

**AGENDA FOR A MEETING OF THE PROJECTS SPECIAL COMMITTEE TO BE HELD IN
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 7 DECEMBER 2005 COMMENCING AT 9.30 AM**

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, 2 November 2005

RECOMMENDATION

That the minutes of the Meeting of the Projects Special Committee held on Wednesday, 2 November 2005, including the public excluded minutes as circulated, be taken as read and now be confirmed.

C50

The Public excluded minutes are attached at page C50 of the Confidential Supplement to Agenda.



4 **GREAT NORTH ROAD CENTRAL MEDIAN PROJECT**

PURPOSE OF THE REPORT

The purpose of this report is to provide information to the Projects Special Committee on the proposed project to upgrade the Great North Road central median. It also provides information on the tree species considered and recommended for use in the Great North Road central median upgrade project and requests the Projects Special Committee consider a recommendation to the Finance and Operational Performance Committee for funding in the 2005/2006 financial year to undertake the project implementation.

BACKGROUND

The development of the new Civic Centre in Henderson, Waitakere City has initiated a number of upgrade and improvement projects which aim to revitalise the Henderson Town Centre. Alongside these development projects, and with the imminent shift of the Council into the centre of Henderson, it was recognised that there is a desire to ensure the Town Centre is vibrant and colourful. A business case to investigate the most effective way to create a colourful impact within Henderson Town Centre in a consistent manner with the other design initiatives being undertaken over the coming year was therefore prepared.

A1-A9 A copy of the Great North Road central median upgrade business case, as presented to the Chief Executive Officer is attached at A1 to A9.

The option put forward in that report was for a more co-ordinated approach with the Ratanui and Railside Avenue street upgrades which would involve the renewal and upgrade of the central median in Great North Road. This option offered an opportunity to create a dramatic improvement in the amenity of the streetscape. As can be illustrated by the photographs in the business case the central median was considered due for an upgrade and can be re-designed to provide a much stronger and dramatic feature within the town centre.

STRATEGIC CONTEXT

The objective of implementing renewed infrastructure in Great North Road 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 Village Strategic Platforms.

ISSUES

Choice of Specimen Tree Species

The London Plane, and related forms have been extensively planted in Europe because of its well known tolerance of polluted air, and also because of its tolerance of compacted soil. These two characteristics made it an ideal tree for city streets. Other advantages include a moderate shade that is sufficient to allow grass or other plants to grow below it, and also tolerance of pruning, including bad pruning.

Some other features that may make it useful for particular purposes are;

- its large and prominent leaves;
- its dappled bark, with colour changes through the season as bark is shed;
- an attractive winter crown, in its trunks, its branch pattern and in the twigs, (this can vary between species and cultivars);
- its pendant fruit which lasts through the winter on the tree.

Pruning

As with many trees, while pruning is not always needed, it is often carried out to shape the tree to fit into its surroundings. Street trees in particular are commonly pruned to keep them away from houses and buildings and fit them into limited available space. The tree responds well to pruning, and strong regrowth occurs.

One of the requirements for a tree planted in a central median is an ability for it to be pruned up to allow a clear trunk and high branch height. This limbing up process (to allow large vehicle movement underneath the trees) is very simple and does not require a huge amount of maintenance, and formative pruning is essential to keep all street trees looking good. Examples elsewhere in Auckland streets show that plane trees limb up very well and in a few short years are well above truck and bus height and start spreading out achieving the wonderful tree canopy that is desired in Henderson.

Wind Resilience and Safety

The hybrid Planes are very wind-sturdy. Mitchell states (Collins Guide) that Planes have never been known to blow down. He was, however, writing before the great storm of 1987 in the south of England, when a few trees were brought down. However, they are undoubtedly among the most wind-resistant of trees. This is important in a street environment from a safety perspective as many other species tend to undergo branch fall.

For the reasons outlined above, the Plane tree was considered to be the most appropriate species for the particular conditions in Great North Road. They are very fast growing, tolerant of unsavoury conditions (such as the middle of a street). Planes are ideal for giving the right scale to the adjacent buildings.

Root Growth

A10-A13

The major concern with the use of Plane trees are the root issues. These can be addressed by using root barrier (which is proposed) in the tree trenches and in the specific details of the tree trench. It is proposed that the entire median will be upgraded to a trench (rather than confined tree boxes/pits) which allows free root growth within the tree trench and helps to prevent roots searching beyond the tree trench for water. Plane trees are not as aggressively rooted as pohutukawa, or cherry's for example. The major issue with root damage relates to the trees not having enough room for root growth. The advantage of the Great North Road median is its unusually extensive width and size which will allow for an excellent tree trench to be created which Council officers believe will alleviate any issues with root damage of the road. The information provided at page A10 to A13 outlines the types of design features that can be utilised to control root growth and assist in preventing root damage.

Leaf Fall

Another concern is the autumn leaf fall. This is a very specific timed event for about a 4 to 6 week period. There are Plane trees specified in both the Henderson library and Civic Square project, so Council will need to have a specific maintenance regime for leaf fall in Henderson and the street trees can be covered in that. It is possible to programme street cleaning operations for streets/areas with plane (or deciduous) trees in them (this is done by Auckland City at present very successfully). This involves ensuring street cleaning operations occur on a regular basis during the short period of deciduous leaf fall in the autumn. The issue would be the same for any deciduous tree proposed in a street environment, i.e., it is understood that originally there were cherry trees proposed by the retailers. It is important to note also that deciduous trees actually lose less leaves than evergreen trees. Evergreens just lose their leaves consistently all year round.

Alternative Species

Council staff have looked at a number of possible tree species for this situation and have concluded that there is no evergreen tree that will provide the height, and structure and be fast growing for the effect wanted to be achieved in the median barrier. It was also considered desirable to ensure a connection with the tree planting that is occurring elsewhere in Henderson.

Some of the other alternatives that were considered for the median were:

- Queensland Box (evergreen fast growing) - but these shouldn't be planted because of gum leaf skeletoniser!
- Flowering Cherry - (still drops leaves and flowers also) ultimate size is much smaller - broader (therefore harder to limb up for vehicles).
- Olives (evergreen but drops fruit) also issues with small size and slow growing and can cause asthma irritation.

It was considered that the options outlined above were inferior options to the Plane trees.

Photographs showing some examples of median planted Plane trees and street trees from the Auckland Region and Melbourne will be presented at the meeting. These photographs illustrate in particular the scale and impact that the Plane trees can achieve in a short time frame and how successful they can be in a road median situation such as that in Great North Road.

Project Options

The table below outlines the options for the implementation of this proposed project:

Option	Description	Pros	Cons
A	Do nothing	<ul style="list-style-type: none"> • No budget requirement 	<ul style="list-style-type: none"> ▪ Current condition of central median does not provide a high quality amenity feature for the Town Centre.

B	Upgrade central median in 2005/2006 year	<ul style="list-style-type: none"> • Implementation of a high amenity feature within the Town Centre. • Upgrade aligned with Ratanui Street and Railside Avenue revitalisation. • Upgrade aligned with move to Henderson and associated celebrations in 2006. 	<ul style="list-style-type: none"> ▪ Budget requirement of \$364,350 in the 2005/2006 financial year.
C	Provide for the central median upgrade in a future year identified through the LTCCP 2006/2016	<ul style="list-style-type: none"> • No budget requirement for 2005/2006 financial year. 	<ul style="list-style-type: none"> ▪ Current condition of central median does not provide a high quality amenity feature for the Town Centre. ▪ Project is not aligned with the general upgrade and revitalisation work occurring in Henderson in 2005/2006.

It is considered that Option B will provide an important Town Centre improvement that would assist in creating a more vibrant street to align with the other Henderson Town Centre projects occurring in the 2005/2006 year and is considered the preferred option for the project.

RESOURCES

This project was not identified in the 2005/2006 Annual Plan. The project is in effect bringing forward a component of the Great North Road street revitalisation; there is currently no budget allocated to undertake the implementation of this project.

The initial construction cost for the project is required to undertake a total renewal and upgrade of the central median. This is needed to achieve the optimum environment for healthy street tree growth and to provide the substrate for a colourful annual planting through the whole median.

A14-A15

The preliminary cost estimate attached at A14 to A15 is based on the concept and indicates a required budget of \$364,350. Replacement of the kerb edges will also be required and are included in this cost estimate.

It is proposed that the funding be made available by transferring the amount from the Wastewater Northern Strategic Growth Area budget (\$500,000) for this purpose. The Northern Strategic Growth Area budget will not be spent this year due to timing changes in the planned Northern Strategic Growth Area development and the amount has been reinstated in the draft Long Term Council Community Plan at a time when this is likely to occur. As the funding for this loan has already been factored into the rate requirement there will be no additional cost to ratepayers as a result.

The project management of the project would be undertaken by Council officers within existing resources in order to achieve completion of the project within the 2005/2006 year and prior to the Council move to Henderson and associated opening celebrations.

CONCLUSION

Based on the information above, it is recommended that the use of *Platanus hispanica* (Plane tree) in the Great North Road central median upgrade is the most appropriate tree to achieve the outcomes desired for the improved amenity of the Henderson town centre.

A total one-off construction budget of \$364,350 is required to renew and upgrade the central median (as outlined in Option B) and provide the appropriate conditions for good street tree growth and a colourful town centre feature.

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.

This project will provide a significant enhancement of the Great North Road streetscape and will compliment the other streetscape improvements occurring in the Henderson Town Centre.

RECOMMENDATIONS

1. That the Great North Road Central Median Project report be received.
2. That the Special Projects Committee recommend to the Finance and Operational Performance Committee that \$364,350 be allocated from the Wastewater Northern Strategic Growth Area budget for the upgrade and improvement of the Great North Road central median.

Report prepared by: Renee Lambert, Service Manager - Parks Planning



5 WAITAKERE CENTRAL CIVIC CENTRE - CONSTRUCTION STATUS OCTOBER/NOVEMBER 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 October/November 2005.

BACKGROUND

The Waitakere Central Civic Centre construction project was last reported to Projects Special Committee on 2 November 2005 in a report entitled "Waitakere Central Civic Centre Construction Status Report September/October 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 artworks.
- Art design of the chamber carpet is complete and a sample made and approved.
- Detailed design of the one-stop-shop area is complete.
- Detailed design of the civic reception areas is nearing completion.
- Landscape and car park lighting design is nearing completion.
- Interior design parameters for mobile partitioning are under review. Limitations for re-use of existing mobile partitioning have been identified and assessed against new partitioning.
- Extension of Council's fibre optic cable link between the Aquatic Centre, Waitakere Central Library and Civic Centre is in progress.
- 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.
- The structure of both wings is complete.
- Roof coverings are nearing completion on both buildings.
- Structural steel fabrication is complete on both wings and nearing completion on the link.
- Carpentry framing is well under way to all levels.
- Some windows have been fitted in both the administration and the civic wings and are ongoing. However, current regional demand has delayed production of aluminium joinery at Thermosash's factory causing Thermosash and Canam to work together to minimise and mitigate the impact on this project. Thermosash have taken measures to ensure joinery delivery to site will meet the revised schedule. This is currently a regional issue on all building sites.
- First-fix services installations are underway in all levels of both wings.
- Plant room services installations are under way.
- Siteworks stage 2 to complete on-site drainage works is nearing completion. Minor drainage works to progress with general siteworks later in the programme.
- Forming of the car park area has commenced. Issues identified with remnant railway ballast and rail subgrade materials are being worked through by the engineers.

- A separate contract to install the stormwater outfall pipeline across Henderson Valley Road is complete with planting reinstatement nearing completion.
- The green roof trial planting is underway.

A16-A20

Status of construction is further reported in the following reports attached at pages A16 to A20.

- Architect's Report No. 11;
- Canam Construction's report for the period to 10 November 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 October /November 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 \$79,507 which is considered to be reasonable for a project of this scale and is less than forecast monthly contingency expenditure. 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:

Computer room mechanical layout	\$ 31,063
Mechanical services on construction drawing	\$ 10,706
Green roof trial planting	\$ 6,000

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 52% of the contingency sum. The current level of contingency expenditure amounts to 2.83% 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.

A21-A32

Summarised financial status for the construction project is provided in Table 2 below and the quantity surveyor's (Rawlinsons) report is attached at pages A21 to A32.

FINANCIAL STATUS			
Project Costs	As at contract award 10/04	Change	As at October/ November 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	-	\$1,741,218	\$1,741,218
Value Engineered Savings	-	(\$901,578)	(\$901,578)
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 stormwater outfall pipeline discharging to Opanuku stream is nearing completion. 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 Ontrack have achieved approval by Ontrack to install Council's fibre optic cable link across the rail corridor. Ongoing discussions with key Ontrack 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 hotmix. 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 ten 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

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 \$79,507. This makes the total amount of contingency expended to date \$1,031,992 which amounts to 2.8% 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 52% 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 October/November 2005 report be received.

Report prepared by: John Schermbrucker, Special Projects Manager



PUBLIC EXCLUDED MATTERS

6 WAITAKERE CENTRAL LIBRARY/UNITEC - CONSTRUCTION STATUS REPORT OCTOBER/NOVEMBER 2005

7 WAITAKERE CENTRAL HENDERSON TRANSPORT INTERCHANGE - CONSTRUCTION STATUS REPORT – OCTOBER/NOVEMBER 2005

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 Waitakere Central Library/Unitec - Construction Status Report and Waitakere Central Henderson Transport Interchange Construction Status Report-October/November 2005.

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 October/November 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 – Construction Status Report-October/November 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 reports contain information which if released could affect the Council's ability to conduct negotiations and Council's future access of commercial information from parties concerned.*