIRMAN