Attachment 2: Indicative Subdivision Plans for the Gasometer Site

Applicant:	Panuku Development Auckland
Comprised In:	CFR NA1825/75 CFR NA8B/1292
Local Authority:	Auckland Council
Total Area:	6058m²

Notes:
Imagery, drainage, water and contours have been imported from AC GIS

- Pub SS Pipeline & SSMH
- Pub SW Pipeline & SWMH
- Pub Watermain

Notes:

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2. Areas and dimensions on this plan may be subject to change following field survey.
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4. This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

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Te Awamutu Office
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Application Plan
14 Huron & 15 Northcroft Streets
Takapuna

Proposed Subdivision Of
Lot 5 DP 30823 & Lots 1 & 2 DP 47560
Existing Site Plan

Issue	Description	Checked	Date

		Date
Designed:		
Drawn:	SMR	14.09.17
Checked:		

Scale: 1:500 (A3 Original)

Job No: W3148 | Dwg No: 150 | Rev: 0

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Applicant: Panuku Development Auckland
Comprised In: CFR NA1825/75, CFR NA8B/1292

Local Authority: Auckland Council
Total Area: 6058m²

Notes:

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Application Plan
14 Huron & 15 Northcroft Streets
Takapuna

Proposed Subdivision Of
Lot 5 DP 30823 & Lots 1 & 2 DP 47560
Proposed Site Layout

Issue	Description	Checked	Date

		Date
Designed:		
Drawn:	SMR	14.09.17
Checked:		

Scale: 1:500 (A3 Original)

Job No: W3148 | Dwg No: 151 | Rev: 0

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Applicant: Panuku Development Auckland
Comprised In: CFR NA1825/75
CFR NA8B/1292

Local Authority: Auckland Council
Total Area: 6058m²

Notes:

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Application Plan
14 Huron & 15 Northcroft Streets
Takapuna

Proposed Subdivision Of
Lot 5 DP 30823 & Lots 1 & 2 DP 47560
Proposed Site Layout With Image

Issue	Description	Checked	Date

		Date
Designed:		
Drawn:	SMR	14.09.17
Checked:		

Scale: 1:500 (A3 Original)

Job No: W3148 | Dwg No: 152 | Rev: 0

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Attachment 3: Gasometer car park business case

Business Case

Unlock Takapuna

Panuku Development Auckland
An Auckland Council Organisation

Panuku Development Auckland
An Auckland Council Organisation

Shaping spaces for Aucklanders to love

Contents

1 Executive Summary

Takapuna was selected as an Unlock location due to long-standing intentions to redevelop key council-owned sites in the heart of Takapuna. Previous plans had recognised that more could be achieved with the Anzac Street car park, council-owned properties on Hurstmere Road and the Gasometer site (14 Huron and 15 Northcroft streets). These sites can better utilise space and create connections within Takapuna and through to the beach. See Appendix 1 for a plan of the sites.

The two sites included in the Unlock project both currently provide off-street parking and the approval of Panuku's ability to sell and develop these sites is conditional on AT being satisfied that the transport needs of Takapuna can still be met as a precondition of the development of the sites. The AT Board is seeking Panuku to replace the existing 400 car spaces on the Anzac Street and Gasometer car park sites and future-proof its ability to provide a further 350-500 car parks over the next 30 years.

The recommended strategy is to construct a standalone car park building on the Gasometer site that provides 400+ car parks.

This business case seeks formal approval to:

1. Invest $25.3 million to construct a standalone car park facility for 444 cars on part of the Gasometer site;
2. To seek a party to purchase and develop the residual area of the Gasometer sites;
3. Undertake further planning and collaborative place-making and engagement with the community on public realm options on the Anzac Street and Hurstmere Road properties.

Table 1: The financial cost of this initiative is:

	FY17/18	FY18/19	FY19/20	FY20/21	**Total**
Financial Costs	$2,100,000	$15,112,000	$9,442,000		**$26,654,000**
Financial Loss of Income		$230,000			**$230,000**

The financial loss in FY18/19 is a result of the loss of income from closing the Gasometer car park for construction.

Table 2: The financial benefit this initiative is set to achieve is:

Financial Benefits	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22 onwards
Sales	$13,000,000			$2,000,000	
Increased Income			$243,172	$716,344	$716,344

Financial benefits are a result of:

- Sale of the balance of the Gasometer site for private sector development - $13.0m market valuation for the 2,800sqm site in FY17/18 and $2.0m estimated value for the 690sqm site in FY20/21.
- Increased potential revenue from the new car parking facility on part of the Gasometer site.

The overall **non-financial benefits** are:

- Improved active transport networks
- Improved local employment and business opportunity
- Creation of additional work and skills opportunity
- Achieve development activity that invigorates further private sector investment
- Increased street/centre vitality and improved market desirability
- Revitalised town centre that enhances Takapuna's urban identity.

2 Strategic case

2.1 Introduction

Takapuna is a metropolitan centre and the desire to revitalise the centre has been the subject of a number of plans and strategies. These include:

- Takapuna Strategic Framework (October 2010, North Shore City Council)
- Devonport-Takapuna Local Board and Area Plan (2014)
- Takapuna Centre Plan (2014, Devonport-Takapuna Local Board)

The outcomes articulated in these plans are consistent with the strategic goals and objectives in Panuku's SOI and include:

- Takapuna metropolitan centre is recognised as the primary commercial and community hub for Devonport-Takapuna that is contemporary, vibrant, pleasant, inviting and with a relaxed beach-side atmosphere
- Strong pedestrian connections and orientation to Takapuna Beach
- Quality future mixed use development and public space improvement
- Increased opportunities for new local businesses and economic growth
- More intensive housing options with easy access to local community infrastructure and amenities
- A more pedestrian focused and cycle friendly environment with a network of open space, laneways and urban plazas
- Car parking that supports the retail and entertainment identity of Hurstmere Road and the centre's heart
- High quality transformational projects including, the 'Gasometer' and Anzac Street car parks

Takapuna was selected as an Unlock location due to long-standing intentions to redevelop key council-owned sites in the heart of Takapuna. Previous plans had recognised that more could be achieved with the Anzac Street car park, council-owned properties on Hurstmere Road and the Gasometer site (14 Huron and 15 Northcroft streets). These sites can better utilise space, enable intensity in the Takapuna metropolitan centre and create connections within Takapuna and through to the beach.

In March 2016 the Auckland Development Committee approved the High Level Project Plan (HLPP) for Takapuna giving Panuku the mandate to sell the Anzac Street and Gasometer car park sites and the properties on Hurstmere Road for the purpose of achieving 'urban renewal and housing'.

Plan 1: Sites in the Unlock Takapuna project

The two sites included in the Unlock project both currently provide off-street parking and the approval of Panuku's ability to sell and develop these sites is conditional on AT being satisfied that the transport needs of Takapuna can still be met as a precondition of the development of the sites. The AT Board requires Panuku provide 400 car spaces on the Anzac Street and Gasometer car park sites and future-proof its ability to provide a further 350-500 car parks over the next 30 years.

2.2 Vision

The vision for the Unlock Takapuna project is to make the most of Takapuna's lake and seaside setting to create a safe, accessible and vibrant town centre oriented around pedestrians and cyclists rather than dominated by cars.

2.3 Opportunity

Panuku has an opportunity to develop an attractive town centre and improve connections between the centre and the beach. Panuku can also revitalise the town centre through mixed-use development on under-performing, council-owned sites at the core of the centre.

Panuku can achieve this by working with private developers to increase the number of new homes and create laneways with active uses and a well-designed public realm.

Greater Takapuna is also one of the identified Spatial Priority Areas (SPA) which have been selected in order to achieve multiple outcomes in support of the Auckland Plan. While the focus of Panuku is within the town centre, the SPA designation provides a solid platform to enable the cross-Council focus and approach that is necessary to achieve the outcomes for Takapuna identified in the HLPP.

Takapuna was selected as an Unlock location due to its suitability for brownfield redevelopment to help with the delivery of new development in accordance with the Auckland Unitary Plan. Redevelopment of Takapuna optimises and integrates good public transport outcomes, efficient and sustainable infrastructure and quality public services and amenities.

2.4 Objectives

The main objectives of the Unlock Takapuna project are to:

1. Revitalise the town centre through mixed use development on the Anzac car park site.
2. Improve the connection to the beach between Lake and Hurstmere roads.
3. Improve the public realm in the town centre with public open space and a laneway network.
4. Help meet the demand for additional housing and choice in Takapuna by providing a variety of housing types and price points.
5. Provide an appropriate level of car parking to service the town centre.
6. Be a potential catalyst for further development in the town centre and fringe, consistent with the vision for the centre.

2.5 Constraints

- AT requirements for 400 replacement car parks and a future-proof provision of 350-500 car parks over the next 30 years.
- Strong community and Local Board views on not developing and/or not selling – in particular 40 Anzac Street.
- Heritage trees on Potters Park which may restrict activation of development along that edge of the park.
- 488 Lake Road (BK building) constrains the opportunity for maximising the potential of Potters Park through to the bus facility.
- Legal consultation for proposed change of use of 40 Anzac Street.
- Watercare infrastructure on Gasometer site.

2.6 Dependencies

- Closing the Anzac Street car park is dependent on the construction of the Gasometer car park building.
- Approval by the Planning Committee for change of use of 40 Anzac Street.
- Car park management by AT, for both on and off street parking, will create a safer more pedestrian friendly environment. The parking will also be managed to ensure the highest use and revenues are generated from the new facility.
- Ongoing public car parking use of the Killarney Street car park.
- Funding approval by Auckland Council and support for allocation of the Takapuna car park reserve fund by Devonport-Takapuna Local Board.

2.7 Assumptions

- Build Gasometer car park for current estimate.

2.8 Māori Responsiveness Framework

The underlying foundation for the Panuku Māori Responsiveness Action Plan (June 2016) is the commitment from Panuku to deliver on four priority engagement goals identified in the Panuku Māori Engagement Framework (October 2015):

1. Working towards shared strategic outcomes.
2. Enabling commercial investment, including partnership in commercial and housing opportunities.
3. Contribution to the urban fabric through recognition of Māori cultural footprint in design, respect for the environment, and broader social outcomes.
4. Guiding the nature of our working practice when we embed Māori values in our business at a strategic and operational level.

The Māori Responsiveness Plan develops this further by adopting a framework based on council's Te Toa Takatini reporting framework. Te Toa Takatini takes a well-being approach around:

1. Cultural wellbeing - Kaitiakitanga (best care for land and people including protection of wāhi tapu)
2. Cultural wellbeing - Visible presence
3. Social wellbeing – transformation ways of working, participation in decision-making
4. Economic wellbeing – strategic and commercial relationships

Table 3: The activities planned in the Unlock Takapuna project align that with these outcomes are:

Activity	Responsiveness
Cultural narrative – to be imbedded within the Framework plan and to guide the development brief.	Visible presence Kaitiakitanga
Early notice of development opportunities coming to the market.	Commercial
Engagement with mana whenua on the application of Te Aranga design for the proposed new car park on part of the Gasometer site and future opportunities with Anzac St public space.	Visible presence Kaitiakitanga
Required outcome of any private sector development opportunities to include Te Aranga design. This will be required through parties' submissions and will be evaluated by mana whenua.	Visible presence Kaitiakitanga

Engagement with mana whenua on the application of Te Aranga design principles for any public realm spaces that Panuku design and construct.	Visible presence Kaitiakitanga Commercial
Improving network and public transport connections (e.g. pedestrian, cycleway).	Kaitiakitanga
Playground upgrade and safer cycling initiatives.	Kaitiakitanga
Requiring developments to comply with Greenstar standards.	Kaitiakitanga
Place space walkable network (connectivity).	Kaitiakitanga

2.9 Benefits

Benefits realisation is expected to start within the 12 months after project completion.

Benefit owners agreed the identified benefits claimed in this business case are achievable under the current conclusions and assumptions.

Table 4: Benefits identified for Unlock Takapuna project

Benefits	Estimated benefit value	Outcome area
Improved active transport networks	% of workers, residents and visitors using active transport modes	Quality urban growth
Improved local employment and business opportunity	% of residents working locally in the area	Quality urban growth
	# workers and businesses in Takapuna	Quality urban growth
Creation of additional work and skills opportunity	# new workforce introduced through Panuku projects	Quality urban growth
Activate and catalyse quality intensification that invigorates further private sector development	# new dwelling units and residents	Quality urban growth
	# sqm GFA new retail/commercial space	Quality urban growth
Increased street/centre vitality and improved market desirability	% of commercial rent increase	Quality urban growth
	# hospitality/food and beverage outlets (open beyond 5:30pm and on weekends)	Quality urban growth
Revitalised town centre that fosters Takapuna's urban identity	Diversity of visitors (age, ethnicity, income, origin)	Community perceptions
	% of people perceive Takapuna as a great place	Community perceptions
	% of visitors satisfied with quality of public spaces	Community perceptions
	% of visitors satisfied with the quality and variety of events in the centre	Community perceptions
	% of people intending to stay longer than 1 hour	Community perceptions

3 Economic Case – Determining best value for money

3.1 Critical Success Factors

The following critical success factors are essential to successful delivery of the proposal. Identified options have been assessed against these criteria.

Table 5: Critical Success Factors

Critical success factor categories	Critical success factors
Strategic fit and business needs	• Revitalise the town centre through mixed use development • Improve the connection to the beach • Improve public realm in the town centre with public open space and laneway network • Provide a variety of housing types and price points to help meet the demand for additional housing in Takapuna • Provide an appropriate level of car parking to service the town centre • Be a potential catalyst for further development
Potential value for money	• Optimisation of council owned properties • Sufficient financial return to invest in public realm projects • Address critical market dynamic and minimise market associated risks • Maximise Cost Benefit ratio
Potential achievability	• Sufficient resources to deliver programme • Strong interest from suitable development partners • Public realm initiatives are feasible and supported by council agencies
Service provider capacity and capability	• Delivery on schedule and within budget • Development partners with proven capability to ensure optimal design and construction of high quality developments • Grow local capacity procurement
Potential affordability	• Funding able to be obtained from Council or other sources • Council approval of updated Investment Proposals

3.2 Options analysis

Site development options to deliver the AT requirements for car parking needed to be investigated first.

Firstly, analysis looked at providing car parking on both sites (Anzac Street site and Gasometer site). However, the costs of car parking on the Anzac Street site are significantly higher than the costs of building car parking on the Gasometer site, so analysis focused on providing the significant proportion of car parking on the Gasometer site.

Secondly we evaluated the options for providing a large proportion of car parking on the Gasometer site. The broad options were to either:

1. Construct a standalone car park building on the Gasometer site which could be delivered, owned and/or managed by either AT or the private sector; or
2. To require a developer to integrate public car parking within a development scheme across the whole Gasometer site. There are a few negative implications of this option:
    i. If public parking was provided within a private development then covenants would need to be put in place to ensure public parking remained available.
    ii. The public parking provision could end up in a less attractive or less assessable location within the development.
    iii. This option would not allow 400+ car parks, resulting in a number of public parks needing to be provided on the Anzac Street car park site.

All options that required car parking to be provided on both sites were discounted as the cost of car parking on the Anzac Street site are significantly higher than the costs of building car parking on the Gasometer site.

The preferred option for satisfying AT car parking requirements is to construct a standalone car park building on the Gasometer site that provides 400+ car parks. This became the baseline for option analysis in the Total Value Analysis. The reasons for this being the preferred option are:

- The development of the Gasometer site to provide significant public parking is supported widely within the business and residential community.
- Takapuna currently has a lot of smaller car parks scattered around the town centre. A large number of car parking located on the periphery of Takapuna centre will ease congestion in the centre as it will decrease the number of people driving around Takapuna searching for a car park.
- It would satisfy all the requirements of Auckland Transport for replacement car parking and allow greater flexibility of the development of the Anzac Street car park site.
- A standalone car park building is ideal if the council wants to own and operate a self-contained facility.
- It has the potential to be designed to allow for additional car park floors to be added in the future.
- It has the potential to be removed / redeveloped if the need for car parking diminishes in the future.
- It can be configured to avoid the more severe urban design aspects of a large structure (see option shown below).
- A standalone car park building can be fast tracked as a construction project and can potentially be delivered far faster than car parking within a much larger integrated development. This would also allow action on the Anzac Street site to commence earlier.

This preferred option for the car parking on Gasometer site gives flexibility to develop Anzac Street car park site without any car parking constraints. See Appendix 2 for Concept Design Plans.

There is a legal requirement to undertake public consultation on the proposed change of use of 40 Anzac Street. If through the public consultation, the community and Planning Committee (decision-makers) are in support of changing the use of 40 Anzac Street, further community engagement, place-making, design work, feasibility and procurement analysis will be done options for this site in late 2017 / early 2018.

3.3 Total Value Analysis

A cost benefit analysis (CBA) has been carried out in accordance with the Total Value Analysis (TVA) methodology prescribed by SGS Economics and Planning Pty Ltd and Sapere Research Group for use in Panuku business cases.

CBA aims to measure the full 'community benefit' Panuku creates from its projects versus the cost of resources deployed to achieve those outcomes. 'Community benefit' includes both commercially transacted outcomes, for which a market price can be observed, and 'external' impacts, that is, consequences which are valued by citizens but are not necessarily considered or captured in market prices.

This enables us to determine whether the project or initiative in question will increase net community benefit compared to what would have happened without the project.

The main reason for applying TVA is to quantify the estimated economic benefits and to support the financial case.

The approach to TVA on Unlock Takapuna is to demonstrate the net community benefits over and above the financial case, with a view to demonstrate the benefit at a programme level.

The following options were reviewed to identify the option most likely to maximise value for money. All these options included constructing a car park building on part of the Gasometer site and developing the balance of the Gasometer site.

Option 1 - "do nothing option": leaving the 270 surface car parks across the sites (250 on 40 Anzac Street and 20 on R78 Hurstmere Road). Takapuna would still benefit from the $12.3 million upgrade of Hurstmere Road.

Option 2 – "full public realm option": removing all surface car parking and converting all the properties into green open space.

Option 3 – "unitary plan potential option": constructing three mixed use development buildings on 40 Anzac Street, a mixed use building on R78 Hurstmere Road, a mixed use building on 30-34 Hurstmere Road and developing public realm space on 38 Hurstmere Road.

Option 4 - the preferred "transformation option": seeking development partners to purchase and develop mixed use developments at either end of 40 Anzac Street site ('book end') and to develop part of 30-38 Hurstmere Road. This includes developing public realm in the form of a 'town square' in the centre of 40 Anzac Street and connecting this through to Hurstmere Road with public space located on all or part of 38 Hurstmere Road.

Table 6: Unlock Takapuna CBA Summary

Options	PV of benefits	PV of costs	PV of net benefits	PV break-even year	PV of Benefit Cost Ratio
Option 2 – full public realm option	$181m	$161m	$20m	Year 5	1.12
Option 3 –unitary plan potential option	$431m	$346m	$85m	Year 6	1.24
Option 4 –transformation option	$508m	$409m	$99m	Year 6	1.24

The above analysis demonstrates that both options 3 and 4 deliver on the key critical success factors for the site, align with council and Panuku's strategic objectives, have the same BCR and deliver a similar level of net community benefits.

More details of the TVA analysis are attached in Appendix 3.

3.4 Preferred option

On the basis of the above analysis, the recommended preferred way forward is to build a stand-alone multi-level car park on part of the Gasometer site, sell the residual of the Gasometer site to a private developer with a desired outcome of residential development and continue on a programme for the Anzac Street and Hurstmere Road properties that firstly fulfils the legal requirement of public consultation on the proposed change of use of 40 Anzac Street, and then, if approved by the Planning Committee to continue, undertake further community engagement to determine the level of public realm on these sites. The recommended approach would be set out in a business case in May 2018.

This ensures that the car parking provision in Takapuna is met and satisfies AT's requirements to release the sites. It also ensures residential development and supply within Takapuna and allows a vibrant town centre to be created across the central sites.

4 Commercial Case

This section outlines the proposal in relation to the preferred way forward.

4.1 Detailing the procurement strategy – Gasometer car park

This strategy considers the procurement for the proposed Gasometer Carpark building and the current market constraints impacting its design and construction due to the ongoing capacity pressures on head contractors and sub-contractors.

Consideration of procurement models:

There are a number of models that can be considered to deliver a car park building of this nature. The approach can range from conventional owner lead design with a measure and value construction contract through to BOOT and PPP arrangements. At the extreme, the council can seek to achieve the outcome it desires through a full private sector delivery model.

The evaluation of delivery models was carried out by a Panuku, AT and Council working group. The factors that influenced the recommended strategy were dominated by:

- Ensuring that the tariffs and parking policies for the car park are managed as part of the overall on and off street parking regime for central Takapuna.
- Recognition that certainty of delivery for this new car park enables work to progress to unlock the development potential of the Anzac St car park.
- If private sector is invited to take a risk position on the investment, the uncertainty as to the likely patronage of the car park creates some revenue risk that may be reflected back to council as a guarantee or underwrite of revenues.
- By building the car park, the council can stabilise revenues and sell when the investment is optimised.
- Ownership and operation by the council family (AT) will give greater comfort to the local business community as to the stewardship of public short stay car parking.

The recommended approach is for Panuku to manage the design and construction of the car park and for AT to operate it once completed. AT will provide input into the design brief for the car park, particularly in terms of its preferred operating and management systems.

The proposed delivery model:

The proposed carpark is expected to be a relatively straightforward building that consists of structure, two lifts, car park control equipment and some special facilities such as recharging ports for electric vehicles and end of trip facilities. It is estimated to have a 14 to 16 month build period.

This project will be attractive to a number of smaller and mid-size commercial construction companies. However, due to the current high level of construction activity and lack of available resources across all sectors, many companies are not attracted to expensive or time-consuming tender/bid processes where there is a risk of being unsuccessful.

The proposed procurement strategy for this project recognises all of the above characteristics and recommends a strategy that secures a capable Contractor that will build the car park for a competitive price.

The proposed procurement strategy consists of a concept design managed by Panuku with AT input, followed by selection of a contractor that will participate in the design development and agree the construction price on a transparent basis. The delivery would be based on a lump sum fixed price basis.

The steps in the proposed procurement process are as follows:

- Appoint a design team including a Project Manager and Quantity Surveyor based on a closed invited RFP bid process.
- Develop a concept design with the design team on a stage by stage basis to enable cost certainty and scope clarity.
- Conduct an Expression of Interest (EOI) process (concurrent with Concept design) to select 3 potential contractors and enable them to discuss with key sub-contractors in a pre-procurement phase.
- Conduct an RFP tender process based on a completed Concept design to select a preferred contractor once the project funding has been included in the Council's FY19 budget (Feb 2018).
- Involve the contractor early in the design process to advise the design team on cost effective and low risk building structure and construction methodologies followed by input and review into the final design.
- Agree a lump sum fixed price on an open book basis through an agreed process.
- Award contract once the budget is approved by council as part of the LTP.

Risk sharing:

- This process reduces cost and delay risks by involving the contractor in the design process and providing the contractor a long lead in time to procure the required subcontractors.
- It reduces design risk by seeking a lump sum fixed price on a design on which the contractor has had input.
- There is a risk related to ground conditions that will be dealt with by including a geotechnical baseline conditions statement in the contract document. EXPLAIN
- The form of contract would be NZS 3910 as amended to reflect the contract arrangements and desired risk transfer.

Rationale for the Selected Approach:

This approach has been recommended by construction project management advisors and several contractors. This project is not expected to produce a complex design but early input by the Contractor will allow the design team to incorporate preferred construction methodologies early (mainly focused on the foundations and structure) reducing risk and cost for all parties.

This strategy enables Panuku to secure a quality main contractor in a competitive process for the project and harness their experience to reduce risk and cost in alignment with the design team. The attractiveness of this for the Contractor is that it provides long term future work that they can plan and secure with their preferred subcontractors without exposing themselves to high levels of risk.

The proposed contractor input to the design and negotiating a lump sum fixed price contract should give Panuku optimal risk transfer at the lowest cost.

4.2 Detailing the procurement strategy – Gasometer development site

This development opportunity will be taken to the open market to seek private sector interest. There have been a number of parties already registering their interest in developing this site and an open market process will ensure that all interested parties have a chance to submit their proposals.

There are adjoining land owners who have an opportunity to create more commercial value for Panuku by utilising their sites. This would allow the car park to move further to the East, creating a larger development site and therefore creating more land value in the residual development site. To give these land owners the opportunity to submit a proposal that utilises their land we will allow non-complying bids through the procurement process.

4.3 Required services

Table 7: The required goods and/or services in relation to the preferred way forward are:

	Gasometer development site	Gasometer car park design and construction	Anzac Street and Hurstmere Road planning & engagement
Wind testing			√
Geotechnical and contamination			√
Traffic assessments		√	√
Valuation	√		√
Surveying	√		
Communications and engagement			√
Place-making advice			√
Design advice			√
Real estate agency services	√		
Legal advice	√	√	
Architectural design		√	
Project management		√	
Quantity surveying		√	
Statutory approvals		√	
Construction contractor		√	

4.4 Risks

Table 8: The 'High' significance risks are:

Risk Description	Mitigation	Owner
A lack of capable, suitable and available developers.	Pre-EOI engagement with potential developers. Wide EOI/RFP coverage, including international. Robust evaluation of agency services to market.	Project Director
Lack of contractor interest in car park construction contract.	Pre-RFS engagement with potential contractors. Working with an experienced construction project manager to determine the best procurement process and programme.	Project Director
LTP funding not approved.	Early engagement with Local Board and Council on LTP requirement. Comprehensive public/community engagement.	Project Sponsor

The full risk register for the project is included in Appendix 4.

5 Financial Case

5.1 Impact on the financial statements

The following table shows the difference in the revenue and operating costs of the current car parking areas and compares this to the potential car parking revenue and operating costs of the proposed new car park facility. These have been compiled with AT input.

Table 9: Car park financial return

Financial return – current car parking	Revenue (pa)	Operating cost (pa)	Net profit (pa)
Anzac car park – 250 casual car parks	$465,000	$77,000	$388,000
Gasometer car park – 137 leased car parks	$255,000	$25,000	$230,000
TOTAL - Current financial return	**$720,000**	**$102,000**	**$618,000**
Financial return – potential car parking	Revenue (pa)	Operating cost (pa)	Net profit (pa)
TOTAL - Gasometer car park – 432 car parks	**$1,746,600**	**$412,256**	**$1,334,344**
Potential additional net profit			$716,344

The following table shows the impact on financial performance over the years of the project duration, showing the changes in potential revenue and expenditure.

Table 10: Projected financial impact over project duration

	2018/19	2019/20	2020/21
Impact on current financial performance ($)	($230,000)	$243,172	$716,344
Revenue received	$388,000	$861,172	$1,334,344
Comments	250 casual parks on Anzac Street	6 months for 250 casual car parks on Anzac Street then 6 months for 432 new parks in Gasometer facility	New 432 car parks in Gasometer facility

5.2 Funding requirements

The preferred option is to design and construct a stand-alone car park building on part of the Gasometer site (2,560sqm) and sell the residual site (2,811sqm) for private sector development.

A concept design has been prepared by Ignite Architects with initial input from fire, structural and mechanical services engineers. An elemental cost estimate was prepared for this concept design by WT Partnership Quantity Surveyors. The total cost estimate for constructing this car park building is $22,326,000 ($52k per car park).

Table 11: Project Cost

Project Cost ($000 in current year term)*	2017/18	2018/19	2019/20	Total
Capital expenditure – car park	$728	$15,104	$9,442	$25,274
Operating expenditure – car park	-	-	-	-
Capital expenditure – development site	$508	$8		$516
Operating expenditure – development site	-	-	-	-
Capital expenditure – Anzac St and Hurstmere Rd planning and engagement	$420	-	-	$420
Operating expenditure – Anzac St and Hurstmere Rd planning and engagement	$444	-	-	$444
TOTAL BY YEAR - Capital expenditure*	$1,656	$15,112	$9,442	$26,210
TOTAL BY YEAR - Operating expenditure*	$444	-	-	$444

* The business owner and project sponsor require a contingency outside current stipulated budget of 10% that could be used in the event a risk requires mitigation or converts to an issue. Contingency can be required by the Development Manager or Project Director and submitted for approval to Project Sponsor.

The full budget cash flow breakdowns are in Appendix 5.

5.3 Funding sources

There is an unfunded Takapuna car park reserve fund of approximately $4.2m (as at June 2016) that can be used to fund car park development in Takapuna. Approval is required from Finance and Performance Committee for this to be funded in the 2017/18 LTP. Support from Devonport-Takapuna Local Board for the allocation of these funds is desired.

It is proposed that the additional funding required is sought from the Auckland Council 18/19, 19/20 and 20/21 LTP's.

The proposed sale of the 2,811sqm balance of the site is expected to generate $13.0m (market valuation mid-point based on direct comparison approach as at 12 June 2017). The proposed sale of the 686sqm balance of the site is expected to generate $2.0m.

6 Management Case

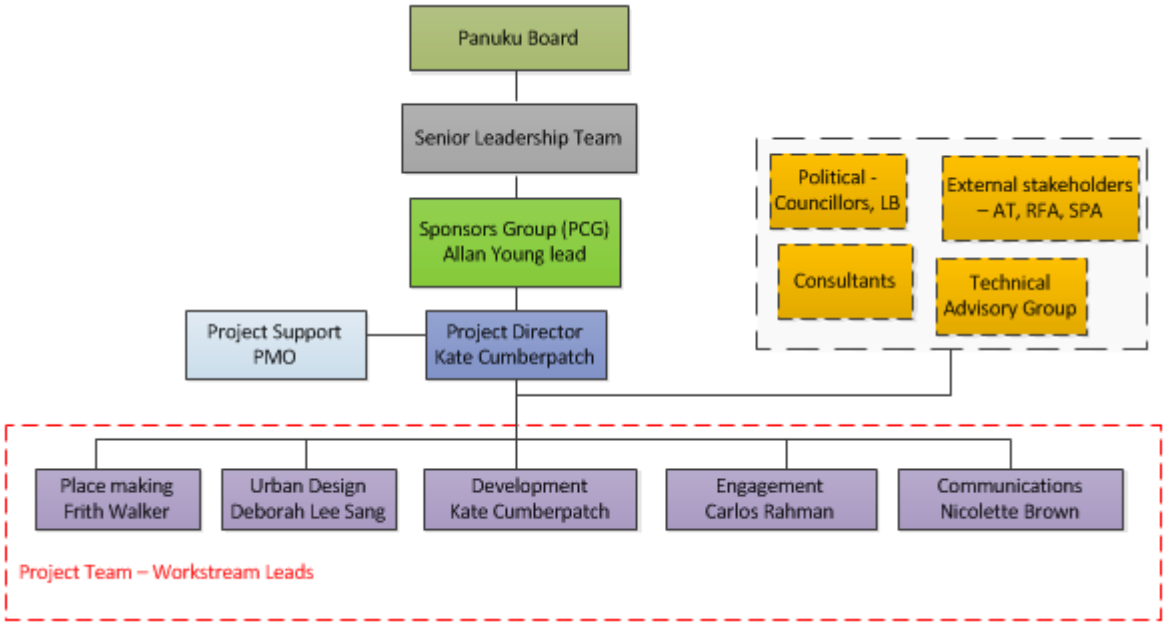
6.1 Project governance

A project team has been established to deliver the required services.

The Project Director will be responsible for the management of the project using the Panuku Development Auckland Project Management Framework methodology which is aligned with the Auckland Council PMO methodology.

The relevant project management and governance arrangements are proposed to be as follows:

Figure 1: Unlock Takapuna project governance



Project evaluation reviews are planned at regular monthly intervals with the Project Sponsor and the Project Sponsors Group, commencing 01/08/2017 until project close.

Regular project meetings are planned at regular intervals with the Project Director, Project Manager and work stream leads.

6.2 Key stakeholders

Panuku will be working closely with key stakeholders and key development partners. These include:

- Council agencies: Auckland Transport, Watercare, Auckland Council Healthy Waters, Auckland Council Parks, Auckland Council Community Facilities and Regional Facilities Auckland
- Devonport-Takapuna Local Board
- Councillors
- Mana whenua
- Developers and Investors, including adjoining property owners
- Current leaseholders and occupiers of retail premises and car parking
- Contributors and rate payers to Takapuna Off-Street Car Park Reserve Fund

Monthly meetings are scheduled with the Devonport-Takapuna Local Board to ensure they are kept informed of the project's progress.

6.3 Outline project plan

The GANNT chart of the key aspects of all three projects is included in Appendix 6. The key aspects of each project plan are set out in the tables below.

Table 13: Project highlights – Gasometer car park

Key Project Milestones	Approximate Date
Approval of business case	26 July 2017
Gasometer contractor procurement	Nov 2017
Gasometer detailed design	Oct 2017 – Feb 2018
Statutory consents	Mar – Jun 2018
LTP funding approved and available	1 Jul 2018
Gasometer carpark – construction commences	Sep 2018
Gasometer carpark – construction completed	Feb 2019

Table 14: Project highlights – Gasometer development

Key Project Milestones	Approximate Date
Approval of business case	26 July 2017
RFP to market	Oct-Nov 2017
Approval of development party	Dec 2017
Conditional agreement	Feb 2018
Unconditional agreement	Sep 2018

The timing for taking the balance of the Gasometer site to the market can either be before or after the LTP funding is approved for the car park. The recommendation in this business case is to take this opportunity to the market as soon as possible so that the sale proceeds are known by the time the LTP funding for the car park construction is presented for approval. This provides certainty for Auckland Council of profit received. Receiving the funding for the car park is critical for the project to continue.

Auckland Transport may see a risk in taking this development opportunity to the market prior to LTP funding being available. This risk and any mitigations needs to be further discussed and planned with Auckland Transport.

Table 15: Project highlights – Anzac Street and Hurstmere Road planning

Key Project Milestones	Approximate Date
Approval of business case	26 Jul 2017
Approval by Planning Committee on consultation plan and information	1 Aug 2017
Statutory consultation on 40 Anzac Street – open period	Aug – Sept 2017
Decision by Planning Committee following consultation	28 Nov 2017
Planning and Engagement	Dec 2017 – Mar 2018
Detailed business case for delivery of sites	May 2018

Key milestones for the delivery of the Anzac Street car park site and Hurstmere Road link properties will be set out in the detailed business case for these projects.

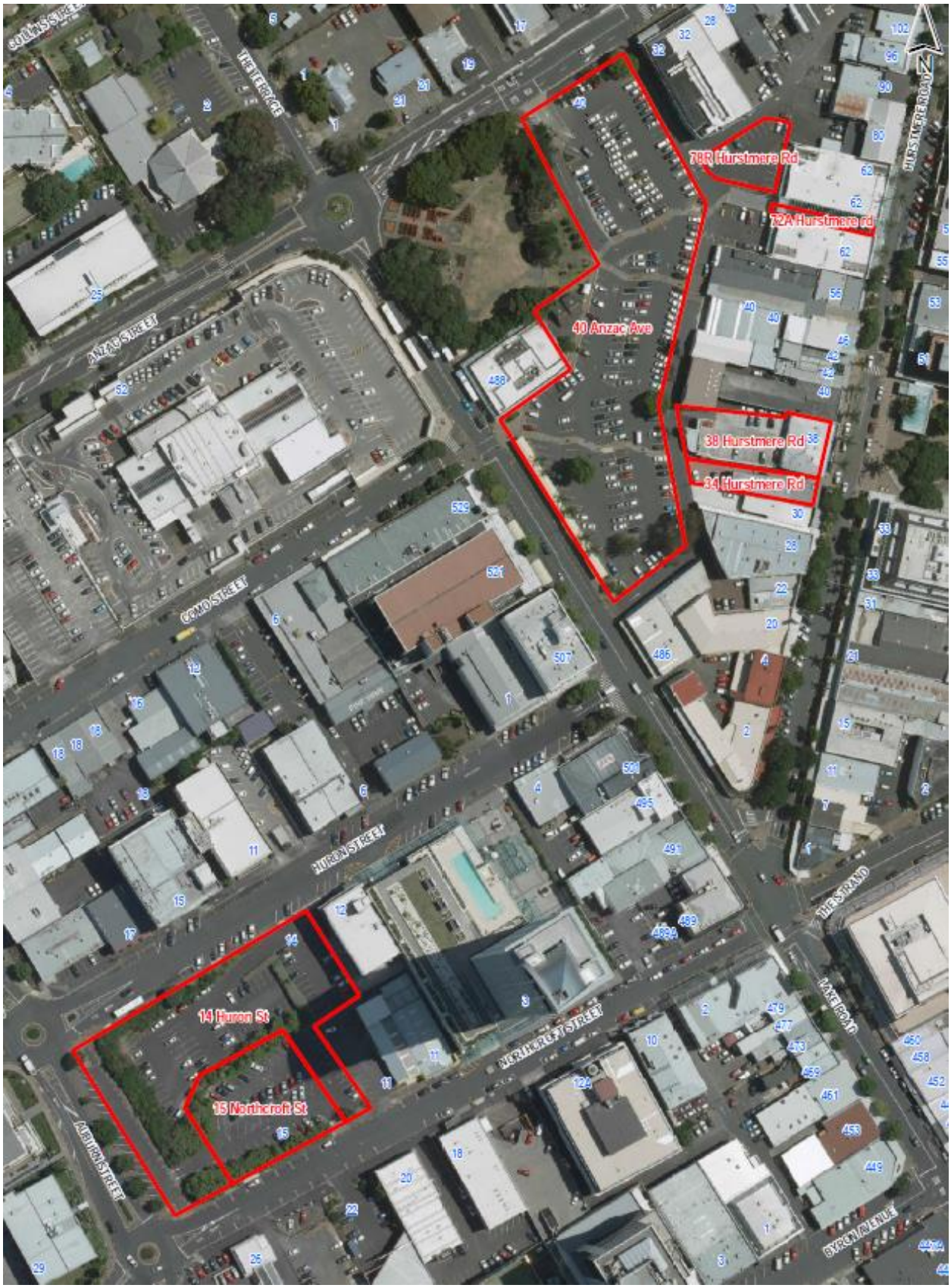
6.4 Project execution plan

The detailed project execution plan sets out the plan for the delivery of the Gasometer car park building and the development of the balance of the Gasometer site. It also sets out the plan to undertake further community engagement, place-making and planning for the Anzac Street and Hurstmere Road properties.

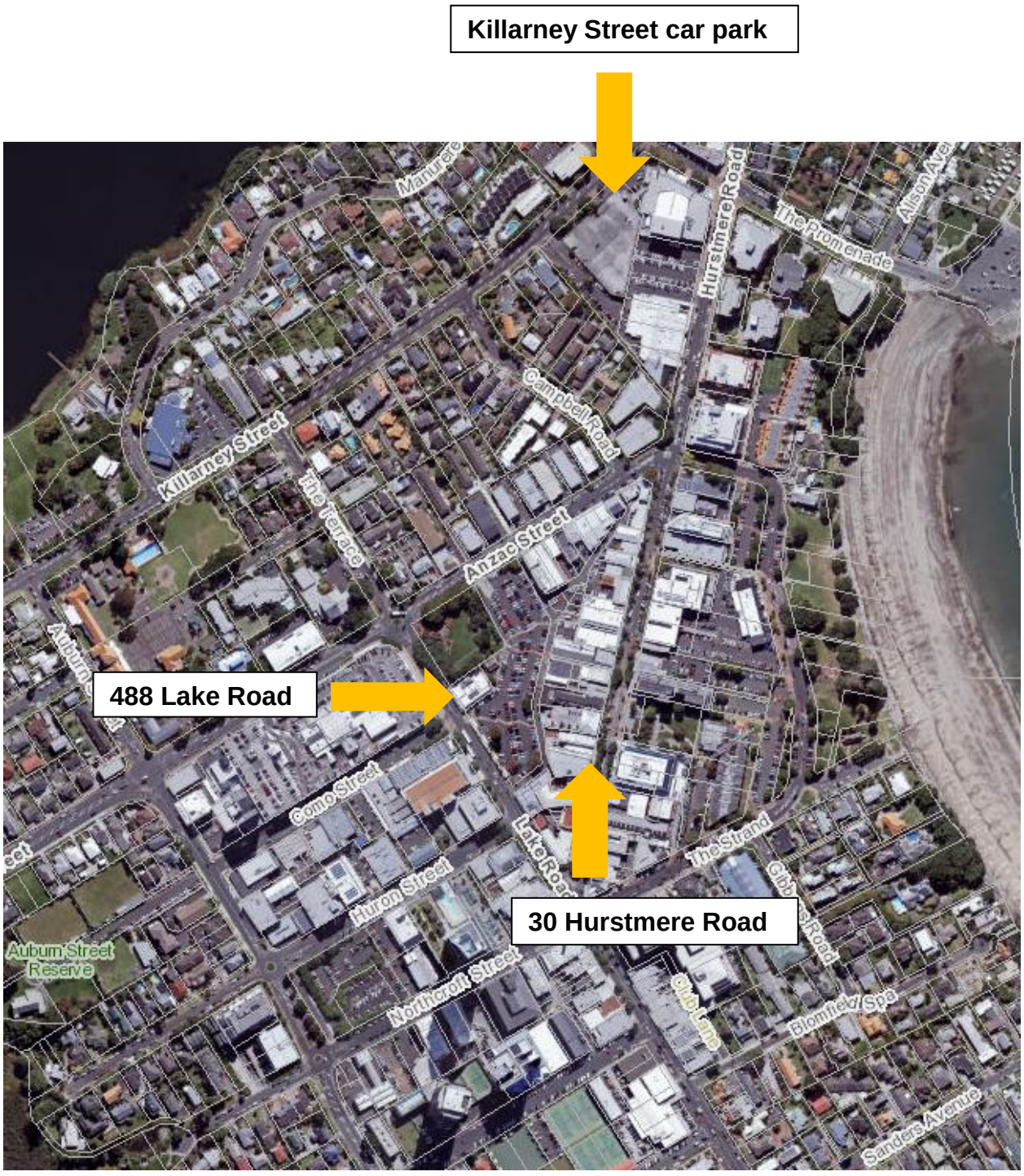
7 Appendices

7.1 Appendix 1 –Plan of Sites

Properties that form part of the Unlock Takapuna project

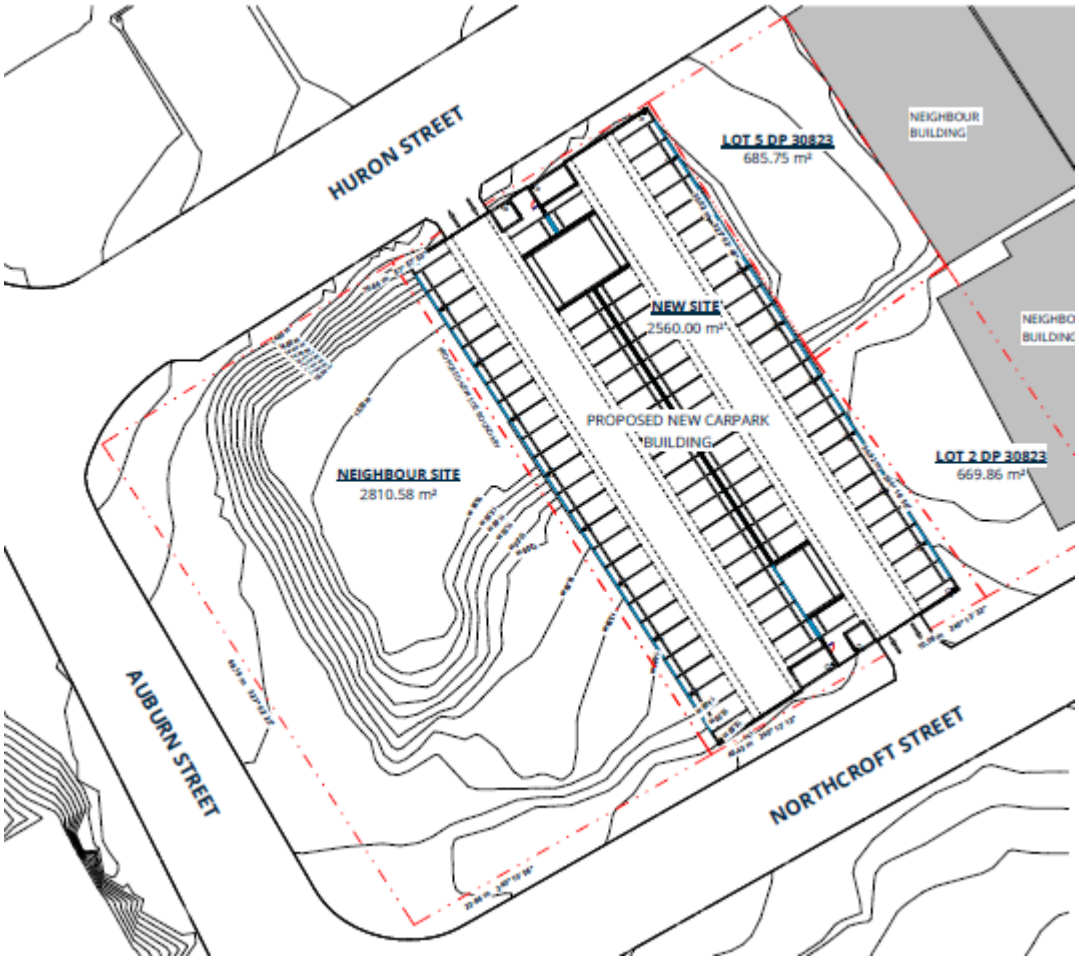


Other properties of importance to Unlock Takapuna project

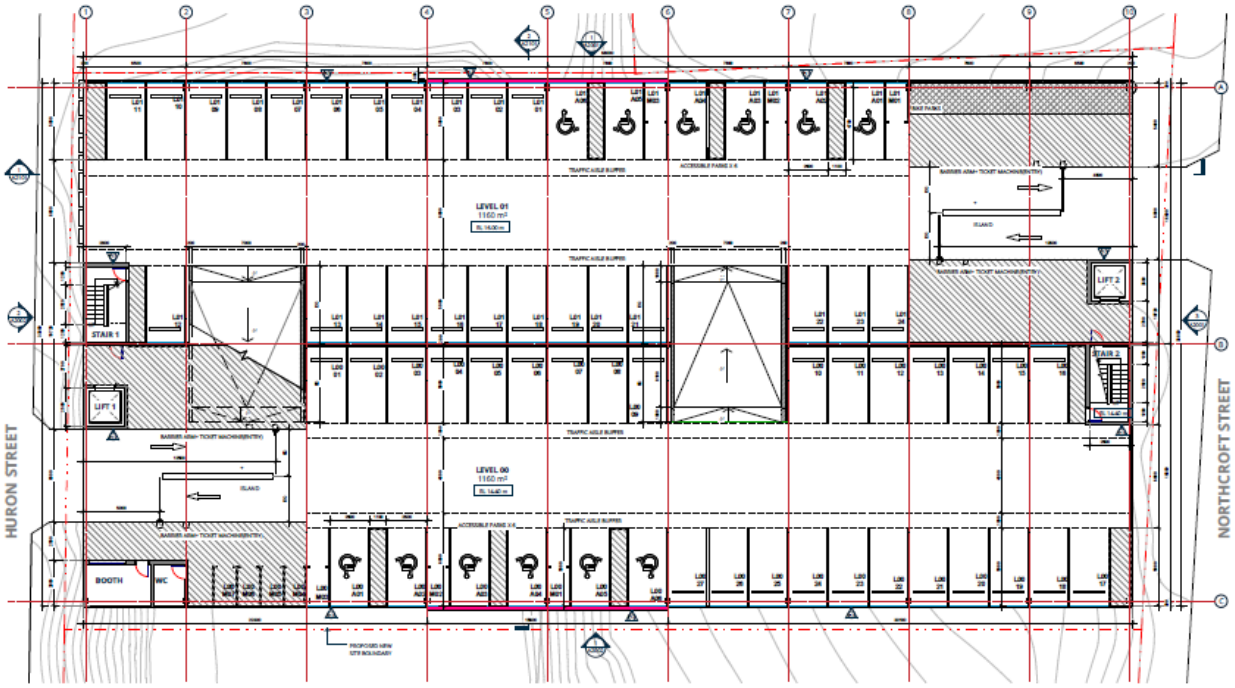


7.2 Appendix 2 - Concept Design

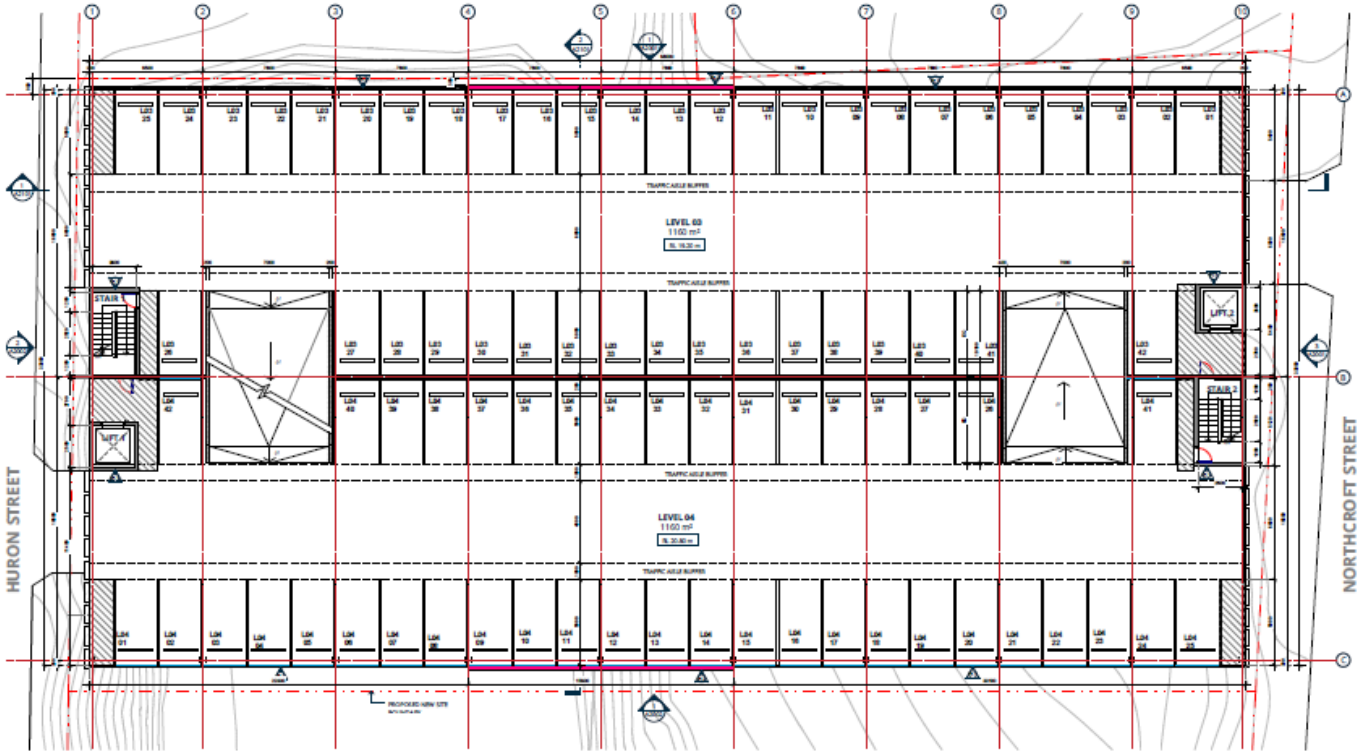
Site Plan



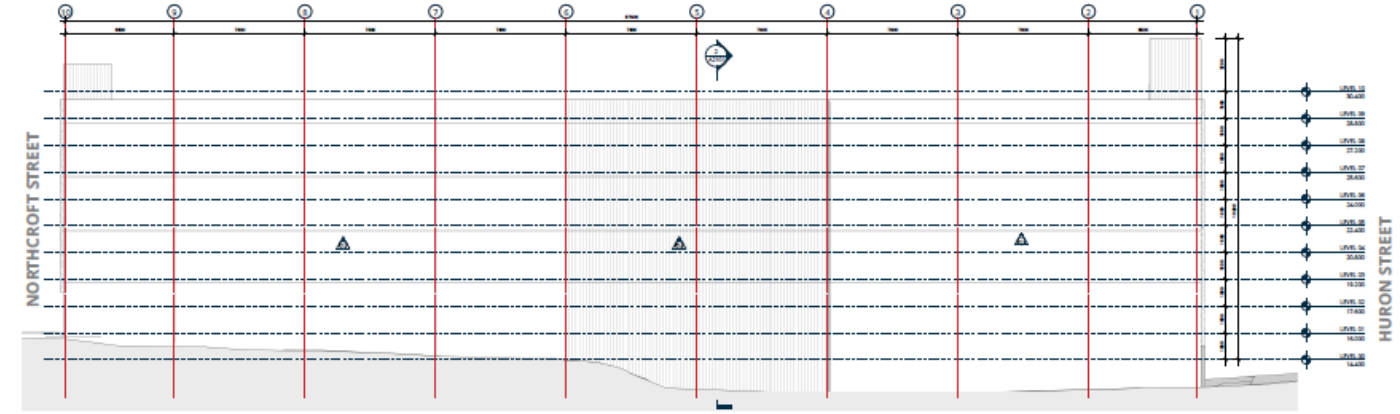
Ground Floor Layout



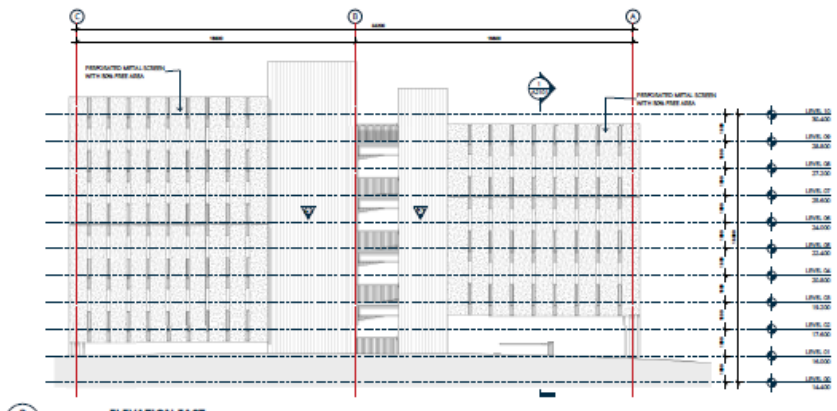
Typical Floor Layout



Elevations



1 A1301 ELEVATION NORTH
A1 SCALE 1 : 100



3 A1301 ELEVATION EAST
A1 SCALE 1 : 100

7.3 Appendix 3 - Total Value Analysis

The following information presents the Total Value Analysis calculations when applied to three development scenarios for Takapuna sites under stewardship of Panuku. The TVA assesses the potential impact of development scenarios on the community as well as the net impact on welfare in Auckland. Where possible, benefits are quantified and monetised. Benefits are considered against development scenario costs. These scenarios are detailed below:

Option 1: Full public realm development to replace Anzac Street site, accompanied with an integrated mixed-use development on Gasometer site.
Option 2: 'Book end' mixed-use development on Anzac Street site, including developing a town square in the centre of the site. Accompanied by an integrated mixed-use development on Gasometer site.
Option 3: Full potential transformation development option on Anzac Street site per Unitary Plan. Accompanied by an integrated mixed-use development on Gasometer site.

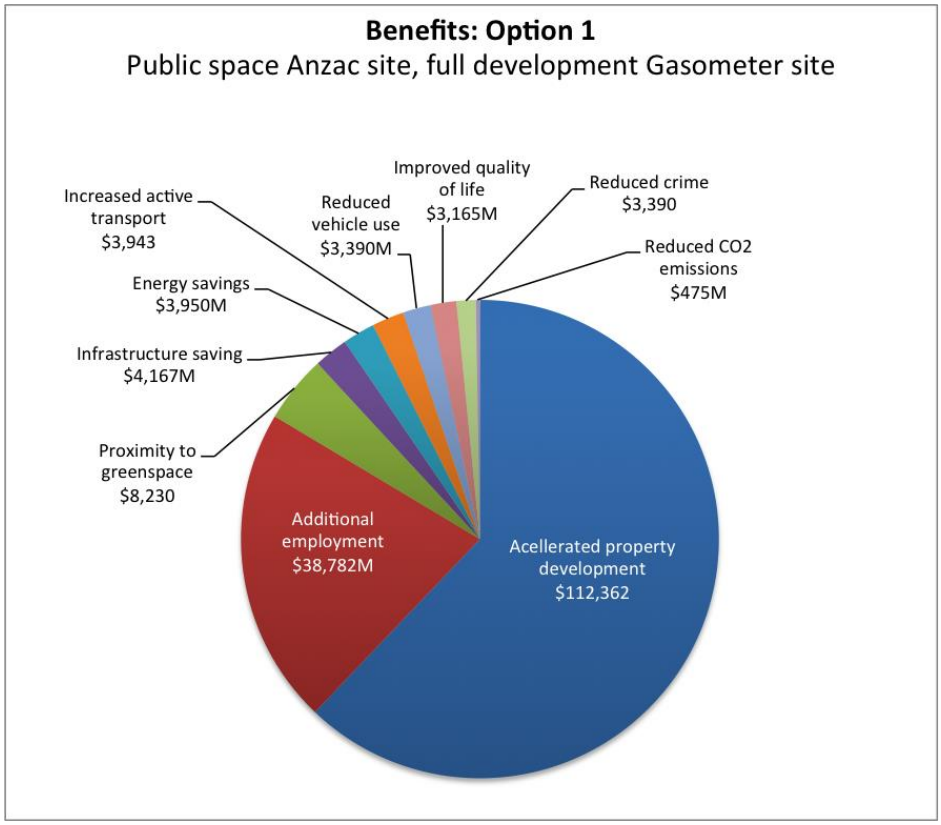
The following table summarizes the benefit-cost ratio (BCR) in Present Day (PV) values for each development scenario. The non-commercial benefits accrued to each development scenario have been applied for a 40 year period, in line with standard TVA practise at Panuku. Each benefit included in this analysis is based on the most robust proxy evidence available at the time of this reporting.

Development Options	PV Benefit	PV Cost	PV Total	Break Even	PV BCR
Option 1	$180.853m	$161.209m	$19.644m	Year 5	1.12
Option 2	$430.758m	$346.189m	$84.569m	Year 6	1.24
Option 3	$508.168m	$409.390m	$98.778m	Year 6	1.24

Each development scenario produces a positive PV BCR, indicating all options are warranted as the benefits outweigh the costs of development. Both mixed-use development options on Anzac Street site produce a greater magnitude of benefits than the public realm option. This is largely due to an increase in residential dwellings on the Anzac Street site and benefits associated with introducing a new population into the Takapuna town centre. Benefits include those associated with newer, more sustainable and healthy dwellings, active transport opportunities in Takapuna versus the regional average, and a reduced average pattern of vehicle use. Further benefits include a reduction of car-park associated crime, infrastructure cost savings associated with brownfield development versus greenfield development, and the human capital benefits associated with bringing new workers (cadets) onto development sites during the construction phase. See attachment X for a detailed breakdown of benefits and assumptions applied to each scenario.

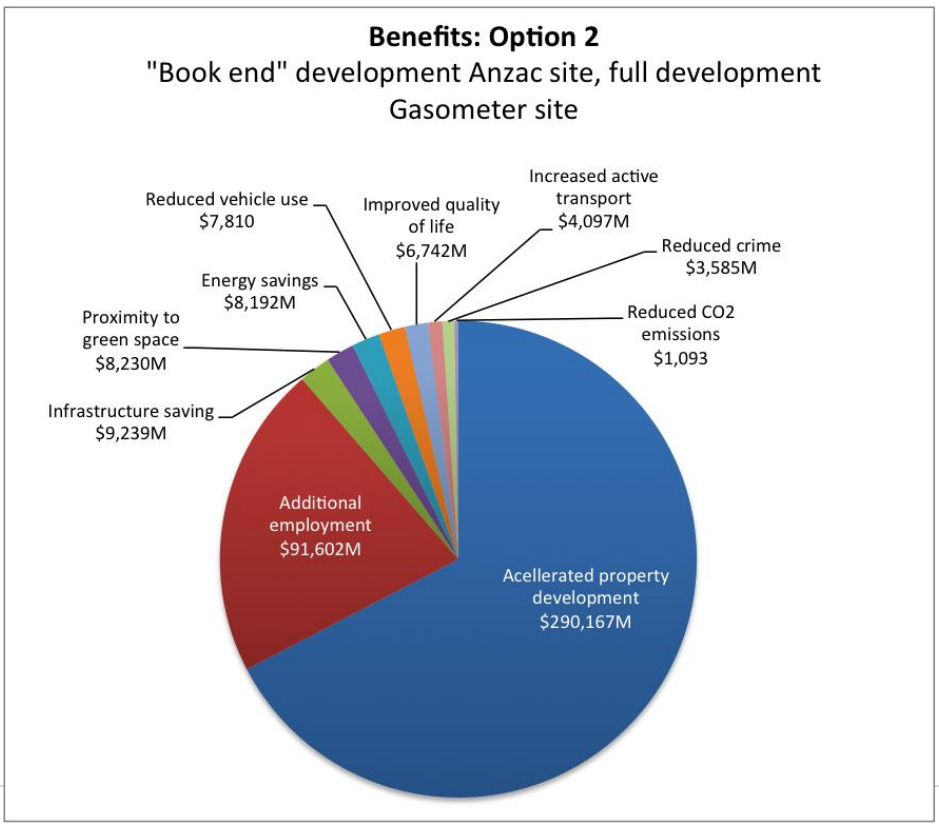
The variety and proportion of benefits associated with each development option are shown below. While the proportion of benefits appear similar, the monetized value increases from a total of $180 million in Option 1 to $508 million in Option 3.

Note: Most benefits seen in Option 1 are attributable to the mixed-use development on Gasometer site. If assessing the public realm development on Anzac Street in isolation, the 'proximity to green space' and a proportion of 'reduced crime' and 'increased employment' would make up the bulk of benefits. It is unlikely the public realm development in isolation would produce a positive, warranted PV BCR.



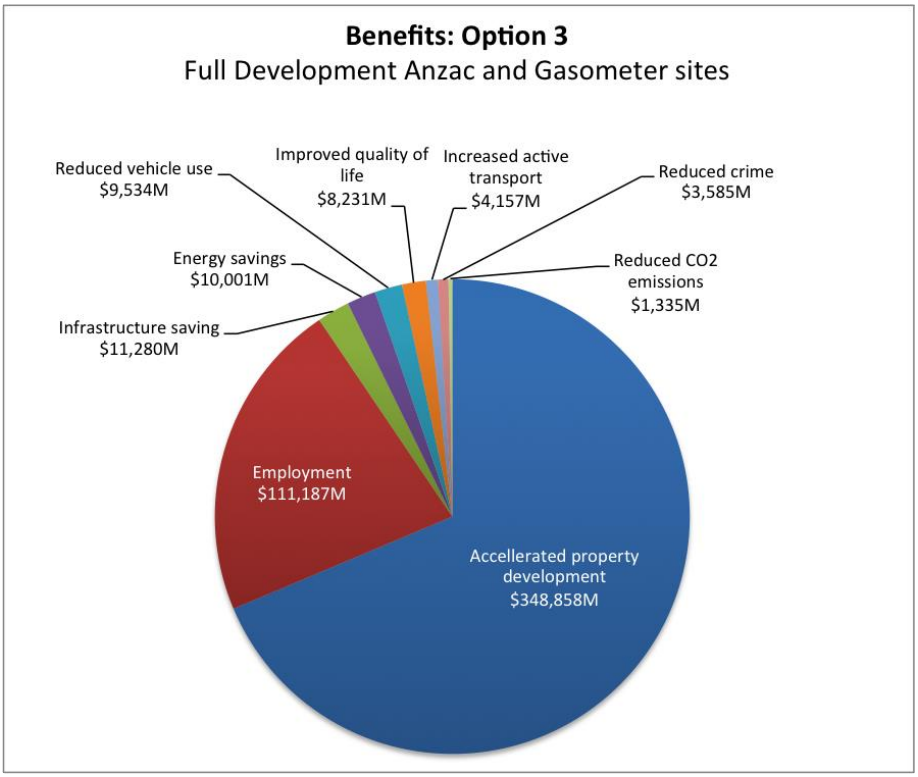
Option 1 produces a PV benefit value of $180.9 million over a 40-year period. The PV BCR for this scenario is positive, being 1.12.

The largest benefits in this scenario relate to the accelerated building of residential dwelling and commercial space, as well as additional employment opportunities for new construction workers. Non-monetized benefits may include ecological benefits associated with greenspace, increased urban vitality and the potential for reinstated cultural identity through Te Aranga design features.



Option 2 produces a PV benefit value of $430.8 million over a 40-year period. The PV BCR for this scenario is positive, being 1.24.

The largest benefits in this scenario relate to the accelerated building of residential dwelling and commercial space, as well as additional employment opportunities for new construction workers. Non-monetized benefits may include increased urban vitality, catalyst effects on the surrounding area, and the potential for reinstated cultural identity through Te Aranga design features.



Option 3 produces a PV benefit value of $508.2 million over a 40-year period. The PV BCR for this scenario is positive, being 1.24.

The largest benefits in this scenario relate to the accelerated building of residential dwelling and commercial space, as well as additional employment opportunities for new construction workers. Non-monetized benefits may include increased urban vitality, catalyst effects on the surrounding area, and the potential for reinstated cultural identity through Te Aranga design features.

7.4 Appendix 4 - Risk & Issues Register

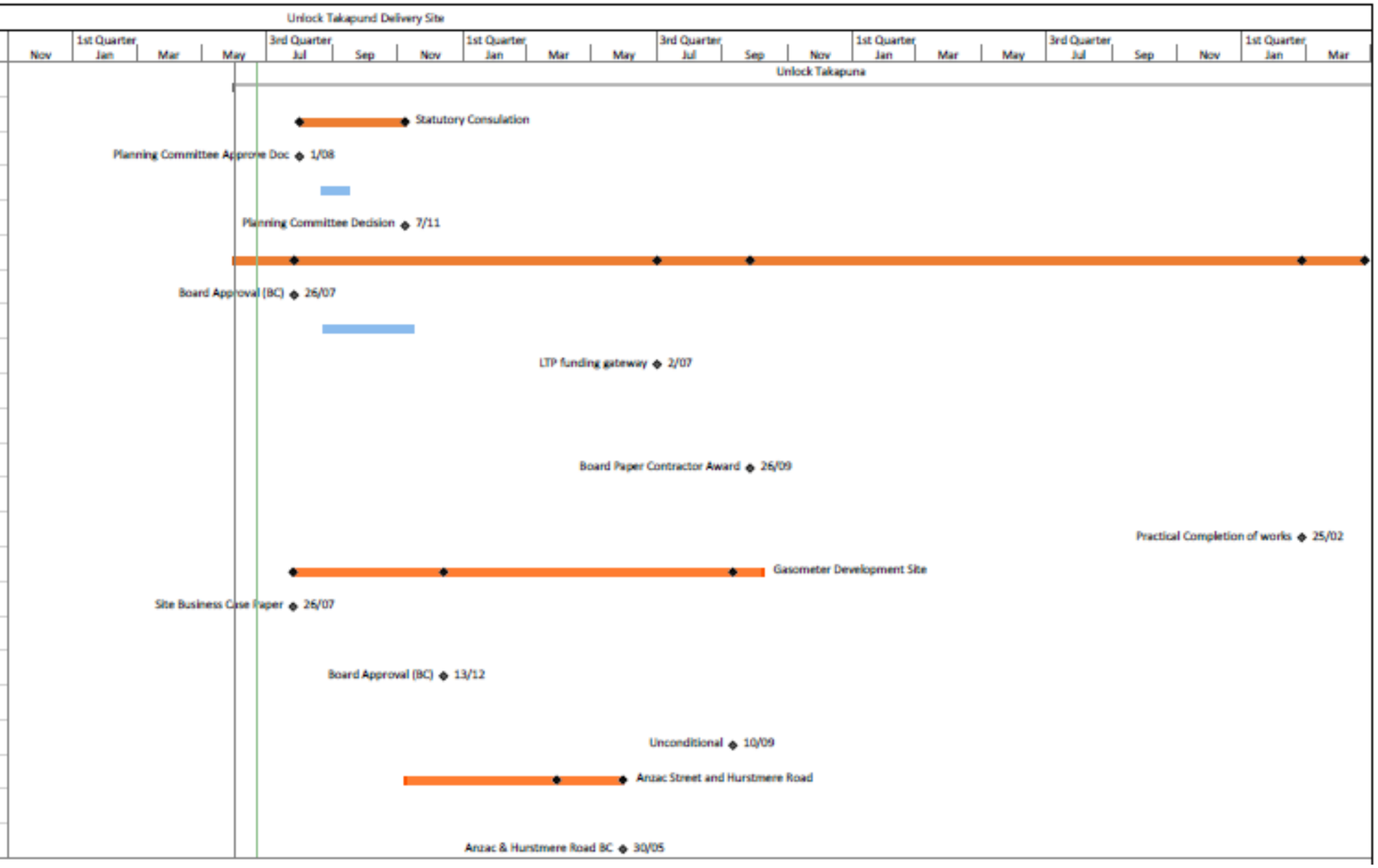
Risk Description	Cause	Impact	Risk Category (cause with highest impact)	Before Mitigation/Treatment			Controls and Mitigation	Current RATING during Mitigation/Treatment		
				Probability Rating	Consequence Rating	Risk Rating		Residual Probability Rating	Residual Consequence Rating	Risk Rating
A delay resolving carpark requirements and/or the procurement strategy for car parking impacts on planned project implementation.	Delay against agreed programme of AT confirming parking requirements and funding and delivery model. Resistance to possible development proposals by a sector of the community. New community board and councillors seek litigation of Panuku mandate. Cost escalation from project delay.	Delay in project delivery. Investment by council required.	Project and Service Delivery	Unlikely	Moderate	Medium	Identify car parking options and analyse feasibility and funding. Agree approval process with AT. Establish AT/Panuku Steering Group. Escalation process with AT management to resolve issues. Close engagement with Local Board. Comprehensive public/community engagement.	Unlikely	Moderate	Medium
A delay resolving Public Transport requirements impacts on planned project implementation.	Delay against agreed programme for AT to confirm PT requirements and the impact on Anzac Street site.	Delay in project delivery	Project and Service Delivery	Very Low	Minor	Low	Ensure key AT contacts involved to be able to discuss and resolve issues. Agree approval process with AT. Establish AT/Panuku Steering Group. Escalation process with AT management to resolve issues and regular meetings.	Very Low	Minor	Low
Site impediments impacts project cost, viability and scope and thereby the development proposals received.	Legal sale impediments or contamination/adverse ground conditions. Lower sale proceeds	Delay in project delivery. Funding shortfall	Assets (land and property)	Unlikely	Moderate	Medium	Complete due diligence investigations.	Very Low	Moderate	Low
A lack of capable, suitable and available developers.	No suitable developers with availability to undertake a development of this size.	Delay in project delivery	People (other)	Unlikely	Major	High	Pre-EOI engagement with potential developers. Wide EOI/RFP coverage, including international. Robust evaluation of agency services to market.	Very Low	Major	Medium
Design and construction costs of car park exceeds estimate	Increasing construction costs result in the cost exceeding the estimated cost.	Delay to final delivery. Funding shortfall.	Project and Service Delivery	Possible	Moderate	Medium	Monitor and track the market. Look at options for different market conditions.	Unlikely	Moderate	Medium
Adverse market conditions results in limited interest in development sites. Sale prices for the Gasometer development sites is lower than expected.	Increasing construction costs. Decreasing demand for apartments.	Delay to final delivery. Funding shortfall.	Project and Service Delivery	Unlikely	Moderate	Medium	Monitor and track the market. Look at options for different market conditions.	Unlikely	Moderate	Medium
A delay in resolving the Statutory consultation (legal requirement).	Council or Local Board requires more reporting or more consultation. Committee meeting is delayed. Council determines that the Unlock Takapuna project should not proceed due to feedback received during consultation.	Delay or possible cancellation of the project	Political	Unlikely	Major	High	Close engagement with Local Board. Comprehensive public/community engagement. Comprehensive communications campaign.	Very Low	Moderate	Low

A delay to programme to complete the business case in April 2018	Public or Local Board seeking further engagement	Delay in project delivery	Community	Unlikely	Moderate	Medium	Close engagement with Local Board. Comprehensive public/community engagement.	Very Low	Moderate	Low
A delay in obtaining building consent for the car park building	Insufficient information in drawings. Processing time for Auckland Council.	Delay in project delivery	Legal and regulatory (consents)	Unlikely	Minor	Low	Pre-app meetings. Facilitiating meetings for architects.	Unlikely	Minor	Low
Lack of contractor interest in car park construction contract	Lack of contractor interest in car park construction contract	Delay in project delivery	People (other)	Unlikely	Major	High	Pre-RFS engagement with potential contractors. Working with an experienced construction project manager to determine the best procurement process and programme	Very Low	Major	Medium
A delay in the availability of materials for the car park construction.	A delay in the availability of materials for the car park construction.	Delay in project delivery	Economic (market and commercial)	Unlikely	Moderate	Medium	Early contractor involvement and pre-ordering materials.	Unlikely	Moderate	Medium
Failure to negotiate Development Agreement with third party on acceptable terms for the development sites	Terms not accepted by both parties. Agreement not able to be reached on conditions.	Delay in project delivery	Legal and regulatory (contract)	Unlikely	Moderate	Medium	Setting the development agreement template prior to market process. Detailed communication with potential developers on key objectives / outcomes.	Very Low	Moderate	Low
LTP funding not approved	Over-allocation of council funds. Feedback received during public consultation on LTP causes funding to be declined.	Delay to final delivery. Funding shortfall.	Financial	Unlikely	Major	High	Early engagement with Local Board and Council on LTP requirement. Comprehensive public/community engagement.	Very Low	Major	High
Reputational damage from criticism by public or local board	Protests related to loss of car parking, loss of market or sale of council property assets.	Reputation risk	Community	Possible	Moderate	Medium	Close engagement with Local Board. Comprehensive public/community engagement. Comprehensive communications campaign.	Unlikely	Moderate	Medium
Reputational damage from criticism by retailers and businesses	Panuku has not taken adequate steps to explain impacts on commercial activities and development of the centre.	Reputation risk	Community	Unlikely	Moderate	Medium	Close engagement with retailers, businesses and adjoining property owners and tenants	Very Low	Moderate	Low
Insufficient resources to manage project to programme.	Panuku is unable to adequately resource the programme due to internal staffing limitations	Delay in project delivery	People	Unlikely	Moderate	Medium	Monitor programme and work stream plans. Regularly meet work stream leads.	Very Low	Minor	Low

7.6 Appendix 6 – Programme GANNT chart

Programme of key aspects of Gasometer delivery and Anzac/Hurstmere planning

ID	Task Mode	Task Name	Rollup	Priority	Duration	Start
0		Unlock Takapuna	No	900	736 days	Thu 1/06/17
1		Statutory Consulation	Yes	900	70 days	Tue 1/08/17
2		Planning Committee Approve Doc	Yes	900	0 days	Tue 1/08/17
4		Open to Public Consultation	No	900	4 wks	Mon 21/08/17
7		Planning Committee Decision	Yes	900	0 days	Tue 7/11/17
8		Gasometer Carpark	Yes	900	710 days	Thu 1/06/17
12		Board Approval (BC)	Yes	900	0 days	Wed 26/07/17
16		Developed/Detailed Design Complete	No	900	3 mons	Wed 23/08/17
18		LTP funding gateway	Yes	900	0 days	Mon 2/07/18
20		RFS Contractor	No	900	1 mon	Thu 16/11/17
21		RFS Contractor proposal	No	900	1 mon	Mon 2/07/18
23		Board Paper Contractor Award	Yes	900	0 days	Wed 26/09/18
25		Construction	No	900	17 mons	Thu 27/09/18
26		Practical Completion of works	Yes	900	0 days	Tue 25/02/20
30		Gasometer Development Site	Yes	900	300 days	Wed 26/07/17
33		Site Business Case Paper	Yes	900	0 days	Wed 26/07/17
39		RFP to market	No	900	1.5 mons	Wed 27/09/17
41		Board Approval (BC)	Yes	900	0 days	Wed 13/12/17
44		Conditional agreement	No	900	7 mons	Tue 20/02/18
45		Unconditional	Yes	900	0 days	Mon 10/09/18
52		Anzac Street and Hurstmere Road	Yes	900	134 days	Wed 8/11/17
53		Planning and Engagement	No	900	4.7 mons	Wed 8/11/17
56		Anzac & Hurstmere Road BC	Yes	900	0 days	Wed 30/05/18



8 Document control

Document history

Version	Date	Update by	Update details
1	06/07/2017	Kate Cumberpatch	Initial document
2	14/07/2017	Kate Cumberpatch	Reviewed by Clive Fuhr and Martha Tong

Associated documents

Version	Date	Document name and storage location
1	06/07/2017	Unlock Takapuna Project Execution Plan U:\CCO\Development Auckland\500 Projects\2_Unlock\Takapuna\1. Project Planning\Business Case

Document review

Role	Name and signature	Date
Author and Project Director	Kate Cumberpatch	
	Clive Fuhr	
Project Sponsor	Allan Young	

Document approval

Project Control Group	Signature	Date
Allan Young		
David Rankin		
Rod Marler		

Distribution

Title	Name

Attachment 4 - Initial concept design / QS estimate for Gasometer car park

CONCEPT ESTIMATE FOR HURON STREET CARPARK

FOR

PANUKU DEVELOPMENT AUCKLAND

03 Jul 2017 - REV 001

CONTENTS

APPENDICES

EXECUTIVE SUMMARY

WT Partnership (WTP) has prepared the concept design estimate for Panuku Development Auckland for the proposed Huron Street car park building.

The following is a summary of the current estimated construction costs: -

CONSTRUCTION COSTS

	Area	$/m²	Total
CAR PARK BUILDING	12,712 m2	1,597	20,295,869
SUB TOTAL (rounded $'000)	**12,712 m2**	**1,597**	**20,296,000**
DESIGN & CONSTRUCTION CONTINGENCY			2,029,600
CARPARK MANAGEMENT SYSTEM			Excluded.
TOTAL CONSTRUCTION COST (rounded $'000)	**12,712 m2**	**1,756**	**22,326,000**

Three facade solutions have been identified within the concept design drawings. Option 1, perforated mesh, has been included within the above pricing. We would estimate that the extra over cost for option 2, green facade to be c. $275k (incl on costs) and option 3, louvre system to be c. $135k (incl on costs).

All amounts exclude GST

Full details of the above along with a breakdown by Element is included in Appendix A

CLARIFICATIONS

The following should be read in conjunction with the Estimate: -

1 No allowances have been made for sprinkler fire protection. Automatic heat detection alarms and 60min frr to steel has been included for;

2 LED car park lighting has been allowed throughout;

3 An allowance of $800/m2 has been included for a perforated 50% facade solution (Option 1), based on a single plane (not projecting);

4 An allowance of $20,000 has been included for minor service diversions. No further provisions have been included for service diversions in lieu of a survey;

5 It has been assumed all floors will be suspended, with provisions made for cut and fill to achieve the required formation levels;

6 Provision has been made for stepped footings in lieu of filling to the basement void;

7 A provision of $20,000 has been included for making good landscaping and public realm works;

8 Car park crash barriers allowed to the North and South elevations only. Balustrade allowed to intermediate floor openings;

9 Costs are based at 2Q17. No provision has been made for escalation;

10 A design and construction contingency of 10% has been included for;

11 620 FC included @ 240kg/m;

12 360 UB included @ 56.7kg/m;

13 350 WC included @ 230kg/m;

14 Sika waterproof coating allowed to top floor; and

15 Mechanical ventilation allowed to stair cores.

EXCLUSIONS

Project Specific Exclusions

1 Fire suppression;

2 External corporate signage;

3 Analogue and digital lighting controls;

4 Data installation including computer and telephone hardware such as a PABX system;

5 Audio visual system or equipment;

6 Ground remediation;

7 Car park mechanical ventilation;

8 Contaminated material disposal;

9 Removal or encapsulation of asbestos; and

10 Car park management system and associated builders work.

General Exclusions

1 Resource and Building Consents / Fees;

2 Watercare charges, infrastructure growth charges, development contributions or levies;

3 Professional fees;

4 Development management fees;

5 Escalation;

6 Legal fees;

7 Finance costs;

8 Holding costs;

9 Any local or central Government taxes, duties, fees, rates or levies which are, or may become, payable; and

10 Goods and services tax.

DOCUMENTS USED

The following documents form the basis of the Budget Estimate: -

1 Ignite Architects - Huron Street Car Park, Concept Scheme | 09 June 2017

APPENDIX A
ESTIMATE DETAILS

PROJECT NAME:	**HURON STREET CARPARK**
ESTIMATE TYPE:	**CONCEPT ESTIMATE**
DATE ISSUED:	**3/07/2017**

PROJECT SUMMARY

	GFA	RATE	TOTAL
	Area	$/m²	Total
CAR PARK BUILDING	12,712 m2	1,597	20,295,869
SUB TOTAL (rounded $'000)	**12,712 m2**	**1,597**	**20,296,000**
DESIGN & CONSTRUCTION CONTINGENCY			2,029,600
CARPARK MANAGEMENT SYSTEM			Excluded.
TOTAL CONSTRUCTION COST (rounded $'000)	**12,712 m2**	**1,756**	**22,326,000**

PROJECT NAME:	**HURON STREET CARPARK**
ESTIMATE TYPE:	**CONCEPT ESTIMATE**
DATE ISSUED:	**3/07/2017**

WT PARTNERSHIP

ELEMENTAL SUMMARY - CAR PARK BUILDING

ELEMENT	RATE / m² of GFA	TOTAL
SITE PREPARATION	12.78	162,455
WORK BELOW LOWEST FLOOR FINISH	217.04	2,759,076
FRAME	441.99	5,618,696
STRUCTURAL WALLS	78.03	991,950
UPPER FLOORS	198.01	2,517,200
ROOF	20.15	256,200
EXTERNAL WALLS AND EXTERNAL FINISH	177.56	2,257,200
WINDOWS AND EXTERNAL DOORS	0.31	4,000
STAIRS AND BALSUTRADES	54.61	694,200
PARTITIONS	1.34	17,000
INTERNAL DOORS	4.75	60,400
FLOOR FINISHES	20.62	262,127
WALL FINISHES	1.39	17,640
CEILING FINISHES	0.00	0
FITTINGS AND FIXTURES	1.18	15,000
SANITARY PLUMBING	0.87	11,000
HEATING AND VENTILATION SERVICES	7.87	100,000
FIRE SERVICES	19.00	241,525
ELECTRICAL SERVICES	38.18	485,410
SECURITY & COMMUNICATION	6.54	83,118
VERTICAL AND HORIZONTAL TRANSPORT	28.91	367,500
DRAINAGE	8.93	113,562
EXTERNAL WORKS	3.15	40,000
SUNDRIES	1.97	25,000
PRELIMINARIES & GENERAL		2,137,532
MARGIN		1,058,078
TOTAL CARRIED TO PROJECT SUMMARY	**1,597**	**20,295,869**

GFA: 12,712m²

PROJECT NAME:	**HURON STREET CARPARK**
ESTIMATE TYPE:	**CONCEPT ESTIMATE**
DATE ISSUED:	**3/07/2017**

WT PARTNERSHIP

ELEMENTAL DETAIL - CAR PARK BUILDING

ITEM REF.	DESCRIPTION	QTY	UNIT	RATE	TOTAL
SITE PREPARATION					**162,455**
	Site strip	2,560	m2	15.00	38,400
	Provision for demolition and disposal of existing retaining structures	1	Item	10,000.00	10,000
	Cut to formation levels	496	m3	65.00	32,240
	Fill to formation levels	631	m3	65.00	41,015
	EO for imported fill	135	m3	80.00	10,800
	Provision grading levels	1	Item	10,000.00	10,000
	Provision for diversion of minor services	1	Item	20,000.00	20,000
WORK BELOW LOWEST FLOOR FINISH					**2,759,076**
	Piling establishment	1	Item	20,000.00	20,000
	Piles, assumed bored concrete, 900 dia., 25 - 30m deep	34	nr	33,000.00	1,122,000
	Pile Caps	34	nr	4,200.00	142,800
	Ground Beams	534	m	1,600.00	854,176
	Lift pits, assumed 1500mm deep	2	nr	3,250.00	6,500
	150mm comfloor	2,320	m2	230.00	533,600
	Provision for forming steps, ramps and the like within the slab	1	Item	10,000.00	10,000
	Provision for stepping foundations over 4.5m drop	1	Item	70,000.00	70,000

ELEMENTAL DETAIL - CAR PARK BUILDING

ITEM REF.	DESCRIPTION	QTY	UNIT	RATE	TOTAL
FRAME					5,618,696
	STEEL FRAME				
	Columns				
	350 Welded Column	77,280	kg	4.80	370,944
	Beams				
	620 Fabricated Beams	443,520	kg	4.80	2,128,896
	360 Universal Beams	256,715	kg	4.80	1,232,232
	Miscellaneous				
	Provision fo EBFS bracing steelwork	38,876	kg	4.80	186,604
	Provision for ramp steelwork	12,120	kg	4.80	58,176
	Allowance for secondary steelwork	82,851	kg	4.80	397,685
	Allowance for fixings, connections and the like	91,136	kg	5.50	501,249
	Finishes				
	60min FRR intumescent finish	10,613	m2	45.00	477,585
	Top coat	10,613	m2	25.00	265,325
STRUCTURAL WALLS					991,950
	300mm thick reinforced concrete shear wall	661	m²	650.00	429,650
	300mm thick shear walls to underside of suspended floors	287	m²	650.00	186,550
	150mm precast walls to stair core and lift shaft	835	m²	450.00	375,750
UPPER FLOORS					2,517,200
	150mm comfloor	9,661	m²	230.00	2,222,030
	Suspended floor to ramps	812	m²	230.00	186,760
	Seismic joints to ramps	156	m	300.00	46,800
	Provision for edge trim to slabs	1,046	m	35.00	36,610
	Allowance for concrete kerbs and the like	1	Item	25,000.00	25,000
ROOF					256,200
	Waterproof membrane on 75mm unispan with 75mm concrete topping roof to stair core and lift	50	m²	330.00	16,500
	Sika coating system to carpark roofs	2,147	m²	100.00	214,700
	Allowance for rainwater goods	1	Item	25,000.00	25,000

PROJECT NAME:	**HURON STREET CARPARK**
ESTIMATE TYPE:	**CONCEPT ESTIMATE**
DATE ISSUED:	**3/07/2017**

WT PARTNERSHIP

ELEMENTAL DETAIL - CAR PARK BUILDING

ITEM REF.	DESCRIPTION	QTY	UNIT	RATE	TOTAL
EXTERNAL WALLS AND EXTERNAL FINISH					**2,257,200**
	Precast wall 150mm thick reinforced	2,278	m2	450.00	1,025,100
	EO. precast finish	2,278	m2	150.00	341,700
	Facade screening - 50% perforated on single plane - Option 1	1,113	m²	800.00	890,400
WINDOWS AND EXTERNAL DOORS					**4,000**
	Single door to roof level	2	nr	2,000.00	4,000
STAIRS AND BALSUTRADES					**694,200**
	Precast stairs and half landings to stair core	29	m/rise	3,250.00	93,600
	Handrail to core stair	100	m	250.00	25,000
	Balustrades to core stair	90	m	450.00	40,500
	Galvanised mild steel balustrade parking	642	m	400.00	256,800
	Vehicle crash barrier	253	m	1,100.00	278,300
PARTITIONS					**17,000**
	Riser partitioning - allowance	85	m2	200.00	17,000
INTERNAL DOORS					**60,400**
232	Single leaf emergency door to stair	18	nr	2,500.00	45,000
237	Riser cupboard doors, single (assumed)	11	nr	1,400.00	15,400
FLOOR FINISHES					**262,127**
	Dust sealer to concrete	9,246	m2	15.00	138,690
	Tiled finish to lift lobbies	59	m2	200.00	11,800
	Carpark line painting	1	Item	15,000.00	15,000
	Wheelstops	441	nr	75.00	33,075
	Provision for barriers and the like	12,712	m2	5.00	63,562
WALL FINISHES					**17,640**
	Paint finish to precast stair core and lift shaft walls	882	m2	20.00	17,640
CEILING FINISHES					**0**
	No works envisaged.				
FITTINGS AND FIXTURES					**15,000**
	Signage	1	Item	15,000.00	15,000

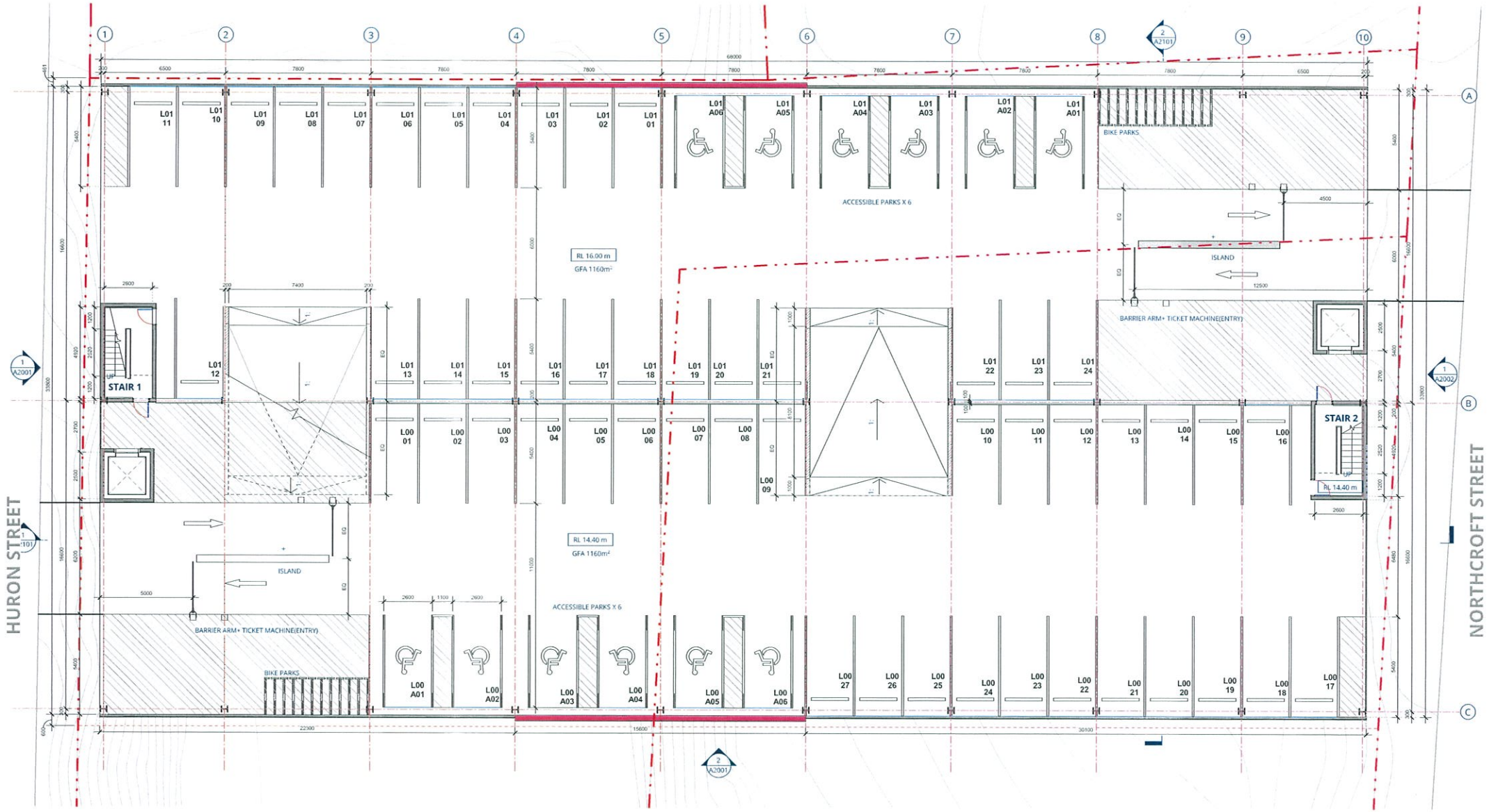
ELEMENTAL DETAIL - CAR PARK BUILDING

ITEM REF.	DESCRIPTION	QTY	UNIT	RATE	TOTAL
SANITARY PLUMBING					**11,000**
	Site connection	1	Item	5,000.00	5,000
	Supply to basement level washdown	1	Item	5,000.00	5,000
	Builders work in connection	1	Item	1,000.00	1,000
HEATING AND VENTILATION SERVICES					**100,000**
	Mechanical ventilation to cores	2	nr	50,000.00	100,000
FIRE SERVICES					**241,525**
	Automatic heat detection	9,661	m2	25.00	241,525
ELECTRICAL SERVICES					**485,410**
	Power supply to the site and main switchboard	1	Item	25,000.00	25,000
	Distribution boards, assumed	6	nr	6,000.00	36,000
	Power reticulation	12,712	m²	10.00	127,123
	Lighting to parking areas	9,246	m²	20.00	184,920
	External lighting to uncovered parking areas	2,055	m²	30.00	61,650
	Emergency lighting	11,301	m²	2.00	22,602
	Provision for earthing and lightning protection	1	Item	5,000.00	5,000
	Builders work in connection with the above	1	Item	23,114.77	23,115
SECURITY & COMMUNICATION					**83,118**
	Incoming Fibre Optic service	1	Item	2,000.00	2,000
	CCTV System	1	Item	10,000.00	10,000
	Fibre reticulation to CCTV on parking levels	12,712	m²	5.00	63,562
	Builders work in connection with above	1	Item	7,556.17	7,556
VERTICAL AND HORIZONTAL TRANSPORT					**367,500**
	Lift	2	nr	175,000.00	350,000
	Builders work in connection with the above	1	Item	17,500.00	17,500
DRAINAGE					**113,562**
	Drainage connections	1	Item	50,000.00	50,000
	Allowance for above ground stormwater drainage	12,712	m2	5.00	63,562
EXTERNAL WORKS					**40,000**
	Form vehicle crossover to new access	2	nr	10,000.00	20,000
	Allowance for landscaping and making good to Northcroft Street & Huron Street	1	Item	20,000.00	20,000

ELEMENTAL DETAIL - CAR PARK BUILDING

ITEM REF.	DESCRIPTION	QTY	UNIT	RATE	TOTAL
SUNDRIES					25,000
	Anchor points to upper level building edge for safety restraints and access system	1	Item	20,000.00	20,000
	Cycle Racks (per park)	25	nr	200.00	5,000

APPENDIX B
DRAWINGS



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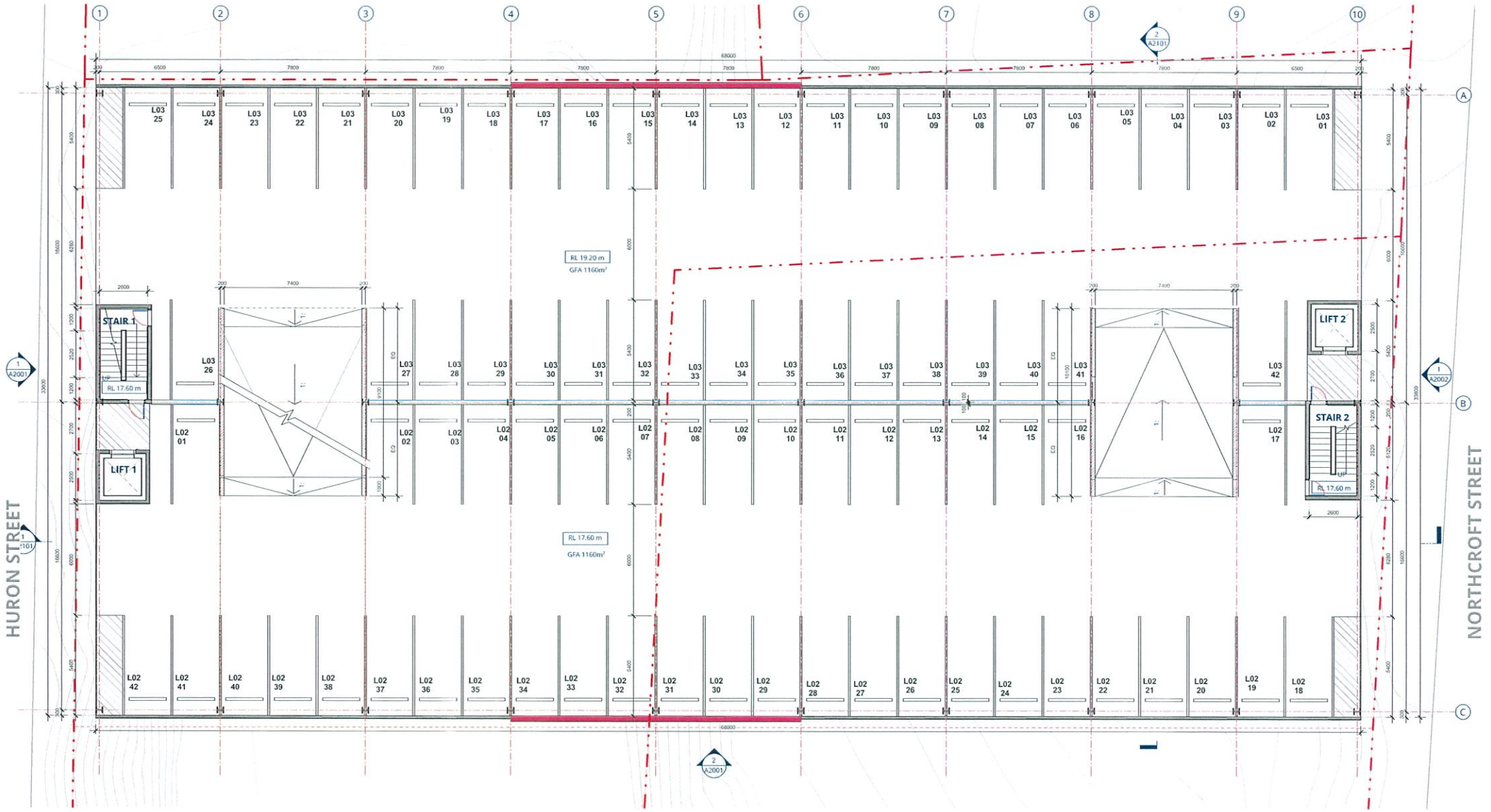
GROUND FLOOR / ACCESS

1:200@A3

0100-024-042
HURON STREET CARPARK
18 MAY 2017

IGNITE ARCHITECTS



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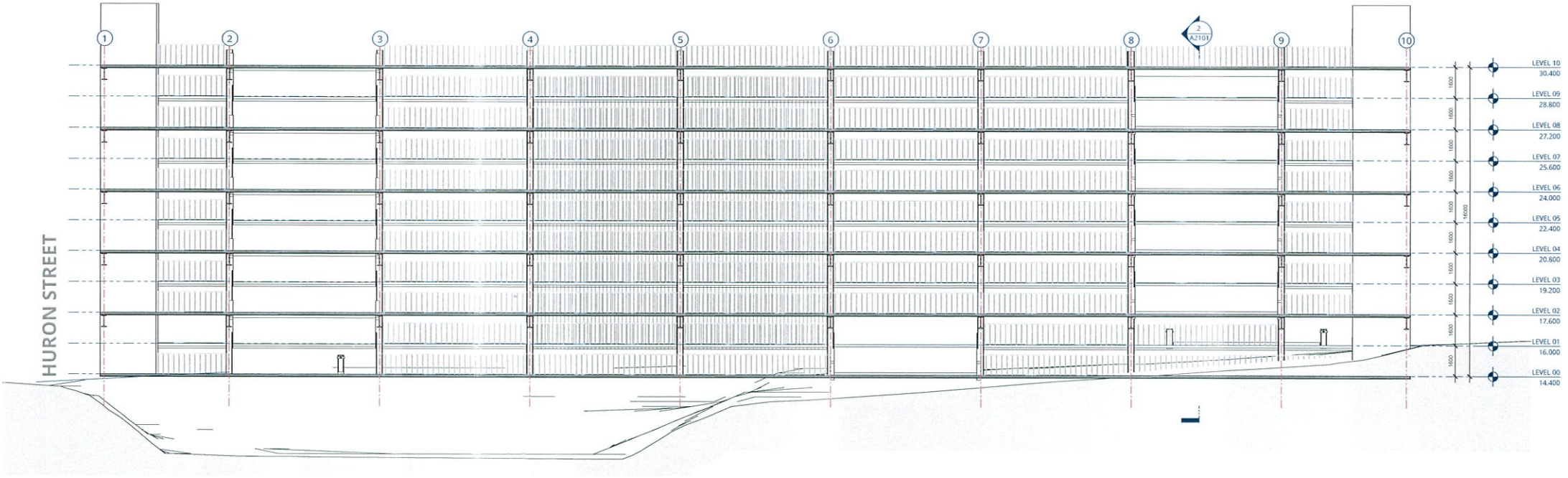
TYPICAL UPPER LEVEL

1:200@A3

0100-024-042
HURON STREET CARPARK
18 MAY 2017

IGNITE ARCHITECTS



1 / A1301 LONG SECTION
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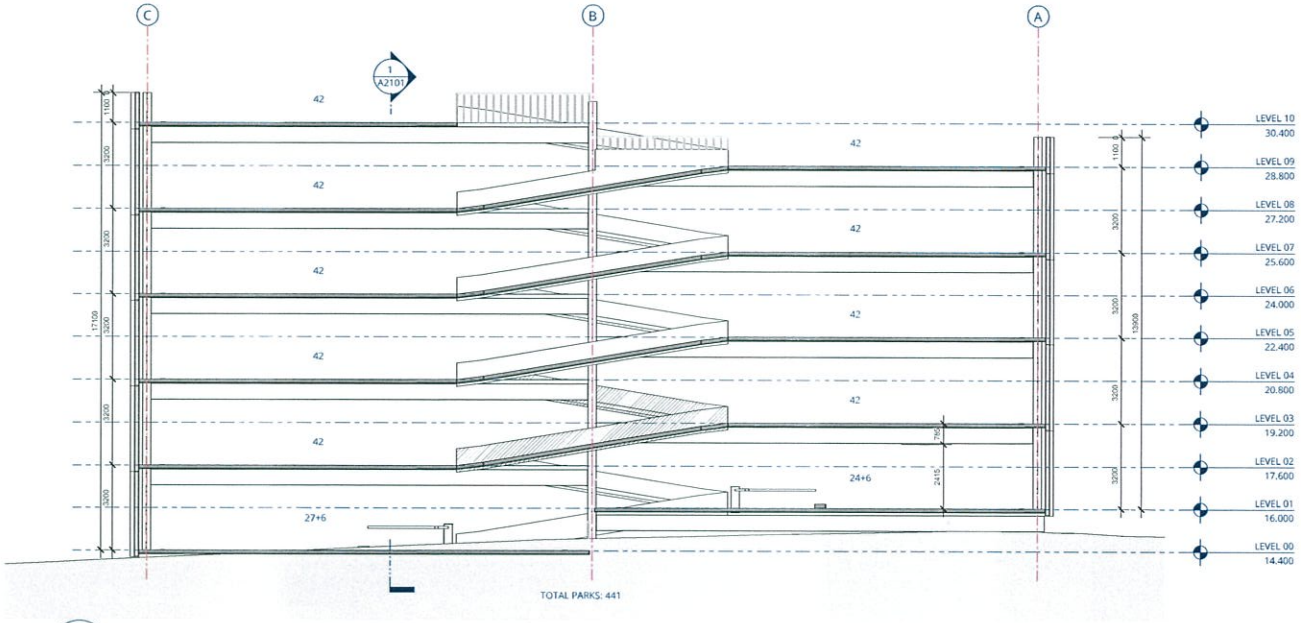

2 / A1301 SHORT SECTION
A1 SCALE 1 : 100

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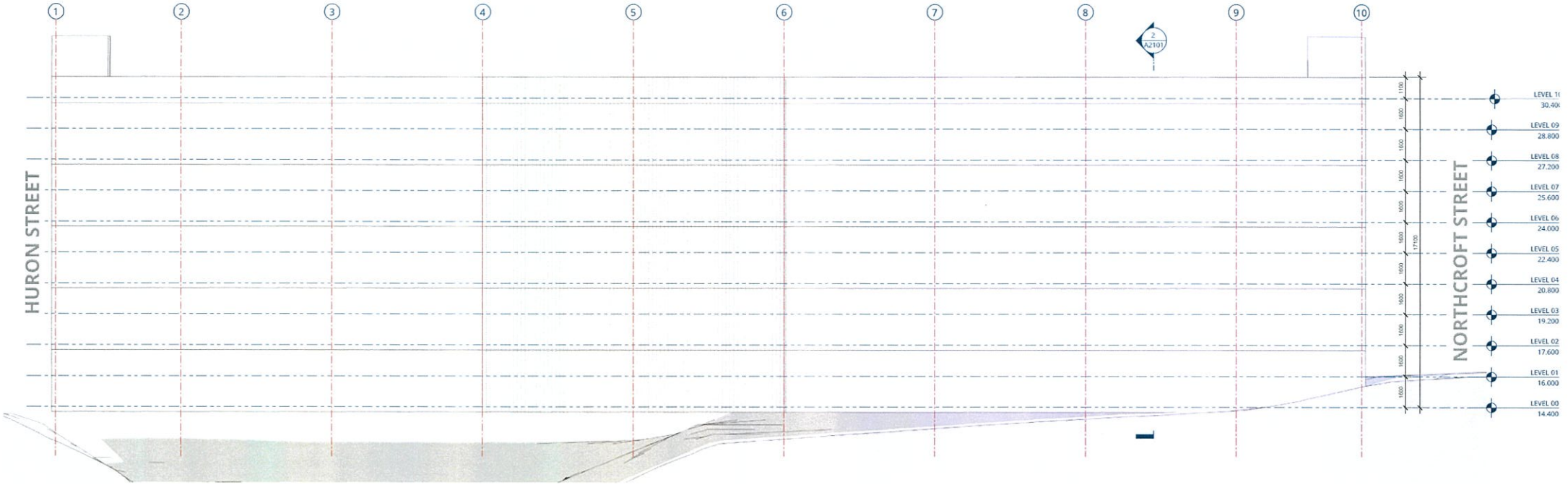
TYPICAL SECTIONS

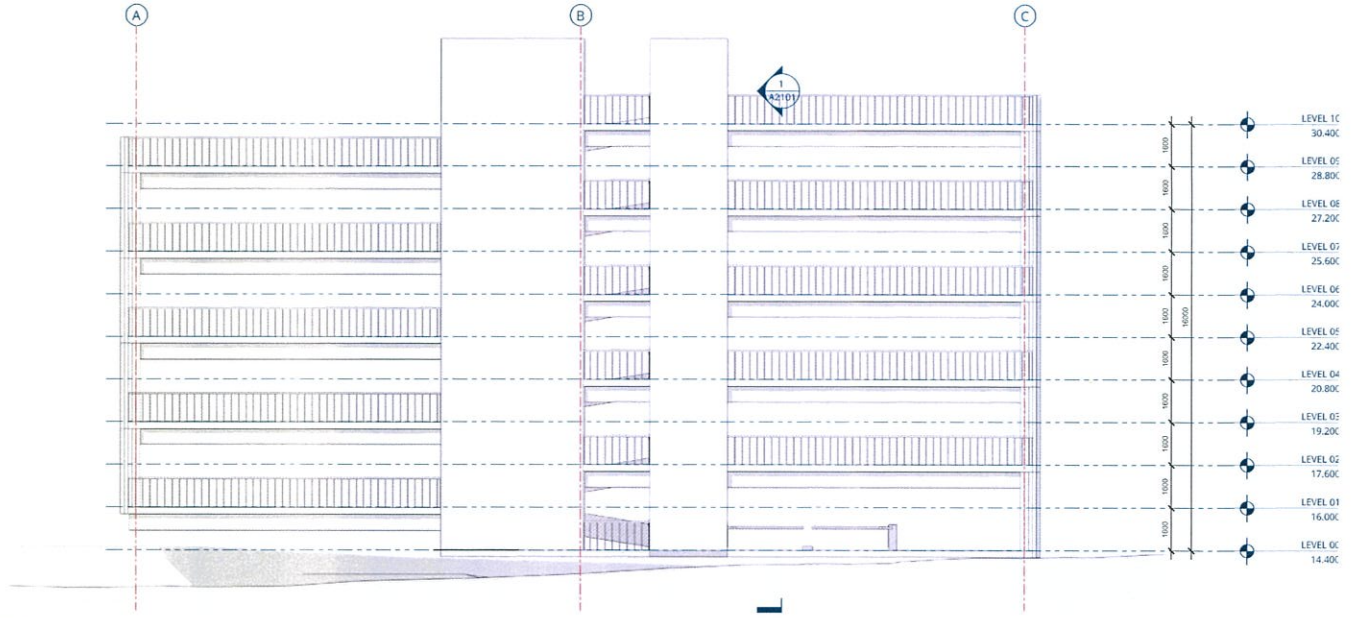
1:200@A3

0100-024-042
HURON STREET CARPARK
18 MAY 2017

IGNITE ARCHITECTS



2 A1301 **ELEVATION SOUTH**
A1 SCALE 1 : 100



1 A1301 **ELEVATION WEST**
A1 SCALE 1 : 100

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TYPICAL ELEVATIONS
1:200@A3

0100-024-042
HURON STREET CARPARK
18 MAY 2017

IGNITE ARCHITECTS