

**AGENDA FOR A MEETING OF THE PROJECTS SPECIAL COMMITTEE TO BE HELD IN
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 5 JULY 2006, COMMENCING AT 9.30 AM.**

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1 APOLOGIES



2 URGENT BUSINESS

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

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

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



3 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 31 May 2006

RECOMMENDATION

That the minutes of the Meeting of the Projects Special Committee held on Wednesday, 31 May 2006, as circulated, be taken as read and now be confirmed.



**4 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 Projects Special Committee on the construction stage for the Railside Avenue to Alderman Drive and Catherine Mall Precincts.

BACKGROUND

In 2002 the Council committed to undertake two major development projects in the 'Heart of Henderson,' these being: Waitakere Central combined with a new public transport interchange, the new Waitakere Central Library combined with Unitec Campus, carpark building, and a series of streetscape renewal projects to stimulate economic and employment growth in Waitakere City.

The Council's purpose was to lead the urban regeneration of the centre of Henderson and provide a catalyst for the private sector to share the vision and to invest in high density mixed use development that will ultimately result in a sustainable local economy.

The Tenders Subcommittee 24 February 2006 awarded the construction contract to John Fillmore Contracting Limited for the first phase of the Henderson streetscape renewal project.

STRATEGIC CONTEXT

The objective of implementing renewed infrastructure in the Rainside Avenue to Alderman Drive and Catherine Mall precincts is to make the town centre a vibrant and enjoyable place to live, work and play. This will be achieved by creating attractive urban places that encourage growth and economic development. The aim is also to minimise environmental impacts, thus contributing to the Urban and Rural Village Strategic Platform.

The renewal of these precincts will link people directly into the proposed new transport centre in Rainside 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

Catherine Mall

The construction of hard paving areas has been carried out in two stages and all works were completed in mid June 2006. The planting and installation of street furniture will be carried out once all the paving works are complete over the whole project area which is anticipated to be in July 2006.

Westfield's Westcity will have commenced painting the front wall of Westcity interfacing Catherine Mall and also tiling the plinth outside their main door by the end of June 2006. A small fence is being placed short term to stop the area adjacent to their front door being used as a place to loiter. Their security will move anybody who loiters on Westfield property in the future. They are working through a couple of options for a longer term solution for this area that should now gain some traction with Catherine Mall works nearing completion.

Rainside Avenue to Ratanui Street

The installation of the kerbing was delayed for approximately 2 weeks due to the lead time in manufacturing the mould for the kerb profile specified by Isthmus. John Fillmore Contracting Limited (JFC) submitted a claim for an extension of time and preliminary and general costs. This claim has been rejected on the basis that the lead time was not tagged in John Fillmore Contracting Limited's tender, therefore it is an issue for John Fillmore Contracting Limited to resolve. John Fillmore Contracting Limited have reprogrammed the works to make up for this delay. There is a possibility that they may raise this issue again towards the end of the works. However, officers believe that there is no contractual basis for this claim.

The footpath refurbishment has created issues for some of the property owners with respect to access to their properties. The need to ensure pedestrian access along the footpath or provide alternative routes has also been emphasised to the contractor and is being monitored by Isthmus and the project managers.

All kerbing, excavation and pavement works are completed on both Ratanui Street and Railside Avenue. The contractor is currently completing the paving works and construction of the garden beds.

All works are programmed to be completed by the end of July 2006.

Street Trading Kiosks

A building consent for two street trading kiosks has been obtained. The kiosk units are currently under production. The on site installation of these is anticipated to be in mid July 2006, coinciding with the completion of the streetscape works.

A Registration of Interest for potential kiosk tenants was advertised in June 2006. It is anticipated potential tenants will be selected by the end of July 2006. They will then apply for a fit out building consent. All services, power waste and water have been provided to the site.

The kiosks are positioned on Telecom land at 6 Ratanui Street opposite the Waitakere Central Library. An agenda item was taken to the Finance and Operational Performance Committee on 12 December 2005 establishing a land lease between Telecom New Zealand Limited and Waitakere City Council.

- “1 That the Ratanui Street Streetscape Renewal Project, Deed of Lease with Telecom New Zealand Limited report be received.*
- 2 That the Deed of Lease with Telecom New Zealand Limited be approved and, that authority be delegated to the Chief Executive Officer to approve the terms and execute the signing of the agreement.*
- 3. That a trader tenant lease agreement be prepared in conjunction with Council’s Manager: Legal Services, and that authority be delegated to the Chief Executive Officer to execute the agreement.”*

2451/2005

A tenancy lease agreement has been drafted by Legal Services as per recommendation 3 above.

Artworks

Building and resource consents for these have been obtained.

The arts project is on track with installation expected to be in mid July 2006, coinciding with the completion of the streetscape works.

Real Time Signage and CCTV

Real-time signage and CCTV installations requested by Transport Assets Section have been carried out by CommTera Limited through a variation to CommTera’s contract with the Council for the Waipareira Avenue to Railside Avenue Fibre Optic installation for Waitakere Central.

Timeline

TIMELINE STATUS		
Key contract dates / times	As at contract award March 2006	As at 8 May 2006
Acceptance of Tender	27 February 2006	27 February 2006
Contract Commencement	13 March 2006	13 March 2006
Contract Period	80 working days	80 working days
Original Contract Completion Date	6 July 2006	6 July 2006
Extensions of Time (to date)		10 days
Due Date for Completion (Practical Completion)	6 July 2006	16 July 2006
Contingency Time & Physical Works Completion		End July 2006

Quality and Health and Safety Issues

Quality issues are being addressed on site on an ongoing basis. There are no issues to report at this stage. The need to maintain the safety of the public and the contractors is reinforced on a regular basis at site meetings.

RESOURCES

The project budget is included in the 2005/2006 Annual Plan and also includes additional funding of \$498,000 from Land Transport New Zealand. The construction stage is progressing on budget.

The overall budget amount of \$1,990,081.80 includes additional funding of \$320,581.80 approved by the Finance and Operational Performance Committee at their meeting of Monday, 13 February 2006. This was to make up the shortfall in funding to implement the full extent of the proposed works.

Some additional costs have been incurred in the main construction contract due to errors and omissions in the drawings and the schedule of quantities and these are covered by the contingency budget.

CONCLUSION

The first street upgrade project Railside Avenue to Alderman Drive and Catherine Mall has been aligned with other construction works of the Council. This has occurred in the same timeframe as the IT cabling, increased water mains capacity and the transport centre street infrastructure improvements.

The purpose of the street trading kiosks is to provide a small nodal area within a street that currently had no retail presence, to create an active street ambience, a social gathering place and provide natural street surveillance.

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: City Development.



5 NEW LYNN HOTEL UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to adopt the draft New Lynn Hotel Conservation Plan subject to some specific changes.

BACKGROUND

The New Lynn Hotel was constructed around 1882 by Alfred Ramsden. Mr Ramsden was granted a publican's licence for the New Lynn Hotel (the Hotel), made the bricks for the Hotel and fired them in a kiln in New Lynn near the Fruitvale Station. The Hotel served as a staging post for horses on their way up Waikumete hill and stables were once located to the right of the building. In August 1883 Ramsden defaulted on his mortgage and the property was sold. The Hotel changed ownership several times and had three female publicans in the 1890s. The Hotel became known to its regulars as the "Old Grey Mare" and did a roaring trade on Sunday afternoons with the arrival of the cemetery train. In 1909 the area went "dry" as a result of the prohibition movement. The building has been used as a hotel, temporary coroners court, doctors surgery and residential accommodation. The former Hotel was owned for 65 years by the Bartulovich family.

The New Lynn Hotel has suffered two fires, one in 1972 and thirty years later in 2002. By the mid 1990s, concerns were beginning to be raised about the structural condition of the old Hotel. In 1995, an engineer's report found the Hotel to be "...in a dangerous condition and unsafe to live in". The trustees of the Bartulovich Estate applied to Council to demolish the building. The Council publicly notified the application and several submissions were made opposing the demolition from various heritage agencies and individuals. Council did not approve the application and resolved to negotiate with the landowners to save the building. The Council served notice on the former landowners in the late 1990s to cease using the building for residential tenancies as it had become unsafe and insanitary.

Council resolved to purchase the building in 1999 and put a heritage protection order on the Hotel. This had the effect of Council becoming legally liable to purchase the Hotel. In 2002 a fire lit by squatters caused further damage to the building.

A1-A86

The Council's Manager: Legal Services concluded the purchase of the New Lynn Hotel in 2005. In the interim, the Council has commissioned a conservation plan by heritage architect, Dave Pearson, and engineering drawings that provide design details on how to structurally strengthen the building. A copy of the conservation plan by Dave Pearson is attached at pages A1 to A86.

STRATEGIC CONTEXT

The Council has nine strategic platforms in its Long Term Council Community Plan. The Urban and Rural Villages platform, aims to:

“Protect and celebrate the City’s cultural diversity and heritage. Work in partnership with the many cultures of the City. Plan for the protection and celebration of all kinds of heritage in the City - e.g. Maori, industrial and environmental.”

New Lynn as an area has importance to Maori as the route over which canoes were portaged between the Waitemata and Manukau Harbours. Today, Portage Road commemorates this activity. The New Lynn Hotel originally constructed as a hotel and bar, has served as a makeshift coroner’s court and a meeting place for the New Lynn Town Board. One account has it that church services were held there on Sundays. The Hotel was also one of a chain of staging posts used by travellers journeying north and west and was patronised by travellers on the train to Waikumete Cemetery. The New Lynn Hotel is associated with various well-known publicans including three women, a situation that was unusual for the time.

ISSUES

The New Lynn Hotel is listed as a Category I heritage item in the District Plan, although the interior of the building is not protected. The Council’s aim in purchasing the New Lynn Hotel was to ensure that the building would be protected, rather than Council necessarily being the long-term owner. The Council commissioned a conservation plan for this building to evaluate the heritage significance of the building elements and to provide guidance on what elements should be preserved.

The Conservation Plan has assessed the building and made recommendations on what should be protected as part of a restoration project and those elements that either have little significance or are intrusive and should be removed as they detract from the overall fabric of the building. The elements that are considered to have significance are:

- Hipped roof and early lean-tos;
- Arched and double-hung windows;
- Original architraves;
- Original brickwork and plaster;
- Parapet;
- Chimneys.

Intrusive elements that should be removed in the heritage architect’s view include the buttresses supporting the eastern wall, plastic down-pipes and spouting and the non-original doors. The heritage architect has made some recommendations on how the interior could be enhanced by keeping moulded architraves, the windows and fanlights. There are general recommendations about renovation techniques for the interior of the building such as retaining original skirting, architraves and moulded ceilings. However, it is acknowledged in the conservation plan that the building has suffered extensive damage as a result of neglect and fire. The report looks at specific consequences of the Building Act, provisions for dangerous and earthquake-prone buildings, change of use and universal access. Due to legislative requirements under the Building Act, and the Council’s own policy on earthquake prone buildings, it is considered that a minimum specification upgrade is required before the former hotel could be disposed of.

The Category I heritage listing of the property, and the fact that the building dates back to pre-1900 means that the Historic Places Trust will need to be consulted as an affected party for any re-development proposal that will alter the building. This is a requirement for all Category I heritage items under the provisions of the District Plan and the Building Act 1991. Council officers have liaised with the Historic Places Trust on the Conservation Plan and they are supportive of the assessment of significance and recommendations. However, the Historic Places Trust would prefer that the Council undertakes a basic structural strengthening of the building before it is sold onto a third party. Their reasoning is that the Council may put the preservation of the building at risk if it is sold to a third party who does not have the means or intention to undertake the necessary repairs. The Trust has also stated that there will need to be some consequential changes depending on the final earthquake prone policy that is adopted.

Any application to re-develop that building will be a discretionary or non-complying activity. Proposals to re-develop the Hotel for commercial purposes, or the surrounding land for apartments would be a non-complying activity and Council may wish to consider adopting a Proposed Plan Change to facilitate re-development of the site. These factors would influence the potential purchaser for the site, as there are commercial risks associated with the costs and delays for processing consents and plan changes before any building can take place. The Resource Management team in Council will give such a proposed plan change a high priority to facilitate the re-development of the Hotel and its environs.

Dangerous and Earthquake-prone Buildings

Under Section 121 of the Building Act, a building is described as “*dangerous*” if, in the ordinary course of events, it is “likely to cause injury or death (whether by collapse or otherwise) to any persons in it or to persons on another property” or “damage to other property”. A dangerous building can also be one that, in the event of fire, can cause injury or death to any persons in the building or on another property.

In Section 122, the Building Act defines an earthquake-prone building as one that if

“having regard to its condition and to the ground on which it is built, and because of its construction, the building -

- (a) will have its ultimate capacity exceeded in a moderate earthquake; and*
- (b) would be likely to collapse causing-*
 - (i) injury or death to persons in the building or to persons on another property; or*
 - (ii) damage to any other property.”*

The Building Act 2004 provides territorial authorities with certain powers in respect to dangerous, earthquake-prone or insanitary buildings. These include the ability to put up a hoarding or a fence to prevent people from approaching the building, to put up warning signs and to require work to be carried out to reduce or remove the danger or prevent the building from remaining insanitary.

The Council publicly notified its earthquake-prone and insanitary building policy in November 2005. The policy provides for a “desktop” review to assess potentially earthquake prone buildings and owners of those buildings are required to prepare a detailed assessment of the building. A list of earthquake prone buildings will be listed under four categories including those in the heritage appendix of the District Plan. If an owner will not structurally strengthen the building, then Council will issue a formal notice for the building to be demolished. The standard for structural strengthening required under the draft policy is 67% of the new building standard, which is onerous in a low earthquake prone area such as Auckland. Indications from the Council's legal services team are that the policy is likely to be revised to a lower standard of 34% of the new building standard, for Level 3 or 4 buildings in terms of AS/NZS1170:2002 with a lengthy period for implementation.

This does mean that the Council would have to note on a LIM the known structural weakness of the building, as Council has previously commissioned reports on this matter.

Alterations to Existing Buildings

The Building Amendment Act prevents a building consent authority from granting a building consent unless the authority is satisfied, that after the alteration, the building will -

- (a) comply as nearly as is reasonably practicable with the provisions of the building code that relate to -
 - (i) means of escape from fire; and
 - (ii) access and facilities for persons with disabilities.

Change of Use

Under section 115 of the Building Act 2004, an owner is prevented from changing the use of a building unless the territorial authority gives written notice that it is satisfied, on reasonable grounds, that the building in its new use, will-

- (i) comply, as nearly as is reasonably practicable with every provision of the building code that relates to either or both of the following matters:
 - (a) means of escape from fire, protection of other property, sanitary facilities, structural performance, and fire-rating performance:
 - (b) access and facilities for persons with disabilities.

Council officers have consulted with the Manager: Legal Services on the Building Act provisions and the bylaw on earthquake prone buildings. Although it would not be illegal to sell a building to a third party in an unsafe condition, provided that the details of the instability were disclosed, it is considered that a more prudent approach would be for Council to fund the physical works required to render the building "shell" to be structurally safe in the first instance. Council could then sell the building with power and water connected to the site and the exterior of the building renovated. The new owner would then have to complete an interior "fit-out". It is also recommended that Council should put a covenant on the building to ensure that any future use is appropriate and that no work is carried out that compromises its heritage values or involves the removal of significant fabric.

The change of use provisions in the Building Act mean that the Old New Lynn Hotel will be required to meet the new building standard or as close as practicable as the building has been vacant for the last 7 years.

Engineering Advice

Contracts for engineering advice on the required structural upgrading specifications and soil stability tests are underway. This is necessary because there are no underpinnings for the building and soil sampling will provide the necessary geotechnical data on which to base a detailed design.

Next Steps

Council staff intend to seek expressions of interest from the community for the re-use of the building and a separate report seeking a direction on the weightings to be given to that assessment will be presented to Council. It is considered that re-development of the New Lynn Hotel will require either a public-private partnership, an experienced property developer or a private landowner with experience in heritage restoration to undertake this project successfully. The site is in a prominent location and has excellent visibility for a business or private residence. However, the structural strengthening required and dilapidated state of the building need to be addressed urgently.

RESOURCES

The Conservation Plan has been funded from existing budget. The City Development Projects budget for the planned structural upgrade of the New Lynn Hotel is \$400,000.

CONCLUSION

The New Lynn Hotel is one of the City's most historically significant buildings but continues to be at risk the longer that it remains unused and derelict. The Conservation Plan contains sound advice on the heritage fabric of the building that should be retained and enhanced. There will need to be some consequential changes made to the Conservation Plan depending on the outcome of hearings on the earthquake-prone building policy. The one part of the conservation plan that has been questioned by Historic Places Trust is the statement in the Plan to dispose of the building before any structural strengthening has taken place. Council officers have consulted with the Manager: Legal Services and have been advised that although it is technically possible to sell the building to a third party in its current state, it is considered that a more prudent course of action would be to undertake the structural strengthening of the building shell and then seek expressions of interest. It is considered that the quality of expressions of interest would be greatly enhanced if Council committed to this course of action.

RECOMMENDATIONS

1. That the New Lynn Update report be received.
2. That the draft New Lynn Hotel Conservation Plan be adopted subject to consequential changes to Council's earthquake prone policy and minor corrections.

Report prepared by: Alina Wimmer, Principal Advisor: Heritage.



6 WAITAKERE CENTRAL TRANSPORT INTERCHANGE - CONSTRUCTION STATUS MAY/JUNE 2006

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 Transport Interchange Project. The period for this report covers May/June 2006.

BACKGROUND

The Waitakere Central Transport Interchange was last reported to Projects Special Committee on 31 May 2006 in a report entitled "Waitakere Central Transport Interchange - Construction Status April/May 2006."

DESIGN ISSUES LINK BRIDGE PROJECT

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

- Plans are being prepared for concrete encasing of storm water lines under the new platform.

PROGRESS LINK BRIDGE PROJECT

Construction Status

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

- Pier protection wall is completed;
- Steel roof columns and beams in process of being erected;

- Temporary steel supports fully removed;
- Light cabling installed.

A87-A93

Status of construction is further reported in the following reports attached at pages A87 to A93.

- Architect's Report No. 7;
- Canam Construction's report for the period to 15 June 2006.

Timeline Status

No claims for extensions of time have been received during the report period.

Progress of the works over the report period is advancing well and is closely tracking to the scheduled dates planned by Canam. There was a three week delay due to the shipping of the escalators which has now become four weeks and this has delayed the installation of steelwork and glazing above the escalators. Canam is working through structural details with the glazing manufacturer in an attempt to claw back some of the lost time by using a more efficient glass fixing method and the anticipated completion date is estimated at 5 September 2006 instead of 12 September 2006 thus only three weeks behind at this stage. Adverse weather could easily delay the completion of roofing and glazing installation and thus change this date.

Recently, Ontrack's contractor has caused disruption to Canam's works by excavating for a deep pipeline, cutting off Canam's access to site, damaging Canam's storm water pipes three times and by having Canam remove and re-erect scaffolding twice out of sequence. In addition Ontrack's contractor has also damaged the fibre optic cable manhole and exposed the cable ducting. In an effort to avoid damage to the optic fibre cable the Project team employed a site observer to keep an eye on matters. Communication of Council's project requirements by Ontrack to and supervision of their contractor is not what we would have expected and matters have reached a stage where Council is considering issuing a trespass notice to Ontrack as Ontrack fails to remain clear of Council land adjacent to the new Civic Centre. Interface issues as a result of these works as well as future installation of platform fronts by Ontrack are likely to cause further disruption and possibly delays to the project.

Canam has agreed to provide public access to the Link Bridge by 24 July 2006 by means of a "tunnel" that is open to the public over the Link Bridge. Canam will continue to work outside this "tunnel" erecting glazing and finishing handrails and outstanding elements of the bridge without causing hindrance or disruption to the public. It is planned to also have most of the paving and landscaping of Stevies Reserve completed by 24 July 2006.

The Link Bridge project is unlike most of Council's other construction projects, in that Council does not own the land upon which the construction is taking place and there are significant external stakeholders, who have autonomy and influence over Council's access for construction. While Council's officers and its consultants are using their best endeavours to achieve the set timeline, it is ultimately Ontrack and other autonomous organisations who can "shift the goal posts" at their discretion. Council's officers are working very carefully to maintain the current good working relationships with these organisations, to avoid time delays, but Council does not have the same level of control as with its other construction projects. Notwithstanding the above, Council's officers are cautiously confident that the timeframe outlined in Table 1 can be achieved, provided that the ongoing co-operation of external stakeholders is maintained.

The current timeline status is provided in Table 1 below:

TIMELINE STATUS LINK BRIDGE			
Key contract dates / times	As at contract award 12 December 2005	Change	As at May / June 2006
Contract Commencement Date	12 December 2005	-	-
Target Contract Completion - separable portion 1	17 August 2006	3 weeks *	5 September 2006
Target Contract Completion - separable portion 2	22 December 2006	-	22 December 2006
Extensions of Time approved to date	-	-	-

Table 1. Timeline Status

Note * due to late supply of escalator and interface problems with Ontrack.

Financial Status

The total expenditure on the contract to date has been \$1,819,139 including \$334,051 for this period consisting of steelwork, concrete pier protection wall, plastering and contractors preliminary and general items. The cumulative expenditure on the contract is tracking slightly behind the target cash flow predictions due to a delay in supplying the steelwork to the roof. Canam plan to be on target by the end of July 2006 once glazing, escalators, lifts and steelwork are invoiced. The approved contract variations total \$124,065 comprise of repairs to uncharted sewer and water mains, additional water proofing measures to the glazing and minor changes to lighting, conduits and Exeloo toilets. The Project Team has also previously reported that the cost of landscaping and paving to Stevies Reserve has been added to this contract and is to be funded from the contingency sum.

Summarised financial status for the construction project is provided in Table 2 below.

FINANCIAL STATUS LINK BRIDGE			
Project Costs	As at contract award 12 December 2005	Change	As at Mar 2006
BUDGET COMMITMENT			
Contract Sum Awarded before PC sums (1)	\$4,405,228	-	\$4,405,228
Contract Variations Approved from contingency	-	\$124,065	\$124,065
Contract PC Sums finalised/ Balance (2)	\$320,000	(3) \$142,269	(3) \$142,269 (4) \$177,731
Value Engineered Savings	0	-	0
Contingency Sum	\$750,000	\$124,065	\$625,935
Total Construction Cost (incl. contingency)	\$5,475,228		\$5,475,228
EXPENDITURE TO DATE			
Contract Sum		41.30%	\$1,819,139
Contingency		-	-
Total Construction Expenditure To Date			\$1,819,139

Table 2. Financial Status

- Notes: (1) PC sums are Prime Cost sums not normally priced at tender stage by the Contractor for items of materials where freedom of selection is required. In this contract the PC sums were not within the contract award sum. On instruction the Contractor provides the net purchase price which is agreed much like a variation order.
- (2) The total of the PC sums at tender award was \$320,000.
- (3) To March 2006 \$142,269 in value of PC sums has been specified and finalised.
- (4) As at March 2006 the PC sum of \$177,731 remains as the balance of the original PC sum.

Project Risks

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

- Delivery of escalators by Kone has arrived at the Ports of Auckland later than Canam's original plan, which has caused further delays to the completion of separable portion 1. The escalators to the centre portion are to be craned in on Saturday 24 June 2006. The usage of the Link Bridge will still be possible without the escalators being operational by using the stairs and the lift to Rainside Avenue. Public access through the Link Bridge should be unhindered as escalator installation may continue well clear and away from pedestrian access routes. Access to the new centre island platform will be possible by using the central stairs and lift, although this platform will only be in use after 23 October 2006.
- Western Cabs now have a demolition consent and they have requested Canam to remove the old building on 1 August 2006. This is two weeks earlier than planned.

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 health and safety incidents were reported. Audits to date confirm that the Contractor's general attitude to maintenance of health and safety on site is good.

STREETSCAPE, BUS STOPS, TAXI RANK AND LANDSCAPING

Design

The Landscape Architect is progressing the streetscape design and the Project Team plans to go to public tender in July 2006 once resource consent has been granted. This design includes a substantial number of foundations and ducting for the following elements:

- Twenty two (22) bus shelters;
- Three (3) way finding signs;
- Two (2) "Real Time" bus display signs;

- Ten (10) Free Standing Advertising Units;
- Four (4) Hoardings in groups of two.

In addition Telecom will be required to excavate for their cables, relay these at a lower depth, protect them from damage and move three (3) chambers so that their lids do not interfere with the new kerb lines. The Telecom work will be included as a nominated package to the streetscape contract.

Project Risks

Risks exist to the completion of the bus bay in time for the opening of the new central platform on 24 October 2006.

Project Funding

The streetscape works are fully funded by the project budget with the exception of the landscape and walkways on Stevies Reserve which will be funded from project contingency sums.

PARK AND RIDE FACILITY WEST OF THE RAILWAY LINE

It is planned to construct a 120 bay park and ride facility for the use of rail commuters, on the western side of the rail tracks. Access to the new centre island station for park and ride commuters is planned through the new Civic Centre and the new link bridge. As Ontrack requires this site as a temporary staging and storage area for the stage 2 rail double tracking works Council is only likely to gain access to this site once the double tracking is completed in the first quarter of 2007.

Until such time as this land is leased to Council, commuters will be required to park their cars in the surrounding on-street parking.

CONCLUSION

The Waitakere Central Transport Interchange Project is a complex project comprising several sub-projects which have interfaces between pedestrians, bus/taxi services, railway services and stations and the new Civic Centre. Recently, good progress has been made in resolving many issues in regard to these sub-projects and Canam has been able to make good progress with the build of the new link bridge. Progress is tracking two (2) weeks later than reported last month due to further delays due to delivery of the escalators, consequential delay to the steelwork and delays caused by Ontrack's contractor. The scheduled completion date has been brought forward slightly by Canam to a target date of 5 September 2006. Although there is concern over access to part of the site due to Ontrack's contractor causing interface issues.

The Transport Interchange project has multiple stakeholders including Auckland Regional Transport Authority, Auckland Regional Transport Network Limited, Ontrack, Land Transport New Zealand, Telecom, Ontrack's contractors and Western Cabs, who impact on Council's delivery of this project whether it be through support, funding, physical works elements, safety and maintenance approval, legal or lease rights issues or consultation/negotiation. The completion of the Link Bridge and associated works is desirable to coincide with the completion of the new Civic Centre.

However, while significant issues have been resolved, this may be beyond the control of the Project Team as many of the deliverables or dependencies reside with external stakeholders and are not subject to great influence or control by the Project Team or Council. The effect of this is that although a target date of 5 September 2006 has been set for the completion of separable portion 1 of the Link Bridge, considerable risks exist that construction may extend beyond that target date despite the best endeavours of the Canam and the Project Team.

RECOMMENDATION

That the Waitakere Central Transport Interchange - Construction Status May/June 2006 report be received.

Report prepared by: Alan Tresadern: Group Manager, Project Services.



7 WAITAKERE CENTRAL CIVIC CENTRE - CONSTRUCTION STATUS MAY/JUNE 2006

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 May/June 2006.

BACKGROUND

The Waitakere Central Civic Centre construction project was last reported to Projects Special Committee on 31 May 2006 in a report entitled "Waitakere Central Civic Centre - Construction Status April/May 2006."

DESIGN

While design work is virtually complete, there are some minor design changes being undertaken at the client's instruction as follows:

- Additional Director's office and PA's office;
- A staff smokers' facility to be located on the south side of the building;
- Monolith sign at Smythe Road entrance;
- Artwork design and implementation is ongoing;
- Co-ordination of the interface with adjacent developments is ongoing:
 - Japanese Garden and Civic Square;
 - Waitakere Properties Limited development;
 - Waitakere Central Transport Interchange;
 - Green Roof planting project.

A presentation on the current status of associated landscape works for the project will be made by the project's landscape co-ordinator, as part of this agenda item. This will include status updates for the Japanese Garden, Civic Square, Green Roof and site landscape works.

CONSTRUCTION STATUS

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

- Fit out and finishing are nearing completion;
- Thermosash completed their last aluminium window installations and have only to complete final trimming;
- Services installations are being commissioned in all levels of both wings and the link;
- Forming of the road and car park area is progressing. However, the recent severe weather has hampered progress on the northern portion of the road and paved areas. The southern portion of the car park is complete and the western and northern portions are nearing completion;
- The recent land slip on the adjacent Waitakere Properties Limited basement excavation, in the vicinity of the northern access road, caused Canam's construction activity immediately above this embankment to be stopped for 3½ weeks for safety reasons, while the embankment was stabilised by Waitakere Properties Limited's contractor. Subsequent adverse weather conditions have further delayed completion of the road and footpath works. As a result, this road and paving work will continue into June 2006 and a revised practical completion date has been negotiated to 23 June 2006;
- Forming of water treating swales and rain gardens is nearing completion;
- Kerbing has been completed;
- Footpaths are nearing completion;
- The planting medium and plants are due to commence on the green roof shortly;
- The rail bridge roof and the level 3 link bridge are nearing completion.

TIMELINE STATUS

As a result of slow production rates by Thermosash, coupled with delays caused by the land slip on the Waitakere Properties Limited site and subsequent adverse weather conditions, an additional extension of time for Practical Completion has been agreed between Canam and Council. Canam has agreed to this extension of time on a no-cost basis, on the understanding that liquidated damages will not be applied by Council during this period, and that The Move programme will not be affected. Any costs incurred as a result of the land slip will be recovered from Waitakere Properties Limited. In addition, Canam and Council have agreed that a schedule of non-critical works elements will be deferred for completion after Practical Completion. These items will be completed during June/July 2006 prior to Council's shift of public counter services on 24 July 2006.

This extension of time will not impact the proposed dates for The Move of staff and Council's business operations shown in Table 1. Council's planned fit out work, including audio visual equipment, IT equipment and mobile partitions is currently in progress as previously programmed.

Fit out and commissioning work will be integrated with The Move programme without disruption to Council business. During the five week period of The Move, non essential deferred works items will be completed.

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 June 2006
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 w.d.	20 working days
Extension of Time (at no cost)	-	28 w.d.	28 Working days
Due Date for Completion (Practical Completion)	12 April 2006	(48 w.d.)	23 June 2006
Due Date for Liquidated Damages Application	12 April 2006	-	Under negotiation
Fit Out and Commissioning	1 May 2006	-	23 June 2006
“The Move” (Provisional date for relocation of the One-Stop-Shop public interface)	17/18 June 2006	Provisional target date	22/23 July 2006

Table 1. Timeline Status

PRACTICAL COMPLETION

In order to mitigate the delays caused by slow delivery of aluminium joinery by Thermosash and the land slip on the adjacent site, a programme for practical completion of non-essential works by means of a deferred works schedule attached to the Practical Completion certificate has been negotiated between Council's project manager, Canam and Architectus.

This negotiated programme ensures that Council's proposed move schedule is not affected, and permits Canam to complete their works to a satisfactory standard in parallel with fit out and commissioning events. The programme has been in operation since 30 May 2006 and to date has provided a seamless transition between construction and occupation activities.

Practical completion of the main portion of the works was achieved on 23 June 2006 in time for Council's first week-end staff move. The balance of the deferred works are scheduled for completion in sequence with the five scheduled week-end staff moves.

FINANCIAL STATUS

Contingency expenditure during the report period amounted to \$100,363 which is considered to be reasonable for a project of this scale and matches 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.

- MATV system \$ 11,685
- Internal wall finishes \$ 24,530
- Master lock schedule \$ 16,200
- Beam taper cover plates \$ 30,000

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 89% of the contingency sum. The current level of contingency expenditure amounts to 4.9% of the contract sum, which matches the 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.

Summarised financial status for the construction project is provided in Table 2 below.

FINANCIAL STATUS			
Project Costs	As at contract award October 2004	Change	As at June 2006
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	\$ 199,479	\$ 399,479
Contract Variations (incl. value engineered savings)	-	\$1,574,289	\$ 1,574,289
Contingency Sum	\$2,000,000	(\$1,773,768)	\$ 226,232
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:

- Slow delivery of aluminium joinery from Thermosash due to Thermosash's over-commitment in the current buoyant construction market and capacity limitations at Thermosash's factory have impacted the practical completion date. A mitigation strategy has been put into place which affects an extension to the practical completion date. This strategy was developed jointly by Canam, Architectus and Council's project manager such that there will be no impact on Council's proposed Move programme.
- 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.
 - Changes to the bridge height and window details required by Ontrack for the link bridge eastern portion, as well as changes to the glass edge detail for enhanced weather protection, have a spill-over impact on the western portion of the link bridge that is situated within the Civic Centre site. For consistency of design, changes introduced on the eastern portion of the link bridge must be matched on the western portion of the bridge and costs associated with these changes will be covered and reported separately under the Link Bridge contract.

- Interface with Waitakere Properties Limited's development of the adjacent property:
 - Regular co-ordination meetings are held between the professional teams to promote seamless integration between the projects.
 - A Civic 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.
 - The recent land slip on the adjacent Waitakere Properties Limited basement excavation caused a 3½ week work stoppage in the vicinity of the land slip and subsequent adverse weather conditions have resulted in further delay in Canam's road works activity. Completion of this work will be deferred to June 2006, after completion of the buildings.
- At time of tender, a provisional sum 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 within the sum allowed, the price fluctuations are outside the influence of Council. However, the recent spike in fuel prices is likely to have an effect on fuel-related construction costs. At time of reporting, estimated costs are within the provisional sum allowed.
- Graffiti Attacks: Measures that have been introduced to discourage graffiti have proven effective and only one minor graffiti attack has taken place during the contract period. The anti-graffiti treatment that had been applied to the tagged panel proved effective in facilitating easy removal of this tag.
- Financial risk: A number of elements, requested by the principal post-tender, have been absorbed into the contingency sum to date. Currently, these additional costs have not caused the actual contingency expenditure to exceed the forecast contingency expenditure, and all efforts will be made to absorb these costs within the contingency sum. However, while this appears to be the likely outcome, it is prudent to note the more significant of these elements:
 - Secondary vibration isolation measures costs exceed forecast sum;
 - Armoured security measures for the drive-by service window (staff safety due to cash receiving function);
 - Revised records storage area converted to office space and additional off-site storage facility provided;
 - Street furniture amended to align with Henderson Central Business District standardised pallet;
 - Enhanced mechanical equipment for computer room;
 - Addition of an IM training room;
 - Enlarged copy centre room;
 - Inclusion of a baby feeding facility for staff use;
 - Targeted saving on overbridge glass roof not fully realised;
 - Energy check-meter system to aid management of power consumption;
 - Staff recreational and smokers' facility.

While practical completion of the physical works is imminent, considerable work is still required to complete the final quantity survey and wrap up the final payment certificate. This process is expected to take four to six weeks and is normal procedure for this type of contract.

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 one health and safety incident was reported on 16 June 2006. An incident occurred in which a workman fell approximately 2 meters from a mobile scaffold fracturing his wrist and was treated at North Shore Hospital. The site of the incident was closed and an investigation was held by OSH officers with Council's health and safety officer in attendance. The investigation revealed that the scaffolding subcontractor's equipment had been poorly maintained and was the probable cause of the incident. Appropriate action has been taken to ensure that the incident will not be repeated.

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, during the report period, amounted to \$100,363. This makes the total amount of contingency expended to date \$1,773,768 equating to 4.9% of the contract sum, which matches forecast expenditure levels.

The current status of the project as it approaches completion, is that approximately 88.7% 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, may be less. It is noted that all costs reported to date have been accommodated within the contingency sum, including additional costs for secondary vibration isolation measures and 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 May/June 2006 report be received.

Report prepared by: John Schermbrucker, Special Projects Manager.



8 CORBAN ESTATE: PROPOSAL TO RENOVATE STILL BUILDING EXTERIOR

PURPOSE OF THE REPORT

The purpose of this report is to update Councillors on the proposal for the renovation to the exterior of the "Still Building" at Corban Estate.

BACKGROUND

Corban Estate Arts Precinct is being re-developed on what was one of the City's larger vineyards and wineries. It currently functions as an Arts Precinct and the plan is to develop further components on the site over the next 10 years.

A94-A95

The building known as the "Still Building" is an integral part of the Corban Estate heritage experience. The building is very prominent as the tower is the most visible feature from the Great North Rd approach. The exterior is to be upgraded largely to the same condition as when the Corban family wine business was in operation; the interior is planned to be developed as lettable studio space (or similar). A plan and photos showing the Still Building on Corban Estate are attached at pages A94 to A95.

While intact, the Still Building has suffered deterioration and the outcome of this contract is to return the building to a habitable standard so it can be leased out, and to optimise future maintenance costs. This work is limited primarily to the exterior of the building.

The Still Building is one of five historic buildings currently leased to Corban Estate Arts Council (CEAC).

The most recent update to Elected Members regarding the development of Corban Estate Arts Precinct was made to the Culture, Arts and Events Special Committee, at its April 2006 meeting. As part of the overall presentation, two items of importance to this Committee were presented:

First, the existing preliminary Corban Estate Concept Plan is being further developed to provide Councillors with a robust plan of realistic and feasible development for the site, together with a site layout plan that will be designed to make the planned re-development compatible with its (largely) residential surroundings.

At the same time, work is being undertaken to develop a stakeholder reference group. This group will comprise the majority of major stakeholders of the Corban Estate, to ensure that what Council develops reflects the needs and aspirations of the community as far as possible.

STRATEGIC CONTEXT

The Corban Estate has the potential to become a major arts, heritage and cultural facility for Waitakere City and provides a unique regional attractor within the Henderson Town Centre area. Council's Arts and Cultural Strategy identifies this project as a priority for the City.

The Still Building is a key component of Waitakere City's heritage, the heritage of the New Zealand wine industry. Its restoration will allow this building to be incorporated into a viable land use for Corban Estate, contributing to the Urban and Rural Villages strategic platform.

ISSUES

Concurrent with planning for future development, the heritage buildings on the site have been identified as urgently needing restoration for both aesthetic and safety reasons. One such project is the renovation of the "Still Building".

The Still Building is located adjacent to the western rail line, opposite the exit of Buscomb Avenue. Despite being constructed immediately post-World War 2, this building has a history that is integral to the Corban Estate and New Zealand's wine industry itself. It is clearly an icon of the Estate and Henderson Town Centre. Its tower houses the prominent sign that advertises Corban Estate itself, and adds to its heritage significance.

In recent years, the building has fallen into decay. The exterior corrugated iron cladding needs a thorough inspection and replacement of damaged and deteriorated sheets. The corrugated iron roof needs repairs and replacement where necessary. In particular, the timber joinery of the windows has reached the end of its useful life, and needs replacement. On occasion, staff at the estate have noticed window panes falling from the frames, which creates safety issues. Once the materials have been replaced, the building will be repainted and made watertight. There are other benefits to the ongoing maintenance by undertaking this work now. Once restored, there will be an ongoing maintenance requirement that needs to be considered in future budget considerations.

In March 2005, Corban Estate Arts Council commissioned from its own resources a final Conservation Plan for Corban Estate. Developing Corban Estate as a place which explains the development of the wine industry in New Zealand, from 1902 to 1980 is one of two heritage priorities for this site, and the Still Building is a key icon in such explanation. The writers of the Conservation Plan have indicated that using the heritage buildings for arts purposes is more than compatible with the retention of its heritage values, provided the site is not trivialised as a result.

It is proposed to undertake exterior renovation of the Still Building, to meet aesthetic and safety objectives. Once re-skinning has occurred and the building is watertight, Corban Estate Arts Council, who administer the heritage buildings via a lease from the Council, intends to convert the interior into lettable space for artists.

Signage on the buildings will be removed, to facilitate the work being carried out, and then replaced. Night-lighting options are being considered, and will be implemented if feasible.

RESOURCES

Funding for this work was allocated as part of the 2005/2006 Annual Plan maintenance budget for Corban Estate and was carried forward for this project. Additional funds are not required.

CONCLUSION

It is recommended that the Council undertake work to renovate the "Still Building" at Corban Estate. This work is required to protect public safety, to protect the heritage nature of the building fabric, and to allow the interior to be renovated for letting as artist studios. This work will also make future maintenance of the building more cost-efficient.

Funds to complete the work were identified as part of the annual maintenance budget for Corban Estate and have been carried forward.

RECOMMENDATIONS

1. That the Corban Estate: Proposal to Renovate Still Building Exterior report be received.
2. That the project to renovate the exterior of the Corban Estate Still Building be approved.
3. That progress reports on the Corban Estate Still Building be brought to the Projects Special Committee.

Report prepared by: Michael Riley, Project Manager: Strategic Property Projects.



9 CIVIL DEFENCE EMERGENCY MANAGEMENT - NEW EMERGENCY OPERATIONS CENTRE - PROJECT STATUS JULY 2006

PURPOSE OF THE REPORT

The purpose of this report is to provide the Projects Special Committee with an update on the progress of the Civil Defence Emergency Management - New Emergency Operations Centre (EOC) project and to seek approval to proceed to the detailed design stage of the project.

BACKGROUND

Council has acknowledged the need for a new and expanded facility to serve as a Civil Defence Emergency Management Headquarters and Emergency Operating Centre. This is due to the growth in the role of Emergency Operating Centre's since the current facility was developed in the 1960's, the limited space available in the current facility, and the potential for the facility to have to operate as a Group (regional) Emergency Operating Centre.

At its meeting of 19 April 2006, Council resolved:

"That approval is given to proceed with the new Civil Defence Emergency Management - Emergency Operations Centre project, based on the preliminary design report."

652/2006

A96-A109

Since that time architectural practice, Architectus, have been working on a developed design report and excerpts from this report are attached at pages A96 to A109.

STRATEGIC CONTEXT

Civil Defence Emergency Management is a responsibility of Council under the Civil Defence Emergency Management Act 2002. Civil Defence Emergency Management forms part of Council's strategic framework in that it contributes to community well being and building strong communities by increasing community readiness for and resilience to emergency events, reducing exposure to such events, and providing for emergency response in the case of such events. The requirement for local planning and coordination is essential to meeting these requirements. An effectively functioning Emergency Operating Centre is key in allowing appropriate planning, response and recovery activities to occur.

Council's Rural Fire activities contribute to the green network platform through protection of rural forest areas and strong communities through its volunteer programme, supporting communities to help meet their own emergency needs. Rural Fire Activities also operate from the Emergency Operating Centre.

ISSUES

A96-A109

Excerpts from the developed design report produced by Architectus are attached at pages A96 to A109. The key aspects of the design and the changes that have been made during the developed design stage are discussed below:

Building Layout

The proposed building is still a 2-storey building with a floor area of approximately 320 square metres.

The key facilities included on the ground floor remain the same as was shown in the preliminary design report. However, the location of the training room and the communications room have been switched. This change has been made to better accommodate a possible future change, which could see the garage area converted to allow the facility to operate as a group Emergency Operating Centre (discussed in more detail below).

The key facilities included on the upper level of the building also remain the same as the preliminary design. However the office spaces have altered to allow better flexibility and more efficiency in regard to mechanical services design.

Possible Group Emergency Operating Centre

Discussions have been held at the Project Control Group (PCG) meetings with regard to the possibility of using the facilities as a group Emergency Operating Centre.

In the event of a regional emergency which necessitated the use of the facilities as a group Emergency Operating Centre on a short term basis, then the facilities as they are currently designed would be adequate. However, in the event that a decision was made to make the facilities a group Emergency Operating Centre on a permanent basis, the Project Control Group consider that more floor space would be required.

This increase could be accommodated by converting the existing garage space into Emergency Operating Centre space (shown as option 2 in the attachments). In order to accommodate this possible future use, the mechanical services system has been sized accordingly and limited provision has been made for providing the necessary services to the garage space. This means that the costs of converting the facilities to become a group Emergency Operating Centre would be minimised if such a decision were made in the future.

It should be noted, however, that if this option were pursued then alternative garaging arrangements would be required by way of a stand alone garage at the rear of the site. Such a garage would reduce the parking available on site and increase the site coverage beyond the district plan criteria and therefore obtaining a resource consent for the garage could be problematic.

Any decision as to whether to use the facility as a more permanent home for the Group Emergency Operating Centre will be made (in conjunction with Waitakere City Council) by the Auckland Civil Defence Emergency Management Group as part of its GEOC evaluation process.

Environmental/Engineering Services Design

The sustainable design principles that have been applied to many other recent Council buildings have also been applied to this project. The key environmental/engineering services design features include:

- Mixed mode ventilation. All windows will be openable. However, an efficient mechanical ventilation system (capable of heating and cooling) will be provided so that controlled ventilation can be provided during events such as a cyclone or a volcanic eruption;
- The building control system will allow integration with other council building control systems in order that monitoring and management of issues such as energy use can occur;
- The level of insulation installed in the building will be over and above building code requirements in order to minimise heat gain/loss;
- The structure and fabric of the building will be of a semi-domestic nature and, wherever possible, materials will be chosen with regard to environmental impact;
- A potable water storage tank will also be provided for use in the event of an emergency;
- Sanitary fixtures will be of the ultra low-use type to minimize water usage;
- A rainwater storage tank and collection/re-use system will be provided;
- A solar hot water heating system will be provided;
- Lighting will utilise energy efficient long life light sources and lighting will be daylight switched where practical.

Another possible sustainable design feature that was identified during the preliminary design process was the use of photovoltaic (PV) cells. This was considered by the Project Control Group and not recommended for inclusion in the project at the preliminary design stage. However, in considering the preliminary design report Council requested that this item in particular be investigated further.

A minor array of PV cells could be installed at the Emergency Operating Centre for an approximate cost of \$16,500. These cells would be capable of providing power for the lights and computers for the core civil defence staff of five. Although the payback period would not meet commercial criteria, this project would present a useful demonstration project at a reasonably affordable cost. A more significant array of cells could be installed at an approximate cost of \$120,000 and these cells would provide power for the lights, computers and also the heating, ventilation and air conditioning (HVAC) system. However, the major drawback with PV cells on the scale is that they would be rendered useless in an event such as a volcanic eruption or extended cyclone. In addition, the estimated payback period for the PV cells would be greater than 30 years and so, given these drawbacks it is still not recommended that a large scale array of PV cells be installed as part of this project.

Direction on the extent of installation of PV cells (if at all) is sought. If Council decides to proceed with installation, it may need to recommend the provision of additional budget.

Risk

During the preliminary design process a risk analysis workshop was conducted. This workshop involved all members of the project team, as well as the Director: Quality Assurance. A hazard matrix has subsequently been produced and this matrix has been considered throughout the design process in order to ensure that the building is designed to operate effectively during credible threat emergency situations. This risk matrix will be reviewed again during the latter stages of the design process.

Developed Design Review

The Project Control Group have reviewed the developed design report and consider the design to be suitable to meet Council's operational requirements.

Project Budget

The project budget that was reported to Council in April 2006 amounted to \$2,511,132. This budget is still considered adequate in order to deliver the project.

A revised breakdown of this project budget is provided in the table below.

Building Construction and Siteworks	\$1,595,700
Civil Defence Specific Requirements (Back up power, water, sanitation)	\$ 32,000
Value Management Items	(\$ 15,058)
Escalation	\$ 50,000
Construction contingency	\$ 175,000
Architectural Services	\$ 207,447
Project Management	\$ 55,035
Quantity Surveying Services	\$ 30,150
Furniture, Fittings & Equipment (inc. IT & Communications)	\$ 300,000
Other - consents, legal, disbursements etc.	\$ 60,000
Project contingency	\$ 20,858
TOTAL COST	\$2,511,132

Table 1 – Project Cost Estimate

In order to develop the above project cost estimate the developed design report has been reviewed by the quantity surveyor, Rider Hunt. The construction cost estimate at the time of writing this report amounts to \$1,595,700. This is approximately \$15,000 higher than the budget available for construction and therefore some value management items have been identified in order to reduce the construction cost to an acceptable level. These items are included in the project cost estimate above.

The project team will retain a strong focus on value management throughout the life of the project and all future opportunities to improve value (without compromising functionality or sustainability) will be considered.

Timeframe

A list of the key target dates is shown in table 2 below:

Stage	Timeframe	Status
Preliminary design	Dec 05 – Apr 06	Completed on time
Preliminary design approval	Apr 06	Completed on time
Developed design	Apr 06 – Jun 06	Completed on time
Developed design approval	Jul 06	Pending
Resource consent process	Jul 06 – Sep 06	On target
Detailed design	Jul 06 – Aug 06	On target
Building consent process	Aug 06 – Sep 06	On target
Tender process	Aug 06 – Oct 06	On target
Construction & commissioning	Nov 06 – May 07	On target
Building handover	Jun 07	On target

Table 2 - Key Target Dates

RESOURCES

Funding of \$750,000 has been included in the 2005/2006 Annual Plan for this project and a further \$1,761,000 has been included in the 2006/2007 Annual Plan.

CONCLUSION

The Project Control Group has reviewed the developed design and consider the design to be suitable to meet Council's operational requirements. The project budget that was reported to Council in April 2006 is still considered adequate in order to deliver the project and therefore it is recommended that the Committee provide approval to proceed to the detailed design stage of the project.

RECOMMENDATIONS

1. That the Civil Defence Emergency Management - New Emergency Operations Centre - Project Status July 2006 report be received.
2. That approval to proceed to the detailed design stage of the project be provided.
3. That direction be given on the issue of photovoltaic cells.

Report prepared by: Peter Sewell: Special Projects Engineer.



PUBLIC EXCLUDED MATTERS

10 WAITAKERE CENTRAL LIBRARY/UNITEC - STATUS JULY 2006

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 proceeding of this meeting, namely, Waitakere Central Library/Unitec - Status July 2006.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation of each 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 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.
Waitakere Central Library/Unitec - Status July 2006	The withholding of information is necessary in order to: <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. 	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.

	<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).	
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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)(b)(ii) and 7(2)(i) of that Act which would be prejudiced by the holding of the relevant parts 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.*

