

**AGENDA FOR A MEETING OF THE PROJECTS SPECIAL COMMITTEE TO BE HELD IN
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 2 NOVEMBER 2005, COMMENCING AT 9.30 AM.**

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1 APOLOGIES



2 URGENT BUSINESS

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

- (i) the Committee by resolution so decides; and
- (ii) the Chairperson 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 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 5 October 2005.

RECOMMENDATION

That the minutes of the Meeting of the Projects Special Committee held on Wednesday, 5 October 2005, as circulated including the Public Excluded Minutes, be taken as read and now be confirmed.



4 PRESENTATION - AUCKLAND REGIONAL TRANSPORT AUTHORITY ON THE WESTERN LINE DOUBLE TRACKING

Elena Trout, General Manager - Rail & Infrastructure from Auckland Regional Transport Authority, will make a presentation on Auckland Regional Transport Authority's proposed programme of works for the Western Line Double Tracking.



5 HENDERSON HERITAGE STATION UPDATE

PURPOSE OF THE REPORT

The purpose of the report is to update the Projects Special Committee on the current status of the Henderson Heritage Station.

BACKGROUND

The Henderson Rail Station was built in 1897. The Council has recognised the importance of the Henderson Heritage Station by listing it as a Category I heritage building in the Waitakere City Council District Plan.

The Henderson Heritage Trust was formed in September 1999 to focus on the restoration and preservation of historically significant projects in Henderson including the Falls Hotel, the Henderson Rail Station and St Michael's Church. In December 1999 TranzRail agreed to sell the station building to the Henderson Heritage Trust to enable the Trust to acquire funding to undertake the restoration of the building.

The Henderson Heritage Trust has made several attempts to undertake the planned restoration of the station building but these have been placed on hold due to the uncertainty of the future station precinct modifications.

In May 2004 Council received notice from the Historic Places Trust that it wished to list the station and platform as a Category II historic place in the New Zealand Historic Places Trust register under the Historic Places Act 1993. Council lodged a submission in support of the station building but not on the platform, as it is not regarded by the Council as having significant heritage value. Historic Places Trust decided to register both the station and the platform as a Category II heritage site at their board meeting on 24 June 2004.

The redesign of the Henderson station environment as part of the proposed new Waitakere Central transport centre and the implication of the future track widening indicated a need to relocate the heritage station. In September 2004 Council approved the relocation of the station to the Corban Estate to become part of the existing heritage precinct and to enable the building to have an active role within the Corban Estate Arts Centre development plan.

The notified resource consent for the relocation resulted in a hearing by an independent commissioner in March 2005. The commissioner determined that the station building stay in its original location but could be repositioned 30 metres south dependant on achieving a land lease from On Track. The existing land lease expires in May 2007.

Following an interim decision dated 24 March 2005 the hearing of this matter was reconvened on Monday, 16 May 2005 and the following option was approved:

"It was the applicant's case that the 30 metre option involves a lesser envelope of adverse effects, significant environmental gains and the new location is in close proximity to the current Station location. Also that no additional persons could claim to be affected parties and all the relevant public interest entities are already involved. The 30 metre option retains the Station within the area designated for Railway Purposes and zoned Transport Environment. A small portion of the Station would appear to extend over the designation boundary and into the adjoining road reserve."

The Historic Places Trust does not support the building moving from its existing position and states that modifications required to the building canopy to enable track widening is more acceptable than moving the building.

STRATEGIC CONTEXT

The redevelopment of the Henderson town centre will reinforce Henderson's role as the central business and civic district of Waitakere City. The development of the integrated transport interchange delivers Council's vision for a fully integrated public transport system within the heart of a vibrant business environment. The enhancement of the Henderson station includes a range of services placed within a newly constructed rail and bus interchange linked to new street landscapes and safe pedestrian and waiting areas. If an appropriate land and business lease is achieved, the heritage station has a place within this environment incorporating a part of Henderson public transport heritage which contributes to the heritage objectives of the Urban and Rural Villages strategic platform.

ISSUES

The decision from the commissioner's hearing proposed the heritage station stay in its current environment but could also be relocated 30 metres south if the Henderson Heritage Trust can achieve a land lease from On Track.

The Henderson Heritage Trust, owner of the building, has an intention to restore the building to its former glory and to see the building used as an appropriate business within the transport centre environs. To undertake restoration the Henderson Heritage Trust requires funding from external organisations. To achieve this funding, the organisations require that the Henderson Heritage Trust has a long term secure land lease.

On Track has stated in its evidence to the resource consent hearing that the heritage station no longer has an active rail function and that it is no longer their practice to maintain such buildings within the rail environs. Given the uncertainty of the future requirements of the rail corridor i.e. the need to widen for possible electrification and that the heritage station canopy would require cutting back to accommodate this, their preference is that these future works are not encumbered by the heritage building in its current position.

The Council has recently had a quantity surveyor provide a costing for the relocation of the building to the 30 metre south position. Including demolitions and removal, building foundations for the relocated building, platform construction, services connections, preliminary and general costs, professional fees and contingency the estimate was \$481,000. Refurbishment costs were estimated at a cost of \$330,000. At a total of \$811,000 these costs are well beyond the Council's prior financial contribution expectation therefore they are currently being reviewed by an independent heritage architect and the final costing will be presented to the Council for a decision to be considered. Council staff are currently of the belief that the Henderson Heritage Trust's best interests will be served with the building remaining on its current site with a long lease in place which will enable the Henderson Heritage Trust to raise funds for the refurbishment and restoration of the building, canopy and platform surrounds.

The Henderson Heritage Trust will convene a meeting with the relevant parties including On Track, Auckland Regional Transport Authority, Historic Places Trust and Council staff to discuss the possibility of a long term lease. If the end result is that On Track will not provide a long term lease to enable Henderson Heritage Trust to raise funds for restoration further discussions regarding the station building's future will be required.

RESOURCES

There is currently no budget allocated for the relocation or refurbishment of the Henderson Heritage Station building.

CONCLUSION

The Council recognises the Henderson Heritage Station as having significant heritage value and endeavoured to relocate the building to the heritage cluster at the Corban Estate Arts Centre to enable it to have a protected and active life. The Henderson Heritage Trust, the building owner, strongly supported this initiative but opposition during the resource consent process resulted in the station having to stay in its existing environment. Unless the Henderson Heritage Trust can achieve a long term land lease either on its existing position or for the relocation to 30 metres south from On Track, external funding will not be achieved for the restoration of the building. If no long term land lease is available then the future of the station building is in question. The Council and the Henderson Heritage Trust will meet to identify what options exist for retaining this heritage asset.

RECOMMENDATION

That the Henderson Heritage Station Update report be received.

Report prepared by: Janet Hannan, Principal Advisor, Urban Development.



6 RAILSIDE AVENUE TO ALDERMAN DRIVE AND CATHERINE MALL PRECINCTS INFRASTRUCTURE RENEWAL PROJECTS UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to bring an update to the Committee on the detailed design stage for the Railside Avenue to Alderman Drive and Catherine Mall Precincts.

BACKGROUND

Isthmus Group was awarded the contract in 2004/2005 to design new urban concepts for the Railside Avenue to Alderman Drive and Catherine Mall Precincts.

The scope of works includes new paving, a variety of seating at appropriate locations, community gathering places in the precincts, landscaping, and proposed places to accommodate artworks.

A project update was brought to the City Development Committee on 8 September 2005 to seek approval of the artworks concept and that in the event that Land Transport New Zealand did not fund the amount required to complete the precinct renewal project the Council would provide sufficient funding to enable completion of the project. At the meeting on 8 September 2005 it was resolved:

“That the Railside Avenue to Alderman Drive and Catherine Mall Precincts Infrastructure Renewal Projects Update report be received.”

1690/2005

“That the artworks concept design for the Railside Avenue to Alderman Drive and Catherine Mall Precincts be approved and that further investigation be undertaken on progressing the larger art work (Kauri Tree), and that the investigation be reported back through the Arts and Events Special Committee for consideration.”

1691/2005

“That in the event that Land Transport New Zealand does not fund the Auckland Regional Transport Authority for the amount required to complete the Railside Avenue to Alderman Drive and Catherine Mall Precincts, the Council provides sufficient funding to enable completion of the project in order to ensure the contract works can proceed.”

1692/2005

‘That in the event Land Transport New Zealand does not fund any or part of the \$440,000 contribution sought, Council officers commence work on reapplying for any shortfall in the amount originally applied for.’

1693/2005

The report also updated the City Development Committee on the following project processes:

- The artworks presentation and detailed design phase;
- Proposed project construction timeframe;
- Tendering process;
- Traffic management planning;
- Stevies Lane air-bridge proposal;
- Risk management and communication planning.

STRATEGIC CONTEXT

The objective of implementing renewed infrastructure in the Railside Avenue to Alderman Drive and Catherine Mall precincts is to make the town centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts contributing to the Urban and Rural Villages Strategic platform.

The renewal of these precincts will link people directly into the proposed new transport centre in Railside Avenue. The advantages of a workable passenger transport system in the middle of the Henderson Central Business District serving a growing population will be to reduce traffic congestion. Safe vibrant streets will make sure this growing centre is easy to get around in while stimulating the local economy contributing to both the Integrated Transport and Communication and Strong Innovative Economies strategic platforms.

ISSUES

Project Management

A project engineer from N-Compass Project Managers has now joined the project to assist throughout the construction phase. The engineer will provide services from the tender process through to the practical completion of the construction contracts and facilitate construction issues, value engineering exercises, contract supervision between the designers and contractors, and maintain financial and project status reporting.

Art Works

Subsequent to the last report to the City Development Committee the artist is now undertaking the detailed construction designs in preparation for the prototype and manufacturing exercise. The art works will be further reported to this Committee as details are available.

Liaison between Henderson Projects

It became evident in 2003 subsequent to a number of urban planning workshops for Henderson that with such an intense implementation period about to take place that there was a need for a 'Henderson Integrated Projects Group' (HIP) to be put in place to ensure the proposed works programmes are integrated and to ensure an efficient co-ordinated management approach is undertaken to achieve Council's strategic objectives. A group was formed, members consisting of the Directors of the asset units and key project staff across the Council. A template of projects was developed indicating project detail, likely design and implementation budget years, this information would then inform work programmes, Annual Plan and the Long Term Council Community Plan processes.

The purpose of the Henderson Integrated Projects Group is to co-ordinate and align the Henderson projects with the Council's strategic direction, and to ensure the projects are integrated to maximise the funding and resources available to support implementation.

The Railside to Alderman and Catherine Mall project and all other works projects currently taking place in central Henderson are being overseen by the Henderson Integrated Projects Group process to ensure design and construction alignment. The overall Henderson Integrated Projects Group co-ordinator, the principal advisor urban development, is the link between all projects.

Template of Street Furnishings

In 2004 a template of furnishing was developed by Wraight Athfield Landscape Architects Ltd for the new look Henderson. The template consists of a range of paving surfaces, kerb stones, seating types, tree grates, bollards, drinking fountains and bicycle racks. This template is being used in all Henderson Integrated Projects Group projects taking place in central Henderson and will be presented to private investors to also implement. This will ensure that the completed Henderson landscapes have a uniformity that is appropriate for a Central Business District.

Adjacent Project Related Works

There will be a number of road and footpath trenching works taking place in the Ratanui Street to Railside Avenue precinct during October 2005 to January 2006. These works will provide for future services capacity as Henderson develops to a multi storey Central Business District. The purpose is to place the ducting in the ground for telecommunications and water services before the new paving is positioned in early 2006. The Council's intention is to not allow any further trenching for such services in the precinct within the next five years.

Information Technology Ducting

This ducting will connect services between the major Council facilities; West Wave, new library and the civic centre and to provide for opportunity for future 'real time' signage in the area. The project is being delivered by a separate contractor managed by Council's Information Management unit. Works will take place from the West Wave to the library in Ratanui Street between 6 October 2005 and 9 November 2005. The section between the library and Stevies Lane will be completed in early 2006 to connect through to Waitakere Central. Works will take place up the eastern side of the roads and trenches temporarily reinstated until the new paving is placed in early 2006. Access to buildings and the pathway areas will be maintained as and where possible during the works phases.

Water-mains Piping Ducting

This will enlarge the water supply capacity to the area and will be installed between Ratanui Street and Railside Avenue. These works will take place in the roadway adjacent to the kerb line on the western side of the roads. The project is being delivered by a separate contractor managed by Council's Eco Water unit. Ratanui Street works will take place between 25 October 2005 and 1 November 2005 and partial street closure will be required during one day to trench across the road in the middle of Ratanui Street. The section between Great North Road and Railside Avenue will be undertaken between 1 - 19 November 2005. The trenched areas will be fully reinstated as works are completed.

Telecommunication and Power Companies

The Council has notified the public services companies that any future ducting requirements that they require to cater for future development growth should be placed in the ground at their cost while the Council is undertaking street renewal projects. They have also been advised that there will be no further road opening notices approved for the next five years. Project staff have been consulting with the companies during the detailed design stage to facilitate the implementation of such ducting.

Bank of New Zealand Site Works

The Council recently completed the purchase of the parking area behind the Bank of New Zealand at 1 Ratanui Street. This area will be landscaped to match the library plaza and will include a number of casual public parking spaces. A new vehicle entry is being formed from Ratanui Street into the Council site that will also enable access to the private parking area behind 369 Great North Road building and the private parking under the Bank of New Zealand building. The construction works to form up the Council portion of the site will take place between 3 - 31 October 2005.

Adjacent Private Properties

Project staff have been working with adjacent property owners and businesses over the past twelve months to encourage them to smarten up their premises in line with the Council's major investments in Henderson. The three property owners adjacent to the new library plaza have committed to improving their storm water issues, tar-sealing their leased parking areas and attending to building repairs and painting, this work is currently taking place. These are prime future redevelopment sites that intend to build in the future to interface the library plaza area. The owner of the 357 Arcade has recently started modernising the arcade with new shop fit-outs, providing high technology and security services that will attract premium tenants into the key foot connection between Great North Road and the new library precinct.

The Telecom communications building at 6 Ratanui Street is to smarten up its interface with the Council renewal project by modifications to their boundary wall and landscaping.

Several retail shop owners are currently considering new clear verandas to smarten up their premises. This initiative will allow improved natural day lighting on the footpaths and enable new night lighting and signage to be installed.

Construction Timeframe

The timeframe reported to the City Development Committee in September has altered from works starting in November 2005 until February 2006. This delay has been caused while trying to align with adjacent project timeframes such as the library site and ducting trenching. It is prudent to now postpone the start of the works in this vicinity until after the Christmas period and official opening of the library and Unitec buildings.

RESOURCES

This project is being project managed by Council throughout the concept design, detailed construction design and including the construction implementation. Isthmus Group has been commissioned to design and manage the construction phase to completion.

The total project cost for design to implementation stages is \$1,660,000.

PROJECT COSTS	CATHERINE MALL	RAILSIDE TO ALDERMAN	TOTAL
Annual Plan 2004/2005	\$100,000	\$ 30,000	\$ 130,000
Annual Plan 2005/2006	\$322,500	\$1,207,500	\$1,530,000
Total	\$422,500	\$1,237,500	\$1,660,000
Funded by:			
WCC 2004/2005	\$100,000	\$ 30,000	\$ 130,000
WCC 2005/2006	\$220,000	\$ 870,000	\$1,090,000
Total	\$320,000	\$ 900,000	\$1,220,000
Land Transport New Zealand	\$102,500	\$ 337,500	\$ 440,000
Total	\$422,500	\$1,237,500	\$1,660,000

The balance of \$102,500 and \$337,500 respectively which is not funded by Council is included in an external funding application that was made to Land Transport New Zealand in December 2004 to undertake development of the Henderson transport centre. This application also included an amount to improve and provide safe pedestrian friendly walking environments to promote the use of public transport and to stimulate the local economy by encouraging increased walking and less reliance on the use of the motor vehicle.

CONCLUSION

The Council is committed to developing the Central Business District for Waitakere in Henderson. Therefore it is essential that all cross Council initiatives planned for Henderson are integrated in a timely and resource efficient manner.

The first street upgrade project Railside Avenue to Alderman Drive and Catherine Mall has been aligned with other construction works that Council units are implementing in the same timeframe such as the IT cabling, increasing water mains capacity, the transport centre street infrastructure improvements, external services utility companies and adding visual and social benefit to the Waitakere Central Library and Unitec Campus development by extending the plaza and social amenity to the other side of Ratanui Street to attract increased foot traffic into the area.

This project will establish the first of many street scale artworks for Henderson that will become iconic, expressive identity markers to act as directional connectors between streets and places along the pedestrian routes.

RECOMMENDATION

That the Railside Avenue to Alderman Drive and Catherine Mall Precincts Infrastructure Renewal Projects Update report be received.

Report prepared by: Janet Hannan, Principal Advisor, Urban Development.



7 WAITAKERE CENTRAL CIVIC CENTRE - CONSTRUCTION STATUS REPORT SEPTEMBER / OCTOBER 2005

PURPOSE OF THE REPORT

The purpose of this report is to provide a monthly construction status update to the Projects Special Committee on the Waitakere Central Civic Centre construction project. The period for this report covers September/October 2005.

BACKGROUND

The Waitakere Central Civic Centre construction project was last reported to Projects Special Committee on 5 October 2005 in a report entitled "Waitakere Central Civic Centre - Construction Status Report August / September 2005."

DESIGN

The following design issues are currently being dealt with by the design team:

- Artwork design is ongoing with site meetings for artists planning artwork locations;
- Art design of the chamber carpet is nearing completion;

- Internal colour scheme confirmed;
- Detailed design of the one-stop-shop area is nearing completion;
- Landscape and car park lighting design;
- Interior design parameters for partitioning are under review. Re-use of existing partitioning is being evaluated against provision of new partitioning;
- Extension of Council's fibre optic cable link between the Aquatic Centre, Waitakere Central Library and Civic Centre is in progress,
- Cabinetry designs are complete;
- Design co-ordination of the interface with adjacent developments is ongoing:
 - Japanese Garden;
 - Civic Square;
 - Waitakere Properties Limited development;
 - Waitakere Central Transport Interchange.

PROGRESS

Construction Status

During the report period, the following activities have taken place:

- Link area superstructure is nearing completion;
- Precast panel production is complete and the casting bed has been removed.;
- Exposed aggregate precast panel production is complete;
- The structure of both wings is complete;
- Roof coverings are nearing completion on both buildings;
- Structural steel fabrication is well under way for both wings;
- Carpentry framing is well under way to all levels;
- Windows have been fitted in both the administration and the civic wings and are ongoing;
- First-fix services installations are underway in all levels of both wings;
- Stage-2 to complete on-site drainage works has commenced. Minor drainage works to progress with general site works later in the programme;
- A separate contract to install the stormwater outfall pipeline across Henderson Valley Road is well under way and expected completion by mid November;
- The green roof trial planting is due to commence.

A1-A4

Status of construction is further reported in the following reports attached at pages A1 to A4.

- Architect's Report No. 10;
- Canam Construction's report for the period to 13 October 2005.

Timeline Status

No claims for extensions of time have been noted during the report period and there is no change in data reported in Table 1 since the previous report.

Progress over the report period has been generally in line with the construction programme except for some inclement weather conditions during the period. However, the contract provides for average weather for the region and no impact is expected on the completion date resulting from this adverse weather.

Current timeline status including agreed extensions of time to date is provided in Table 1 below:

TIMELINE STATUS			
Key contract dates / times	As at contract award October 2004	Change	As at Sept/Oct 2005
Acceptance of Tender	7 October 2004	-	7 October 2004
Contract Commencement	3 November 2004	-	3 November 2004
Contract Period	350 working days	-	350 working days
Extension of Time (at tendered daily rate cost)	-	20 working days.	20 working days
Extension of Time (at no cost)	-	10 working days.	10 Working days
Due Date for Completion (Practical Completion)	12 April 2006	(30 working days.)	29 May 2006
Due Date for Liquidated Damages Application	12 April 2006	PC + 2 weeks	9 June 2006
Fit Out and Commissioning (10 working days)	1 May 2006	-	13 June 2006
Contingency Time	33 working days		28 working days
“The Move” (Provisional date for relocation of the One-Stop-Shop amended to permit end of year activities)	17/18 June 2006	Provisional target date	22/23 July 2006

Table 1. Timeline Status

Financial Status

Contingency expenditure during the report period amounted to \$151,441 which is slightly higher than the forecast monthly contingency expenditure. However, it is noted that of this amount \$31,582 is the additional cost of water and power supplies to the Civic Square and Japanese Garden, which will be a cost recovery against those project budgets. In addition, brick tie anchors have been amended in accordance with the new building code at a cost of \$34,888, which is included in this sum.

Aside from numerous items typical of a construction project of this magnitude, the following more significant items were reported: It is noted that while the provisional cost of these items are reported below in a worst case scenario, the costs are subject to interrogation by the quantity surveyor, which may result in reduced cost at time of agreement. In particular, the estimated cost of brick tie anchors will be interrogated and it is expected that this sum will reduce considerably.

- Electrical single line diagram revision \$ 42,354
- Level 7 plant room revision \$ 46,078
- Brick tie anchor redesign \$ 34,888
- Power / water supplies to civic square and Japanese Garden \$ 31,582

The combined outcome of ongoing value engineering and contingent expense on the contract to date, result in the cost of these variations being accommodated within the contract contingency sum, yielding net contingency expenditure to date inclusive of these variation costs, of 48% of the contingency sum. The current level of contingency expenditure amounts to 2.61% of the contract sum, which is within forecast limits for contingency expenditure at this stage of the project. The current financial status of the project is deemed to be in a healthy state.

A5-A13

Summarised financial status for the construction project is provided in Table 2 below and the quantity surveyor's (Rawlinsons) report is attached at pages A5 to A13.

FINANCIAL STATUS			
Project Costs	As at contract award 10/04	Change	As at Sept/Oct 2005
Net Tender Sum	\$36,042,399	-	\$36,042,399
Primary Vibration Isolation Measures	\$243,800	-	\$243,800
Tender Award Value (excl. contingency)	\$36,286,199		\$36,286,199
Secondary Vibration Isolation Measures	\$200,000	\$192,352	\$392,352
Contract Variations	-	\$1,696,037	\$1,696,037
Value Engineered Savings	-	(\$935,904)	(\$935,904)
Contingency Sum	\$2,000,000	(\$952,484)	\$1,047,516
Total Construction Cost (incl. contingency)	\$38,486,199		\$38,486,199

Table 2 Financial Status

PROJECT RISKS

The following risks are currently being managed in order to mitigate unfavourable impacts on the project outcomes:

- Interface with the Waitakere Central Transport Interchange project:
 - Significant issues which may affect contemporaneous completion of the link bridge project with the Civic Centre have been identified and are currently being managed to ensure that no delay is caused to the Civic Centre opening date.
- Interface with Waitakere Properties Limited's development of the adjacent property:
 - Regular co-ordination meetings are held between the professional teams to ensure seamless integration between the projects;
 - A shared storm water outfall pipeline discharging to Opanuku stream is currently under construction. Physical constraints are being managed to minimise negative impact on provisional costs assigned to this activity at time of tender;
 - A public square and the Japanese Garden separate the two projects and design co-ordination is being jointly developed between the respective professional teams to ensure integrated and aesthetic designs.
- Negotiations underway with On track have achieved approval by On track to install Council's fibre optic cable link across the rail corridor. Ongoing discussions with key On track and Council staff are continuing to ensure timely implementation of this cable;
- At time of tender, a provisional sum allowance was provided in the schedule for possible price fluctuations of certain key trade base materials for steelwork, metalwork, aluminium louvers, reinforcement and hot mix. While best efforts are being made to manage and mitigate this risk, the price fluctuations are outside the influence of Council. At time of reporting, no adverse impact on the provisional sum has been identified. However, the recent spike in fuel prices may have an effect on fuel-related construction costs dependant upon the period at which fuel prices are sustained at this high level;
- Graffiti Attacks: Measures that have been introduced to discourage graffiti have proven effective and no further graffiti attacks have taken place in the previous six weeks.

QUALITY

Ongoing quality audits are being conducted by the architect, consulting engineers, the Council's independent quality assurance consultant and the Council's project manager. Quality of construction audited to date has been of a high standard and no significant quality issues have been reported.

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

HEALTH AND SAFETY

During the report period no significant health and safety incidents were reported. Quality audits to date confirm that the Contractor's general attitude to maintenance of health and safety on site is good.

CONCLUSION

Installation of secondary vibration isolation measures are complete. No further vibration isolation measures have been deemed necessary during the report period.

Further cost savings have been achieved through the ongoing value engineering programme, diligence, rigour and project management of this project. The value of contingent expenditure for the month was \$151,441. This makes the total amount of contingency expended to date \$935,904 which amounts to 2.61% of the contract sum and is within forecast limits.

The current status of the project as the structural building works near completion is that approximately 48% of the contingency sum has been expended to date. Estimated contingency expenditure costs have been reported on a worst case scenario and it is expected that actual costs when confirmed, will be less. It is noted that all costs reported to date have been accommodated within the contingency sum, including a number of client initiated changes, which are not considered to be true contingent events.

The combined results of the value engineering programme together with the positive and co-operative relations between the contractor, architect, quantity surveyor and the Council's officers means that the project budget remains in a relatively strong position for the current stage of the project. This diligence and rigour will be ongoing throughout the project.

RECOMMENDATION

That the Waitakere Central Civic Centre - Construction Status Report September / October 2005 be received.

Report prepared by: John Schermbrucker, Special Projects Manager.



8 **NEW LYNN LIBRARY AND MEMORIAL SQUARE - CONSTRUCTION STATUS REPORT SEPTEMBER/OCTOBER 2005**

PURPOSE OF THE REPORT

The purpose of this report is to provide the Committee with an update on the progress of the New Lynn War Memorial Library and Memorial Square project.

ISSUES

Council entered into Contract ST02018B with Watts and Hughes Construction Company Limited (Watts and Hughes) in November 2004 to construct the New Lynn Library and Memorial Square. Construction commenced in early December and was completed in September 2005.

Following completion of the construction works and the subsequent fit out works, the Library was successfully opened on 18 October 2005 as planned.

As is usual for a project of this scale, there are still some defects to be resolved by Watts and Hughes during the 6 month defects liability period, which commenced on 30 September 2005.

Due to the project team's focus on the successful opening of the library in the September/October period, no project status reports have been produced. This, combined with the fact that there are a number of outstanding financial issues with the contractor and consultants, means that the financial status of the project cannot be accurately reported at this time. However, the project is still expected to be delivered within the approved budget, although this cannot be confirmed until all the financial issues have been resolved. A completion report which summarises the full and final financial status of the project will be provided to the Committee once the associated issues have been adequately resolved.

CONCLUSION

The Library was successfully opened on 18 October 2005 as planned. Whilst there are a number of outstanding financial issues to be resolved with the contractor and the consultants over the next few months, the project is still expected to be delivered within the approved budget, although this cannot be confirmed until all the financial issues have been resolved. A completion report will be provided to the Projects Special Committee at the appropriate time.

RECOMMENDATION

That the New Lynn Library and Memorial Square - Construction Status Report September/October 2005 be received.

Report prepared by: Peter Sewell, Special Projects Engineer.



PUBLIC EXCLUDED MATTERS

9 WAITAKERE CENTRAL LIBRARY/UNITEC - CONSTRUCTION STATUS REPORT SEPTEMBER/OCTOBER 2005

10 WAITAKERE CENTRAL HENDERSON TRANSPORT INTERCHANGE - CONSTRUCTION STATUS REPORT – SEPTEMBER/OCTOBER 2005

These items will be considered in the Confidential Supplement of the agenda, and have 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 Waitakere Central Library/Unitec - Construction Status Report and Waitakere Central Henderson Transport Interchange Project Report.

The general subject of the matters to be considered while the public is excluded, the reason for passing this resolution in relation of the matters, 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 matters to be considered.	Reason for passing this resolution in relation to the matters.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
Waitakere Central Library / Unitec - Construction Status Report September/ October 2005	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> • protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. • 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>
Waitakere Central: Henderson Transport Interchange Project – September/ October 2005	<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 Sections 7(2)(i) and 7(2)(b)(ii) 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 report contains information which if released could affect the Council's ability to conduct negotiations and Council's future access of commercial information from parties concerned.*

