

# AMETI Package 1 – Panmure Station Concept

## Glossary

Auckland Council	(AC)
Auckland Transport	(AT)
Auckland Manukau Eastern Transport Initiative	(AMETI)
Auckland Integrated Fares System	(AIFS)
Decision Value Assurance Committee	(dVAC)
Major Project Design Review Team (AC)	(MPDRT)
Public Transport	(PT)
Project Control Group	(PCG)
Rapid Transit Network	(RTN)
Transit Oriented Design	(TOD)

## Executive Summary

The Panmure Rail Station will become a major transport interchange as the AMETI project is rolled out with 1.7 million passengers per year projected to use the facility by 2026.

The Panmure interchange is critical to the success of the South Eastern urban busway which is a key component of the AMETI programme and thus the overall functionality of the Auckland PT system. A level of amenity commensurate with the other major interchanges at Manukau, Newmarket and New Lynn is necessary to enable functionality and to allow seamless and convenient RTN transfer.

In August 2011 the board approved the enhancement of station design in order to provide the required level of amenity thus contributing to the stated objective in the draft Auckland Plan of increasing PT mode share. Best value for money was identified as being achieved if these enhancements are constructed at the same time as the rest of the AMETI Panmure construction and acknowledged that it would be fundamental to the success of development planned for the precinct around the new interchange. The estimated cost of the enhanced station was identified at \$21.5m.

In November 2011 the Board gave approval to award the AMETI Panmure main works construction contract. This has now been implemented and the scope has included construction of a new interchange at Panmure.

Following these approvals, further design works and stakeholder engagement has taken place and the design has been developed to encapsulate feedback received. The revised design reflects the Panmure area has an estimated cost of \$23m and has a bold architectural form. Notwithstanding this increase the total cost remains substantially lower than originally indicated due to better than expected pricing received for the main works contract.

The purpose of this paper is to seek the Board's approval of the preferred concept to proceed to final design and construction.

## Recommendations

It is recommended that the Board:

- i). Receive the report
- ii). Approve the preferred concept to progress to design and construction.

## Strategic Context

Growth of business, employment and residential development in eastern Auckland has created a pressing demand for transport investment. The Auckland Manukau Eastern Transport Initiative (AMETI) and the East-West Link are closely related because of their geographic location and interdependencies, particularly in relation to freight and east-west traffic movements. AMETI is a package of transport improvements proposed for the Glen Innes - Panmure - Pakuranga - Botany corridor, to serve the eastern suburbs. These areas have forecast population growth of up to 25,000 people over the next 20 years and good transport options will be needed to cater for them. AMETI aims to provide a strategic transport link between the eastern suburbs, unlocking the economic potential of the area.

AMETI will provide for local journeys and public transport on the Panmure Bridge route, while Waipuna Bridge and the south eastern highway will become the primary freight and business traffic route through to central Auckland.

The project is strongly aligned to the targets identified in Strategic Direction 13 of the Auckland Plan:

- Double public transport trips by 2022.
- Increase the proportion of trips made by public transport.
- Reduce car crash fatalities and serious injuries.
- Reduce congestion levels for vehicle on the strategic freight network.
- Increase the proportion of people living within walking distance of frequent public transport stops.

Directive 13.5 of the Auckland Plan is to jointly progress planning for AMETI and the East-West Link and implementation by 2021.

The AT Board have previously been presented with and approved the inclusion of a high capacity RTN interchange station at Panmure as part of the AMETI Panmure main works. The previous paper which was submitted in August 2011 outlined the reasons for the inclusion of an enhanced station which in summary included the following:

- Panmure Station can be expected to become one of the busiest interchanges on the network.
- There was a strong case for improving the amenity value of the station in a similar way to that undertaken at New Lynn.
- A TOD development similar in concept to that being developed at New Lynn is also proposed in the station precinct with land already under AC ownership.
- The best value for money solution would be achieved if the full scope of station enhancements is constructed at the same time as the main work.

## Background

Following the previous approval of the AT Board, internal and external reviews of the design were carried out and feedback sought into all aspects of the design to ensure that it met the expectations of stakeholders.

The feedback received from MPDRT and Iwi consultations called for the Panmure Station to have an architectural concept that reflects the rich sense of place defined through its natural environment (Maungarei/Mt Wellington and Panmure Lagoon) and settlement history (Iwi and colonial).

In response to this, three architectural options were developed. The brief for these options was to enhance the presence, stature and local identity of the station to ensure it reflected the investment and importance of the Panmure transport hub as well as recognising the culture and history of the surrounding Panmure area.

The options were developed around the use of space, materials and building profile. The preferred concept moved away from the base concept of just creating a shelter and approaches the design of the station by seeking to combine Panmure's history, early Maori and colonial settlements, current cultures and diversity by layering and creating architectural interest during both day and night.

This preferred concept is deemed to provide a unique landmark in Panmure with strong visible presence and cultural identity. The quality of the design will also act as a catalyst and signal for future developments in the station precinct. Attachment 1 presents the architectural presentation of the preferred concept.

### Key Stakeholder feedback

In order to be confident that the preferred concept will meet the expectations of stakeholders, it has been presented to key stakeholders to seek feedback.

The following summarises key stakeholder's feedback:

- Iwi
  - There are currently 7 Iwi tribes within the Panmure area that have identified themselves as wanting to be involved in the AMETI Project and the station design.
  - Several workshops and presentations have been given to this group on both a wider AMETI context and also specifically regarding the station.
  - The Iwi have now nominated 2 recognised Maori architects to represent and interpret their interests and historic narratives into the design.
  - A process going forward has been agreed in which the Iwi nominated architects will be involved in the detailed design to help interpret and include the historic Maori narratives into the design.
  
- Community
  - There are several community groups that are present within the Panmure area including the Panmure Local Board, Panmure Business Association, Panmure Community Action group and individuals.
  - The proposed concept design has been informally presented to a selected number of local entities and individuals.
  - From the feedback gained there was strong support for the station building concept and intent and it was felt that it be very positive for the area.

- The community has also signalled a desire for planning restrictions and guidelines to be placed on adjacent sites to ensure future developments are of a similar standard and are positive to the area and vision.
- AT Internal Stakeholders
  - The proposed concept design was presented to the February AMETI PCG meeting comprising senior representatives from both AC and AT. The PCG endorsed the proposed option and that the concept and estimated costings be submitted to the April AT Board meeting for endorsement.
  - As part of the design process to date, PT Operations and Veolia have also been involved in the design of internal layout and function of the station. This process will be ongoing through the detailed design phase.
- MPDRT & AC Arts Team
  - The base concept was initially presented to the MPDRT in October 2011. Feedback was that the base concept failed to provide a sense of place or connection with the community and location and did not reflect the status of Panmure as a key transport interchange. In response to this feedback, the project developed 3 options.
  - Members of the MPDRT were presented the 3 architectural options informally to obtain some preliminary feedback. This preliminary feedback provided valuable comment and support for the proposed concept.
  - Subsequently a formal presentation to the full MPDRT team was given on the 16 March 2012 in which positive feedback was received and strong support was given to the proposed option.
  - Several MPDRT panel members are enthusiastic to be involved with the detailed planning of the station to help and assist with sustainability, Public art engagement, landscaping etc.
  - Formal feedback received from the MPDRT is included within appendix 2.

Following these stakeholder discussions it is concluded that the concept ably reflects the sense of place defined through its natural environment (Maungarei/Mt Wellington and Panmure Lagoon) and settlement history (Iwi and colonial) and that the investment will add to the future development potential of the immediate surrounding sites and Panmure in general.

#### Financial Information

The estimated cost of the station enhancements submitted to the AT Board in August 2011 was \$21.5m.

Since August 2011 the scheme has undertaken significant design development. The revised estimated cost based on current design information is \$23.0m. This estimate has been informed by the AMETI project team quantity surveyor as well as an independent quantity surveyor peer reviewing the costs. Total AMETI Phase 1 construction costs approved by the Board in December 2011 were \$175.5 m. Forecast construction costs to completion are currently \$160.4m due to the better than expected pricing received for the construction of the main Panmure works and Mountain Road Bridge contracts. The following summarises the cost movements.

	Budget Construction Costs	Forecast Construction Costs
Mountain Road Bridge	10.4	13.3
Main Works Contract	143.6	124.1
Panmure Interchange building	21.5	23.0
<b>Total</b>	<b>175.5</b>	<b>160.4</b>

The construction of the AMETI Panmure main works has already commenced. The station concourse building is due to begin construction in September 2012. This compresses time available to complete the design documentation, obtain the relevant and necessary consents as well as ensuring a robust process is undertaken to provide certainty that optimal value for money is achieved within the pricing of this large variation to the main works contract. This is to be achieved through an open book procurement approach whereby competitive tenders are obtained for all subtrades and these are reviewed by AT's cost consultants. Main contractor profit and overheads will be calculated from the original tender submissions.

### Station Design Programme

The final design of the interchange building must start now to enable physical works to commence in September to meet project time lines. Design will be completed in October and construction is expected to be completed in September 2013.

As part of the design development, a process of value engineering is being undertaken to ensure that both the design and costs are being optimised. This process is being driven by AT with assistance from the design consultants, the contractor and an independent quantity surveyor to ensure a robust budget and design is achieved.

## Next Steps

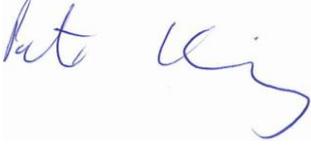
Following Board approval of the preferred concept proceeding to final design next steps are:

- Continue to work with Iwi community groups to include narratives in the design and architecture of the interchange.
- Value engineering throughout the design process to optimise the costs, design and construction.
- Completion of the detail design of the Panmure interchange.
- Prepare pricing and 'For Construction' documentation and progressively issue for building consent.
- Robust process implemented to ensure value for money achieved in variation pricing.
- Engineer instruct variation to the Panmure main works contract.

## Attachments

**Attachment 1** – Preferred Concept – Architectural presentation material

**Attachment 2** – MPDRT feedback and comments

<p><b>WRITTEN BY</b></p>	<p>Peter King <b>Project Director AMETI</b></p> <p>Rick Walden <b>Major Projects &amp; PMO Manager</b></p>	 
<p><b>RECOMMENDED by</b></p>	<p>Kevin Doherty <b>Chief Infrastructure Officer</b></p>	
<p><b>APPROVED FOR SUBMISSION by</b></p>	<p>David Warburton <b>Chief Executive</b></p>	