

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON THURSDAY, 5 MAY 2005, COMMENCING AT 9.30 AM.**

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1 APOLOGIES



2 URGENT BUSINESS

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

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

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

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



3 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 7 April 2005

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 7 April 2005, including the Public Excluded minutes, as circulated, be taken as read and now be confirmed.



4

WAITAKERE CENTRAL HENDERSON TRANSPORT INTERCHANGE

PURPOSE OF THE REPORT

The purposes of this report are to:

- review the detailed design of the link bridge at the Waitakere Central Henderson Transport Interchange;
- receive an update on key issues of the project;
- consider a course of action in relation to the location of the Henderson heritage station building;
- seek authority to finalise a deed in relation to securing air rights.

BACKGROUND

In May 2004, Infrastructure Auckland approved a grant of \$8,065,000 for the full cost of the trackworks / signalling and bridgeworks (\$4,940,200) and a \$3,124.800 contribution to the balance of the project - station, overbridge, park and ride and bus interchange. An additional \$1.5 million was granted subject to the Council accepting that this was a reallocation from other stations within Waitakere City.

In May 2004 the Council confirmed its desire to proceed with the full station and link bridge concept including escalators and reflected this decision in the Annual Plan for 2004/2005.

Auckland Regional Transport Authority commissioned New Zealand Railways Corporation (now called Ontrack) to undertake concept design work for Stage 2 double tracking of the western rail corridor. This is from west of Titirangi Road, New Lynn, to approximately Mt Lebanon Lane, Henderson. This work includes the Henderson station, based on the regionally agreed concept design. This design now includes a second pedestrian overbridge at the southern end of the platform.

Council has engaged Architectus to lead the design work related to the link bridge, access from the overbridge to station platform and Railside Avenue (including stairs, lifts and escalators) and bus/taxi/drop-off area on Railside Avenue. At its meeting on 3 February 2005 the City Development Committee provided comments on the developed design and confirmed it as the basis for detailed design work (44/2005).

Auckland Regional Transport Authority has engaged Ontrack to lead the detailed design work for the station platform and amenities and trackworks. Ontrack has included a second pedestrian overbridge at the southern end of the platform in its design for double tracking subject to funding. This provides an important link to the park and ride and further access to the platform and across the tracks. The design of the park and ride facility will be developed at a later date once Ontrack confirms the amount of space available.

A regular fortnightly meeting is held between the relevant parties to ensure coordination of these planning works.

An application was made for resource consent to relocate the Henderson heritage station building to the Corban Estate. An interim ruling has been received which recommends further consultation with submitters.

STRATEGIC CONTEXT

Development of the rail network is a key component of meeting Council's strategic goals, particularly given that the rail network runs through some of the City's main town centres. Development of the rail network and its integration with other transport modes are key components of meeting the goals of the Regional Land Transport Strategy and the Regional Growth Strategy.

Station location, development, and linkages are important parts of upgrading the rail network. Stations are the key interface between the rail corridor, town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. These factors can have a large bearing on how well the rail network can capitalise on transit supportive development. Given the importance of Henderson town centre, and the level of development occurring, including the Waitakere Central Library/UNITEC, Waitakere Central and the many other private sector developments, the linkages that the station makes between rail, other public transport, surrounding development and the Henderson town centre are critical.

The link bridge is vital to the operation of the rail station and providing disabled access at Waitakere Central.

ISSUES

Link Bridge Detailed Design

Architectus will provide a presentation at the meeting on the detailed design of the link bridge and how it connects with the rest of the transport interchange.

The detailed design of the link bridge is now substantially complete. The detailed design of the bus/taxi/drop off area will be finalised upon the confirmed location of the heritage station building. Detailed design work commenced in April 2005 in relation to the double track works, second pedestrian overbridge and the station platform.

A1 – A12

The issues raised by the City Development Committee in relation to the developed design are attached at pages A1 to A2. These have been considered by Architectus and incorporated into the detailed design as appropriate. In addition peer reviews were done by Jasmox Architects in relation to the design and the Safety and Access By Design Group in relation to safety and access issues. Copies of these peer reviews are attached at pages A3 to A12.

The key recommendations from the peer reviews were:

- Improve the passive surveillance and perceived safety of the lifts and platform stairs through glazing the lift car and shaft and stair enclosure – this is currently being explored.
- Safety issue in relation to the lift shaft and toilet area – this is now addressed in the detailed design.
- Obtain a Crime Prevention by Design review of the design – this has been completed.

The following are issues raised by officers in relation to a preliminary presentation of the detailed design of the link bridge:

- The link bridge will occasionally have wet surfaces – some rain splash enters through ventilation gaps at the top and bottom of the glass walls and drips on the floor and possibly on people walking through. A proposed compromise of ventilation and shelter from the rain was agreed.
- The floor of the link bridge should meet and exceed minimum Building Act requirements for a slip resistant surface to safeguard against accidents.

- The floor of the link bridge needs to slope outwards to permit drainage of rain splash.
- Further investigation is required regarding the mode of cleaning the outside of the link bridge and whether safety anchors need to be provided on external walls for window washers.
- A means of washing escalator glass walls needs to be provided.
- Ventilation of escalator structures needs to be provided.
- Camera locations are to be sited to maximise coverage and relayed back to the Civic Centre Security room.
- Valley guttering needs to be checked for flow capacity.
- An additional duct to provide spare services capacity is to be incorporated in the Civic Centre project and needs to be incorporated into the link bridge as well.
- Any future connection to the link bridge across RAILSIDE Avenue would need to be a self-supporting structure and could connect to the link bridge in a similar way there is a connection with the Civic Centre part of the link bridge.
- The centre column can only be located once part of the old track is removed – an indicative programme has been prepared with Ontrack to coordinate the work within the rail corridor.

Ontrack has advised that the rail tracks may be lifted by about 100 mm to permit the cleaning of ballast and laying of new ballast. This will reduce clearance under the link bridge from 5.3 metres to about 5.2 metres. Ontrack had confirmed that the link bridge clearance is 5.3 metres from the current level of the track. Ontrack has verbally confirmed its acceptance if this lower height clearance.

A13 – A15

An open day was held with the community on 17 March 2005 to receive comments on the developed design of the Henderson Transport Interchange. There was general support from those who attended the open day. A summary of the comments received is shown at pages A13 to A15. The key issues are summarised as follows:

- Pedestrian access across the tracks is needed from Smythe Road – this is the second pedestrian overbridge which is part of the double track design.
- More commuter parking is needed.
- On-platform ticketing is needed.
- Train service and reliability need to be improved.
- Security and lighting need to be improved.

Tendering

Once signoff of the detailed design of the link bridge is given, the next step would be to present tender documents to the Tenders Subcommittee for consideration. This would enable the Waitakere Central Henderson Transport Interchange project to proceed in accordance with the critical path timeframe. The link bridge is a critical component of the transport interchange project and construction needs to commence ideally at the end of June 2005 to ensure it is completed by the end of April 2006, when it will be required to be used for the Civic Centre project.

Costs and Funding

A16 – A18

The costs of the detailed design of the link bridge had not been updated by WT Partnership at the time this report was prepared. The estimated costs of the developed design including contingencies and escalation provision (and funding sources) are set out in the table below for reference. Ryder Hunt conducted a peer review of WT Partnership's costs and concluded that and they were comprehensive and robust. A copy of the peer review of costs is attached at pages A16 to A18.

HENDERSON TRANSPORT INTERCHANGE	WCC
PROJECT COST – based on developed design	
Site clearance	104,065
Civic Centre link bridge	2,875,842
Bus interchange / drop-off	1,771,912
Park & ride	625,794
Landscaping	49,220
Design / project management	733,000
Bus / taxi / drop-off interchange shelters	600,000
Remainder of station i.e. platform and facilities	3,229,531
Escalation provision (8%)	799,149
Total Project Cost	10,788,513
FUNDING	
Council Commitments	
- 2004/2005 Annual Plan	960,000
- draft 2005/06 Annual Plan	2,218,048
Total Council current funding commitments	3,178,048
External Funding	
- Infrastructure Auckland (IA)	
- Initial grant approval May 2004	3,124,800
- additional grant subject to special condition	1,500,000
- Funding application with Land Transport NZ	3,000,000
Total External Funding	7,624,800
Total anticipated identified funding	10,802,848

Recent discussions with officers from Auckland Regional Transport Authority indicate there is a reluctance to waive the special condition attaching to the \$1.5 million grant which requires cost savings at other stations in Waitakere City of \$1.5 million. Consideration is being given to an alternative proposal whereby:

- Waitakere City Council does not take up the Infrastructure Auckland grants;
- Auckland Regional Transport Authority assumes responsibility for funding and constructing the double tracking, station platform and facilities and second pedestrian overbridge;
- Waitakere City Council may assume responsibility for funding and constructing the remainder of the transport interchange project.

The effects of this alternative funding arrangement and the impact of reducing costs at another station need to be explored further.

Costs incurred to 31 March 2005 in relation to the Henderson transport interchange total \$262,782 (plus GST), comprising:

\$181,935 (plus GST) design
\$ 73,834 (plus GST) project management
\$ 7,013 (plus GST) construction (two piles on Waitakere Central site to support link bridge).

Air rights

Air rights for the link bridge have been the subject of negotiations. Agreement in principle was reached in December 2005 between the Manager: Legal Services from the Council and Mr Fraser Tweedie from Ontrack. The only matter where there is significant disagreement between the Council and Ontrack is in relation to tenure for the bridge. Ontrack is proposing a 12 month licence, terminable on notice if the airspace is again required for railway purposes. All road bridges and other structures over railway lines have historically been authorised on this basis and Ontrack points to the fact that no licence has ever been terminated. Conversely, there is a significant expenditure of ratepayer money here, primarily for the benefit of rail and bus passengers. While the link bridge is an integral part of the railway station, termination of the licence does not appear very likely. A further attempt will be made to obtain greater security of tenure, but it is recommended that if agreement cannot be reached, a 12 month licence be entered into as an interim step, without prejudice for the Council to lobby for a more secure outcome once the air bridge is constructed. Delegated authority for the Chief Executive Officer to conclude these negotiations, and to enter into the deed of licence is sought from the City Development Committee. This would reduce an uncertainty in relation to the link bridge and assist in any tendering process in relation to the link bridge.

Heritage Station Building

An interim ruling has been made in relation to the Council's application for resource consent to relocate the Henderson Heritage Station building to Corban Estate. The Commissioner has recommended that the Council consult with submitters further. Discussions have taken place and it is proposed to present a compromise option to the Commissioner, along with legal argument if required, at a reconvened hearing. The most likely options for a compromise appear to be:

1. Retain the building in its current location and either cut back part of the verandah if required by Ontrack.
2. Locate the building further south along the rail line up to 100 metres.

If the heritage building remains in its current location, taxis and drop off will need to be relocated and that will seriously undermine the Transport Interchange Concept which is currently at the minimum possible. An update will be provided at the meeting on the outcome of discussions with submitters.

RESOURCES

The Council has committed \$960,000 in 2004/2005 and a further \$2,218,048 in the draft Annual Plan 2005/2006 in relation to the Waitakere Central Henderson Transport Interchange project. Other funding sources are identified in the report.

CONCLUSION

The detailed design of the link bridge provides a highly efficient and safe means of access, including disabled access. The link bridge is a key component of the transport interchange that needs to be progressed at an early stage in order to fit with the Civic Centre project.

RECOMMENDATIONS

1. That the Waitakere Central Henderson Transport Interchange Report be received.
2. That the detailed design of the link bridge be approved, subject to the issues raised in this report and the City Development Committee's issues raised during the presentation by Architectus.
3. That tender documentation be prepared based on the detailed design of the link bridge for consideration by the Tenders Subcommittee to enable the Waitakere Central Henderson Transport Interchange project to proceed in accordance with the critical path timeframe.
4. That the engagement of Architectus to carry out the Design work be endorsed.
5. That the Chief Executive Officer be delegated authority to present to a reconvened hearing a preferred compromise arrangement arising from consultation with submitters in relation to the location of the Henderson Heritage Station building and to pursue with all vigour an appropriate Transport Interchange.
6. That the Chief Executive Officer be delegated authority to negotiate and execute a deed of licence for the air rights in relation to the link bridge.
7. That the Chief Executive Officer be delegated authority to negotiate and execute a contract with Auckland Regional Transport Network Limited to provide seed funding for consultation and design work on the basis that this would be repaid out of funding received in relation to the station platform.

Report prepared by: Kevin Wright Manager Transport Strategy.



5 NEW ZEALAND URBAN DESIGN PROTOCOL

PURPOSE OF THE REPORT

The purpose of this report seeks to initiate the next steps consequent on Council's sign-up to the New Zealand Urban Design Protocol.

BACKGROUND

The New Zealand Urban Design Protocol (the Protocol) is a national cross-sector commitment to achieving good urban design, with a linked programme of actions to give it effect. It is aimed at those sectors involved in urban design and development, specifically central government, local government, developers and investors, professional bodies, and educational institutes. The Protocol should lead to a series of actions by government and other stakeholders that will result in practical outcomes and positive change in the design of cities.

The final version of the Protocol was reported to the City Development Committee on 2 February 2005, where it was resolved:

"That Council resolve to become a signatory to the New Zealand Urban Design Protocol, and communicate its commitment to the Ministry for the Environment by 18 February 2005."

The draft Protocol was earlier reported to Te Taumata Runanga on 13 September 2004, where it was resolved:

- “2. That Council’s submission to the draft Protocol should highlight specific issues from the Maori perspective to be in the final document.
3. That Council ensure iwi consultation in preparation of their action plan.”

1774/2004

Subsequent to signing up to the Protocol, the Mayor was invited to the official launch in Wellington by HRH the Prince of Wales. The Deputy Mayor deputised on the day.

STRATEGIC CONTEXT

Waitakere City Council has been pursuing a work programme for some years that is well aligned with the urban design vision and principles set out in the draft Protocol. Through its town centres revitalisation programme, its work on safety and access by design, and the District Plan, Council has worked to achieve a greater level of sustainability (the Eco-City concept) in its built urban form. The Protocol reflects many of the efforts already being undertaken within the City, and is an important strategic step in securing national-level and nationwide uptake of these ideas.

Development of the Protocol is a key action identified through the New Zealand Sustainable Development Programme of Action. It complements the regional efforts of the Auckland Sustainable Cities Programme, and particularly the Urban Form Design and Development work strand which is co-sponsored by Waitakere City Council and the Ministry for the Environment.

ISSUES

A protocol is a formal undertaking between signatories. Parties to a protocol agree to support and demonstrate the principles outlined in the document and to make demonstrable progress towards achieving its vision. A protocol is an agreement and has no force in law.

Signatories to the Protocol commit to the following statement:

“We, the undersigned, are committed to creating quality urban design and we recognise our role and responsibility in achieving this. Within six months of signing we will develop a set of actions to implement our commitment, and we will monitor and report by 31 August 2006 to the Ministry of the Environment on these actions.”

An ‘Action Pack’ developed as part of the Protocol provides examples of possible actions an organisation might take. The ideas are grouped in categories, including:

- championing urban design and raising awareness
- developing strategy and policy
- planning futures
- being a good client
- making decisions
- exchanging information and research
- integrating management
- building capacity
- monitoring and evaluation.

Waitakere City Council regularly undertakes many of the specific actions proposed in the Urban Design Protocol. Developing an Action Plan could usefully organise these efforts as well as identifying further mechanisms to improve urban design outcomes for the City. In accordance with the discussion at the February meeting it is proposed to hold a 2-hour workshop at a convenient time so that Councillors can discuss the appropriate focus for the Action Plan. In view of the Council's strong submission that the Protocol should highlight specific issues from the Maori perspective, it is proposed to also invite a member of Te Taumata Runanga or their delegate.

The only mandatory commitment required by the Action Plan is to appoint a 'Design Champion' – someone influential at a senior level who can promote and champion urban design, and who can challenge existing approaches throughout the organisation.'

Signatory organisations will have exclusive access to the 'Design Champions Network', providing a valuable forum for sharing information and experiences in developing policy and actions on urban design issues. Nominated design champions will be able to attend training sessions and workshops and meet high level representatives from both their own sector and other sectors. Signatories also have access to the package of resources developed to support the Urban Design Protocol, to help them develop and implement their action programmes.

It is proposed to appoint Mayor Bob Harvey as the 'Design Champion' for Waitakere City, with the power to appoint other Councillors or officers in his stead when necessary.

RESOURCES

Preparation of the Action Plan fits within existing work programmes and budgets. Many of the likely actions to be identified are also programmed.

CONCLUSION

The Protocol aligns with Waitakere City Council's commitment to creating quality urban environments. Developing an Action Plan under the auspices of the Protocol will help to coordinate and advance Council's urban design-related programme of work.

RECOMMENDATIONS

1. That the New Zealand Urban Design Protocol report be received.
2. That it be recommended to Council that travel by the Deputy Mayor to Wellington to participate in the launch of the New Zealand Urban Design Protocol with HRH the Prince of Wales be retrospectively approved.
3. That Mayor Bob Harvey be appointed Council's Urban Design Champion.
4. That a 2 hour workshop be arranged for Council to discuss where the focus should be in the development of the Action Plan required by the Urban Design Protocol.

Report prepared by: John Mackay, Urban Development & Design Manager.



COMMUNITY SPORT FUND ALLOCATION SUBCOMMITTEE REPRESENTATIVES

PURPOSE OF THE REPORT

The purpose of this report is to seek endorsement for a reduction in the number of Community representatives on the Community Sport Fund Allocation Subcommittee, and to request that the reduced representation is replaced by the appointment of a representative from the Waitakere Ethnic Board on this Subcommittee.

The report also informs the City Development Committee of the resolution from Te Taumata Runanga regarding the requested reduction in the numbers of representatives on the Community Sport Fund Allocation Subcommittee.

BACKGROUND

At the first meeting of Council, held on 28 October 2004, the membership of the Community Sport Fund Allocation Subcommittee was established as follows:

- “1. That the Council determines the Membership of the Committees as established.
2. That the Council determines the membership of Committees and appoints the Chairpersons and Deputy Chairpersons as follows:

Community Sport Fund Allocation Subcommittee

Chairperson : JP Lawley

Members

- 1 *representative from each Community Board*
- 1 *Representative from Waitakere Regional Sports Trust*
- 2 *Representatives from the Maori Community recommended by Te Taumata Runanga*
- 1 *Representative from the Pacific Island Community recommended by the Pacific Islands Advisory Board*
- 2 *Representatives from the Community.”*

1890/2004

At the Arts and Events Special Committee meeting, 9 March 2005 it was resolved:

“That the size and composition of the Community Sport Fund Allocation Subcommittee be changed, and that Te Taumata Runanga be requested to recommend to the City Development Committee that Te Taumata Runanga representation on the Community Sports Fund Allocation Subcommittee be one member and one alternate member.”

371/2005

“That a report be put to the City Development Committee to change the composition of the Community Sport Fund Allocation Subcommittee by reducing the Sport Representative to one and to ask for representation from the Waitakere Ethnic Board.”

372/2005

A report went to the City Development Committee on 7 April 2005 regarding the change of Community representation from two members to one member and to have a representative from the Waitakere Ethnic Board on the Community Sport Fund Allocation Subcommittee. This report was deferred until the response from Te Taumata Runanga, in regard to the request to have one member and one alternate on the Subcommittee, had been received.

On 18 April 2005 a report went to Te Taumata Runanga regarding the requested change to one member and one alternate member. Their response was that they wish their representation to remain at two members on the Community Sport Fund Allocation Subcommittee.

STRATEGIC CONTEXT

The Community Sport Fund Allocation Subcommittee allocates funding from the Community Sport Fund. Through its strategic documents and adoption of Strong Communities, Council outlines its commitment to undertaking initiatives that will contribute to making Waitakere City a safe, healthy place to live and to improving local leisure and recreation opportunities and choices.

Through adoption of First Call for Children, Council has also stated its commitment to proactively supporting children, young people and their families in Waitakere City. Direct financial assistance to organisations providing activities to train volunteers and get people more active assists Council's commitment to these policies.

ISSUES

At the 9 March 2005 meeting of the Arts and Events Special Committee, discussion took place in regard to the size and composition of the Community Sport Fund Allocation Subcommittee. This Committee meets twice a year, once to set the guidelines and once to allocate the funding from the Community Sport Loans fund and the Community Sport Club Development Fund.

The Arts and Events Special Committee felt that it was important to have an even ethnic and community representation on the Community Sport Fund Allocation Subcommittee and that to achieve this it would need to increase the size of the current Subcommittee, something it did not wish to do as the meeting costs to allocate such a small sum annually would not be justified.

It was considered that as the current Members of the Community Boards were also considered as community representation there would be no need for the two community representatives. Accordingly it was recommended that their numbers be reduced from two to one. The Council would need to ratify their recommendation if it is to take effect, given that Council set the original delegations.

With reference to the need for even ethnic representation it was recommended that a member be requested from the Waitakere Ethnic Board, who had a strong sporting background, to join the Community Sport Fund Allocation Subcommittee.

In regard to the resolution that Te Taumata Runanga be requested to reduce their numbers on the Community Sport Fund Allocation Subcommittee from two members to, one member and one alternate, this recommendation has not been accepted by Te Taumata Runanga and they wish to remain at the status quo. Their resolution stated as follows:

“That Te Taumata Runanga membership on the Community Sport Fund Allocation Subcommittee remain the status quo, two members.”

652/2005

RESOURCES

There are no additional financial or staffing requirements in regard to this matter.

CONCLUSION

The Community Sport Fund Allocation Subcommittee meets twice a year, once to set guidelines and the second to allocate funding from the Community Sport Fund Loan and Club Development funds.

Concern was expressed by the Arts and Events Special Committee in relation to both the size and the ethnic composition of this Subcommittee and subsequently it was decided to recommend to the City Development Committee that one not two Community Representatives be sought. Also that in the interests of having full ethnic and cultural membership a position is sought from the Waitakere Ethnic Board.

A request was also made from the Arts and Events Special Committee to Te Taumata Runanga that their membership of the Community Sport Fund Allocation Subcommittee be amended from two members to one member and one alternate. This recommendation was not accepted by Te Taumata Runanga and they wish to remain at the status quo.

RECOMMENDATIONS

1. That the Community Sport Fund Allocation Subcommittee Representatives report be received.
2. That it be recommended to Council that the membership of the Community Sport Fund Allocation Subcommittee be amended to consist of the following representation:

Chairperson : Councillor JP Lawley

Members

- 1 Representative from each Community Board
- 1 Representative from Waitakere Regional Sports Trust
- 2 Representatives from the Maori Community recommended by Te Taumata Runanga
- 1 Representative from the Pacific Island Community recommended by the Pacific Islands Advisory Board
- 1 Representative from the Community
- 1 Representative from the Waitakere Ethnic Board.

Report prepared by: Jan Brown, Community Assistance Administrator.



ARTS AND EVENTS SPECIAL COMMITTEE

**THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING
HELD ON WEDNESDAY, 13 APRIL 2005**

MATTERS CONSIDERED

A19 – A21

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A19 to A21.

The Special Committee Recommends:

That the Meeting report of the Arts and Events Special Committee held on Wednesday, 13 April 2005 be received.

JP Lawley
CHAIRPERSON



8 PROJECTS SPECIAL COMMITTEE

**THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING
HELD ON WEDNESDAY, 6 APRIL 2005**

MATTERS CONSIDERED

A22 – A26

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A22 to A26.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 6 April 2005 be received.

RP Dallow, QPM, JP
CHAIRPERSON

