



NOTICE OF MEETING

COUNCIL

I hereby give notice that an Ordinary Meeting of the Council will be held on:-

DATE: **Wednesday, 22 October 2003** **TIME:** **9.30 am**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

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

16 October 2003

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8552

MEMBERSHIP:

Mayor	RA	Harvey, QSO, JP
Deputy Mayor	CA	Stone
Councillors	DQ	Battersby, JP
	BA	Brady, JP
	JM	Clews, QSO, JP
	RP	Dallow, QPM, JP
	AC	Fenton
	OE	Hoskin, MNZM, JP
	PA	Hulse
	JP	Lawley
	GE	Nash, JP
	VS	Neeson, JP
	GB	Presland
	GW	Russell, JP
	DA	Yates, JP

(Quorum 8 members)

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(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.)

WAITAKERE CITY COUNCIL



AGENDA FOR AN ORDINARY MEETING OF THE COUNCIL TO BE HELD IN THE
CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 22 OCTOBER 2003 COMMENCING AT 9.30 AM

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**AGENDA FOR AN ORDINARY MEETING OF THE COUNCIL TO BE HELD IN THE
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ON WEDNESDAY, 22 OCTOBER 2003 COMMENCING AT 9.30 AM**

1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) and (7A) 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Council resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



3 AUCKLAND REGIONAL TRANSPORT NETWORK LIMITED UPDATE

PURPOSE OF THE REPORT

This report seeks the Council's approval for:

- Auckland Regional Transport Network Limited to use its shareholders equity or raise additional debt for the planning work required for double tracking the Western rail line; and
- An amendment to the Shareholders' Agreement to reflect changes to the Local Government Act and remove the need for shareholders approval for major transactions between wholly owned companies within the Auckland Regional Transport Network Limited group.

An update is also provided on proposals for double tracking the Western rail line.

BACKGROUND

At its meeting on 4 September 2003, the City Development Committee endorsed the roles and responsibilities in relation to the Auckland rail passenger services as outlined in Minister of Finance Hon Dr Michael Cullen's letter of 17 July 2003 (resolution 1812/2003). At the request of the Shareholders' Representative Group, Auckland Regional Transport Network Limited has outlined the potential cash flow implications, the proposed options for Auckland Regional Transport Network Limited to meet cash flow requirements (up to \$1.6m), and the potential risks in making proposals for rail corridor improvements. These are discussed in this report and have been referred to shareholding Councils for approval.

Auckland Regional Transport Network Limited and the Auckland Regional Council have each put forward a draft proposal for double tracking the Western rail line forward. A choice of these proposals needs to be made by the Minister of Finance.

The constitution of Auckland Regional Transport Network Limited was recently amended to comply with the Local Government Act 2002 and to allow transactions within the group to be done without requiring shareholder approval. The shareholder Councils are now asked to approve an amendment to the Shareholders Agreement to reflect these changes.

STRATEGIC CONTEXT

The Rail Business Plan proposes significant upgrade to rail stations and the rail corridor. Auckland Regional Transport Network Limited is undertaking work on the rail stations, but is yet to be approved for work on the double tracking the rail corridor. The planning work is being done in 2003/2004 and double tracking needs to be completed before June 2006 - the target date for 10 minute frequencies at peak times.

ISSUES

1. Expenditure on double tracking

Auckland Regional Transport Network Limited is treated as a proposer of developments to the Auckland rail network. As a proposer, Auckland Regional Transport Network Limited can propose and undertake developments to the network, after obtaining the consent of funders, operators, Rail Corporation and the Minister of Finance.

Before the developments can proceed, Auckland Regional Transport Network Limited needs to complete preliminary activities to advance the developments to a pre-tender stage. These preliminary activities are at a total budgeted expenditure of \$1.601 million and include project scoping, project procurement strategy, concept design and technical specification, risk analysis, consultation, consent funding applications and programme/project management. The costs are set out in the table below in relation to the proposed developments:

Developments	Preliminary costs 2003/2004 ('000)
Western line double tracking and Newmarket triangle track upgrade*	\$495
Signalling and automatic train protection	\$262
Manukau rail link	\$296
Track electrification (Swanson to Papakura) including related signalling work*	\$548
Total	\$1,601

*The option of seeking crown funding these projects is still open to Auckland Regional Transport Network Limited and the region.

A further \$595,000 of estimated costs is required for station development. Auckland Regional Transport Network Limited intends to fund the station development cost from its operating cash flow.

It is intended that the cost will be capitalised and recovered through Infrastructure Auckland when the projects proceed to construction.

Options

There are several options for Auckland Regional Transport Network Limited to obtain the funding required to begin preliminary activities, as outlined in the table below. They include requesting funding from Auckland Regional Council, shareholders funding, drawing on Auckland Regional Transport Network Limited's equity and a commercial bank loan.

Funding options	Comments
Auckland Regional Council funding	Most of the expenditure incurred in relation to the preliminary activities is likely to be reimbursed through capital funding. Infrastructure Auckland has confirmed that where the cost can be capitalised, the expenditure will be included in its capital funding. It is inappropriate to request the Auckland Regional Council to provide funds from its rates revenue for expenditure which should subsequently be recovered from grants.
Shareholders funding	Shareholders could advance funding for the expenditure. The funding would be recovered once grants are received from the funders.
Contribution from shareholders equity	The shareholders of Auckland Regional Transport Network Limited provided a capital injection of \$5 million in 2002. The capital is available for Auckland Regional Transport Network Limited to draw on for capital projects. The original intention at the time of the capital injection was to ensure that Auckland Regional Transport Network Limited is sufficiently capitalised to show regional support and provide financial stability and credibility to Auckland Regional Transport Network Limited.

Funding options	Comments
Commercial bank loan	<p>Auckland Regional Transport Network Limited could possibly raise funding through commercial bank loan. Auckland Regional Transport Network Limited would need to ensure sufficient cash flow to fund interest costs. This may require shareholders to consider some additional funding later in the financial year.</p> <p>It is noted that Auckland Regional Transport Network Limited currently has a loan facility of \$3.6 million from ASB bank for the purchase of rolling stock. Auckland Regional Transport Network Limited has drawn down \$1.69 million, with the balance to be drawn down early next year. Interest costs are covered by funding from Infrastructure Auckland. Draw down on the balance of the \$3.6 million and raising further loan to fund preliminary activities would breach the debt to assets ratio stipulated in the Statement of Intent. The mitigating factor is that there would be further capital works later this year including ferry berths and signature stations which will add to Auckland Regional Transport Network Limited 's assets base and bring the borrowing closer to the ratio specified in the Statement of Intent. Besides that, the expenditure relating to these preliminary activities can be capitalised and the funding recovered from grants.</p>

The board of Auckland Regional Transport Network Limited has requested authorisation to fund the preliminary activities expenditure from shareholders equity and/or borrowings as they determine to be most prudent.

Risks

There are a number of risks, which Auckland Regional Transport Network Limited is exposed to if it proceeds with the proposed rail network development activities. However, there are factors which mitigate risks to a large extent. The risks and the corresponding mitigation factors are discussed below:

Risks	Mitigation factors
<p>The possibility that the above developments do not proceed after the completion of the preliminary activities with a budgeted expenditure of \$1.601 million.</p>	<p>The proposed developments are identified in the Rail Business Plan. The arrangements outlined in Dr Cullen's letter requires a preliminary approval process before work commences on detail designs. Parties are consulted before approval is given. Therefore the likelihood that a project would not proceed where preliminary development expenditure had been committed is limited.</p> <p>Nonetheless, there remain some risks that one or more developments may not proceed. Auckland Regional Transport Network Limited is treated as a proposer of developments to the network.</p>

Risks	Mitigation factors
	<p>Auckland Regional Transport Network Limited will be given 12 months access rights to undertake the necessary work. After 12 months but prior to expiry the Crown will have discussions with Auckland Regional Transport Network Limited shareholders to determine future arrangements including how to complete existing projects and commission new ones.</p>
<p>Some other party may undertake the next stage of the developments. The letter by Dr Cullen stipulates that Auckland Regional Transport Network Limited is given a 12 month access to the rail corridor to undertake developments after which the access is subject to review. Auckland Regional Council's draft proposal provides for Tranz Rail to implement a first stage of double tracking.</p>	<p>Auckland Regional Transport Network Limited has obtained assurance from Dr Cullen that should the responsibility for a project to be transferred to Trackco then the preliminary activities expenditure incurred by Auckland Regional Transport Network Limited will be purchased by Trackco. This is subject to reasonable conditions to manage the Crown's risks including prior approval of expenditure being required and progress updating.</p> <p>The Auckland Regional Council proposal only covers a portion of the work required for double tracking the Western rail line. Discussions with the region have yet to occur to coordinate that proposal with Auckland Regional Transport Network Limited's proposal.</p>
<p>Inability to capitalise the preliminary activities expenditure of \$1.601 million to advance developments in the rail network.</p>	<p>Auckland Regional Transport Network Limited has secured assurances from the following parties in relation to its ability to capitalise the expenditure:</p> <p>Audit New Zealand - confirmed that the expenditure can be capitalised according to generally accepted accounting principle Infrastructure Auckland - confirmed that Infrastructure Auckland would be able to include the expenditure within the capital funding that it would provide for the developments</p>

2. Proposals for double tracking

AI-A16

Auckland Regional Transport Network Limited has prepared a draft proposal for double tracking the Western rail corridor (attached at pages A1 to A16). In summary, the proposal provides for double tracking the Western rail line to Swanson in accordance with the Rail Business Plan. It involves planning for the entire line and involves a staged approach of double tracking to New Lynn, then to Henderson and on to Swanson. This whole of line approach is preferred as it can incorporate provision for electrification, fibre optic cable, a cycleway alongside, and staging of work to take into account available funds and the impact on passenger and freight services.

A17-A21

Auckland Regional Council has prepared a draft proposal on behalf of Tranz Rail Limited (attached at pages A17 to A21). In summary, the proposal provides for a first stage of double tracking from Boston Road to Baldwin Ave in Auckland City, plus the part by the Henderson rail station where the Council is planning its interchange and Civic Centre building. This approach enables more reliable services to New Lynn only.

These proposals have been submitted to Auckland Regional Council, Tranz Rail Limited, New Zealand Railways Corporation, Transfund New Zealand and Minister of Finance (as a proxy until Trackco is formed). Their approval is required in accordance with the Common Access Agreement if a proposal is to proceed.

It is in the Council's interests that a proposal would provide for the following:

- improved reliability and capacity in the short and long term;
- interim rail services are maintained while double tracking work is being done (or if disrupted, then alternative bus services are provided);
- Auckland Regional Council's commitment to increased frequency of services along the Western line upon completion of work;
- consistency with Waitakere City Council's land use development, particularly the Henderson hub project, including as a minimum, design and implementation of double tracking for the stretch of rail at Henderson dealing with surplus land and removal or retention of the existing heritage station building;
- design work covers provision for electrification;
- cost effective approach to timing of work on double tracking and electrification;
- development consistent with the Rail Business Plan to take advantage of available sources of funds.

The proposal from Auckland Regional Transport Network Limited is preferred because it:

- reinforces Auckland Regional Transport Network Limited's role as the region's preferred rail infrastructure developer and would integrate with Auckland Regional Transport Network Limited's work on station development;
- takes a comprehensive approach to the planning of double tracking, rather than a piecemeal approach;
- increases reliability and capacity to 10 minute peak frequencies along with modern computer based signalling to Swanson;
- provides for staging (including the best elements in the Auckland Regional Council / Tranz Rail Limited proposal) and electrification;
- has Infrastructure Auckland's endorsement;
- is consistent with this Council's requirements at Henderson;
- takes a significant step towards implementation of the rail business plan;
- forces the issue of agreeing funding for a significant piece of work under the rail business plan.

At the time of writing this report, Auckland Regional Transport Network Limited was seeking to meet with the Auckland Regional Council to develop an agreed approach to double tracking. Also, the Auckland Regional Council has requested to give a presentation to Waitakere City Council concerning its proposal.

3. Amendment to the Shareholders Agreement

Following the review and subsequent amendment to the constitution of Auckland Regional Transport Network Limited, the Shareholders' Agreement has been reviewed to ensure consistency with the Local Government Act 2002 and the amended constitution.

A22-A42

The Shareholders' Agreement governs the relationship between shareholding Councils of Auckland Regional Transport Network Limited. As a result of the review, the following amendments, set out at pages A22 to A42, are proposed for the approval of the shareholding Councils to:

- achieve consistency with new provisions contained in the Local Government Act 2002, and
- remove the need for shareholders approval for substantial or major transactions between wholly owned companies within the Auckland Regional Transport Network Limited group.

The above amendments are the same as the amendments to the constitution of Auckland Regional Transport Network Limited approved by this Committee at its meeting on 7 August 2003 (resolution 1651/2003).

RESOURCES

The budget impacts of the double track planning affect Auckland Regional Transport Network Limited. There is sufficient budget in the current financial year for the Council to have input into the planning for double tracking.

CONCLUSION

Auckland Regional Transport Network Limited needs to continue its planning work on double tracking in order to fulfil its role as the region's preferred rail infrastructure developer. This would assist with integration of its work on station development.

RECOMMENDATIONS

1. That the information be received.
2. That the board of Auckland Regional Transport Network Limited be authorised to fund the preliminary development activities from shareholders equity and/or borrowings as they determine to be most prudent.
3. That the Auckland Regional Council and Auckland Regional Transport Network Limited be invited to present their double tracking proposals to this Council and issues be resolved to enable a coordinated approach to the double tracking planning and implementation.
4. That the double tracking proposal of Auckland Regional Transport Network Limited is the preferred approach to double tracking and that any approved proposal needs to incorporate the following:
 - improved reliability and capacity in the short and long term;
 - interim rail services are maintained while double tracking work is being done (or if disrupted, then alternative bus services are provided);
 - Auckland Regional Council's commitment to increased frequency of services along the Western line upon completion of work;

- consistency with Waitakere City Council's land use development, particularly the Henderson hub project, including as a minimum, design and implementation of double tracking for the stretch of rail at Henderson dealing with surplus land and removal or retention of the existing heritage station building;
 - design work covers provision for electrification;
 - cost effective approach to timing of work on double tracking and electrification;
 - development consistent with the Rail Business Plan to take advantage of available sources of funds.
5. That the proposed amendments to the shareholders agreement relating to Auckland Regional Transport Network Limited and its subsidiaries be approved, namely amendments to:
- achieve consistency with new provisions contained in the Local Government Act 2002; and
 - remove the need for shareholders approval for substantial or major transactions between wholly owned companies within the Auckland Regional Transport Network Limited group.

Report prepared by: Kevin Wright, Manager Transport Strategy.



4 WAITAKERE CENTRAL LIBRARY - DEVELOPED DESIGN

PURPOSE OF THE REPORT

The purpose of this report is to update Council on progress of the design for the Waitakere Central Library, and surrounds including the associated UNITEC campus expansion and to present the Developed Design to the Council.

BACKGROUND

The design for the Waitakere Central Library commenced on 3 April 2003. The preliminary design was presented to the Council meeting of 23 July 2003 and at that meeting it was resolved:

- “2. *That the preliminary design for the Waitakere Library be approved as a basis for further design development.*

1516/2003

At the presentation, the Council raised a number of issues and identified aspects of the design which they wished to see amended. Following that meeting, the design was presented to all the Community Boards, Te Taumata Runanga, and the Pacific Island Advisory Board. In addition a number of workshops have been held with the Henderson Community Board and a workshop has been held with the local Henderson Businesses regarding the preliminary design. A deputation was also made to the City Development Committee by the landowner of the 357 Arcade which abuts the site.

Throughout the process input into the design has been received from internal stakeholders and appointed advisors (Iwi representatives, lead artists, quantity surveyor) with coordination from a joint Project Control Group assisted by an independent project manager.

Councillors from Waitakere City Council and UNITEC have also formed an elected members working party to advise staff on this project and other matters relating to Waitakere City's and UNITEC's partnership.

This process of communication and receiving comment, have led to a progression of the development to the point where the developed design phase is now complete.

STRATEGIC CONTEXT

The Waitakere Library/UNITEC campus development is one of a number of projects that support the Henderson 20 Year Strategic Plan (1995) and the Henderson Town Centre Concept Plan (2002).

The principles of the Henderson 20 Year Strategic Plan are to:

- encourage mixed use development and improve the quality of the built environment;
- develop the streams and the green networks and improve the leisure facilities;
- improve public transport, road and walking linkages;
- encourage a range of economic activities to sustain a robust economy in an adaptable innovative and dynamic way.

The Henderson Town Centre Concept Plan was produced to guide the future development of Henderson in a planned and co-ordinated way to ensure that Henderson consolidates its critical position as a key working environment and local employer, furthering Council's key objectives in creating a sustainable city.

This plan identified specific economic strategies for Henderson's revitalisation and identified three key redevelopment clusters including a Business/Community/Education cluster in the Trading Place / Ratanui Street area. The requirements to make the Business/Community/Education cluster successful were identified as:

- combining community facilities, business development and tertiary education in the most integrated way possible;
- offering high quality, safe, vibrant public spaces and amenities facilitating a mixture of uses that encourages the development of a 24hr life area that extends the commercial trading viability of the town centre;
- being easily accessible by car to assist trade;
- having a new road and bridge link from Edmonton Road;
- offering sufficient parking to replace the existing provision and providing more for new uses;
- maintaining good access from the mall;
- having an integrated civic library and tertiary education development.

The preliminary design meets the strategic goals of these two plans.

UNITEC has long been aware that a large proportion of its students come from Waitakere, and many more Waitakere citizens were not accessing tertiary education. Planning for the establishment a UNITEC presence in Waitakere City has been progressing for many years with significant recent progress with the opening of their Henderson campus in 2001 and signing a Memorandum of Understanding with Waitakere City Council in 2002 that identifies ways in which both organisations can work together in the future.

ISSUES

Progression of the Design to Developed Design

The developed design is a significant progression from the preliminary design as presented to the two Councils. This has been both in response to the comments made, in order to improve the functionality of the library building and to minimise the visual impact of the car parking building. Specifically the design has been progressed as follows:

- elongation of the library building to give a greater floor print to maximise functionality - the building now fronts a substantial portion of the length of Waitakere Lane and has reduced in height from four to three stories with the bulk of the public library component on the first two floors;
- sleeving the car parking building behind the library and adjacent to the right of way access to the Great North Road properties;
- sleeving the bottom of the car parking building as it fronts the Great North Road entry plaza with the Citizens Advice Bureau - providing both a separate and slightly private address for the Citizens Advice Bureau as well as good linkages with the adjacent library and public space;
- providing the main pedestrian entry and exit point from the car parking building out into the Great North Road entry plaza;
- providing for a lecture theatre and associated reception areas in the Trading Place end of the UNITEC building - designed in such a way that it can be operated separate from the rest of the facility and therefore be used for other than UNITEC requirements;
- providing three public spaces within the development - a Library courtyard, the Ratanui Plaza and the Great North Road entry plaza;
- providing for narrow laned two way traffic along Waitakere Lane in order to slow traffic and provide better access into the development;
- Developing detailed arts opportunities and proposals in both the open space and buildings;
- Developing detailed sustainability opportunities associated with all three buildings and the open space areas;
- Identifying the materials proposed for use on each of the buildings and in the open space.

Matters Raised by Dean Thompson's Deputation to City Development

A deputation was made to the 4 September 2003 meeting of the City Development Committee by Mr Dean Thompson regarding the design of the building. It was resolved by the Committee:

"That the issues raised by Mr Thompson be referred to the design process for the Henderson Library Project, and that these issues be reported back through the developed design."

1798/2003

The following outlines the design response to the issues raised by Mr Thompson:

- Issue 1:** *"The need to integrate the pedestrian traffic flow from the car park/library onto the Great North Road shopping area to enhance Henderson Business"*

Comment:

A key element of the design brief, and the comments which Council staff and elected members fed through to the architect team following the presentation of the preliminary design relate to the importance of the “catalytic effect” of the development and the need to integrate the development well into the Henderson town centre. The developed design builds on this theme by providing a strong and direct pedestrian link from both the library and the car parking building to the entrance of the 357 Great North Road arcade and on into Great North Road. In addition the developed design allows for strong pedestrian links from Ratanui Street and Trading Place, as well as providing for the opportunity of future links directly to Great North Road should a “punch through” become available.

Issue 2: *“Avoid creating a small exclusive park. Creating a park with good natural light - the park should have the light not the library.”*

Comment:

The developed design creates three public spaces within the development.

The first of these is the forecourt/colonnade and seating area in front of the library development overlooking Waitakere Lane. This space provides a visual and physical extension of the library and is the sunniest space on the site. Seating is designed to visually extend the library beyond its glass wall. Deciduous trees provide shade through summer and allow sun in through winter. The use of this space is primarily associated with the library as it is separated from Waitakere Lane and UNITEC by a retaining wall.

The second space provided for in the developed design is the Ratanui plaza. This is the major area of public space provided on the development, and has a strong relationship with both Ratanui Street and also the back of some of the Great North Road shops. It will also be a sunny space, particularly in the afternoon, but also provides for the major pedestrian connections between UNITEC and the Waitakere Library and Henderson. While inevitably, UNITEC students will take advantage of this area, its strong relationship to Ratanui Street and the rest of the development mean that it will be a mixed use space, without a feeling of “capture” by UNITEC.

The third space is to the south west of the library itself, and provides an entry plaza from Great North Road. The space is primarily designed to facilitate connection between Great North Road and encourage the adjacent properties to develop an active edge onto this space. Wind and sun shelter is provided by groves of evergreen trees.

With regard to the issue raised “the park should have the light not the library” Council’s objectives in relation to a sustainable building have a significant bearing. The building design allows for significant advantage to be taken of the northerly aspect for the library, in order to minimise the need for artificial lighting and heating and to make the building as pleasant to occupy as possible. It is believed that an appropriate balance between sunny spaces and a pleasant and light building will be achieved with the developed design proposed.

Issue 3: *“Creating an area with no dark and secluded areas that could replicate the Tracey Tunnel environment”*

Comment:

The preliminary design included extending the car parking building to the boundary of the Great North Road properties, above the right of way rear access to those properties. In the developed design the building has been pulled back off the boundary, and instead the ramps extend above the right of way, but not to the boundary, allowing for both fire vehicle as well as service access and for a footpath to be incorporated on the edge of the right of way. The design of the car parking building allows for appropriate security measures, and it is anticipated that this will be staffed during the hours of operation in order as well as CCTV and other appropriate security technology incorporated.

Issue 4: *“Not providing shops which compete with local shop owners.”*

Comment:

Despite the desirability of providing a café and perhaps bookshop within the development, the developed design does not do so. This is partly in response to issues raised by the local business owner, but largely because the site is tight in terms of meeting all the priority design requirements, and shop development provides a significant additional constraint on the design. It should be noted however, that should the adjacent landowners in Henderson not develop the cafés, bookshops and other retail to meet the needs of the student community in particular, it may well be that UNITEC converts a portion of the ground floor space fronting Waitakere Lane for such facilities. Alternatively, in future it may be recommended to Council that some commercial development be undertaken, as is currently proposed at Massey and New Lynn Libraries and the New Lynn Community Centre. By not including any commercial opportunities within the development, the onus is on the Henderson Business Community to respond appropriately, and promptly, to the development.

Issue 5: *“Covered pedestrian access between the buildings”*

Comment:

As with the preliminary design, the developed design provides for canopy coverage over pedestrian links and footpaths. The Ratanui plaza and Great North Road entry plaza areas are uncovered however, with trees provided for shelter from wind and sun.

Issue 6: *“The creating now of the multi-level car park with the ability to add on later at a lower cost/ Provide more car parks than are currently available.”*

Comment:

The car parking building is of a low cost, modular design which does allow for further floors, to a maximum of ten, (3 additional floors) able to be added without major structural upgrading. It is considered however that the size of the car parking building is already significant, particularly from the Ratanui Street, Great North Road and Edmonton Road perspectives, and that further increases in height, without significant redevelopment of the rest of Henderson would be undesirable.

While members of the business community have suggested that they could fund the development of additional floors, the cost is approximately \$1.4 million dollars per floor and such a cost would be unlikely to be raised from the current business community. Discussions with a range of multi-storey car parking building operators indicate an expectation that the building will run at a significant loss for a number of years, and minimising the number of car parks built initially and only adding as demand exceeds supply is the most appropriate approach - otherwise significant parts of the building will be under-utilised for 5-10 years.

Given the likely loss making operation of the car parking building for a number of years, it is likely that, like the current Trading Place car park, spaces will be available for local businesses to lease. It should be noted that over the large number of years Council has provided this opportunity, the leased car parks have often been hard to tenant (for the cheapest car parking in Henderson), so it is not anticipated that the actual demand for this opportunity will be great.

Issue 7: *“The possible opening of the 357 Arcade 24 hours to interact with the development/the refitting of the rear of the arcade to enhance the area”*

Comment:

Such proposals are welcome and would enhance the already good linkages provided between the Library/UNITEC development and Great North Road.

Issue 8: *“Alternative car parking whilst construction is taking place”*

Comment:

A number of workshops have been held with the Henderson Community Board around alternative shopper parking and a report addressing the issue will be presented to the November 2003 meeting of the Board for its decision. At this stage it is proposed to change the all day parking in the Edmonton Road/Oratia Stream car park to 90 minute shopper parking during the construction period, with associated upgrading of lighting and the pedestrian over bridge.

Partnership with UNITEC

The Partnership with UNITEC has continued to progress with joint meetings of the Waitakere City Council / UNITEC Working Party and a close working relationship between the staff of the two agencies. The next stage of the Heads of Agreement has been signed, and at the time of presentation of this report to the Council, the Developed Design will have also been presented to and considered by the UNITEC Council.

Construction Market Escalation

At the time the budget was set, the quantity surveyor advised that he had allowed sufficient allowance for escalation, inclusive of the then heated construction market and the assumption that the heat would diminish by the time that the construction phase for this project commenced. This is not proving to be the case and cost escalation in the construction market is still strong and this is projected to continue at least until mid 2004. A report on this matter has been reported to the Tenders Subcommittee in relation to the Glen Eden Library, but clearly this has implications for all of Council’s building projects. While the design team have worked closely with the quantity surveyor to ensure that the project continues to remain within budget, there is a significant likelihood that escalation will continue to be high and that the construction tender price will be higher than the budget. Monitoring of this issue will continue and steps will be taken to ensure the design stays within budget as far as is possible. Further updates on this issue will be provided as the design progresses, in order to be considered for input into the next Annual Plan if necessary.

RESOURCES

The budget for the Waitakere Central Library has been allocated over three years within the Long Term Council Community Plan for a total cost of \$11.8 million.

CONCLUSION

The Developed Design phase of the Waitakere Central Library has been completed, on time and to budget, while incorporating significant change as a result of feedback received on the project.

RECOMMENDATION

That the information be received.

Report prepared by: Lois Easton, Group Manager City Development Projects.



5 STURGES PARK AND RIDE - LAND PURCHASE

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

6 HENDERSON CAR PARK BUILDING - PRELIMINARY DISCUSSION - UPDATE

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

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following part of the proceedings of this meeting, namely Sturges Park and Ride - Land Purchase and Henderson Car Park Building - Preliminary Discussion - Update.

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

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"> • Sturges Park and Ride - Land Purchase; • Henderson Car Park Building - Preliminary Discussion Update. 	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 	<p>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>

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

- The reports contain information which if released would affect the Council's negotiations.

