



**AGENDA FOR AN ORDINARY MEETING OF THE COUNCIL TO BE HELD IN THE  
CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON WEDNESDAY, 6 OCTOBER 2004, COMMENCING AT 9.30 AM.**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	<b>APOLOGIES</b>	1
2	<b>URGENT BUSINESS</b>	1
3	<b>SCHOOL TRAVEL PLAN PROGRAMME EXPANSION</b>	1
4	<b>PROPOSED MANUKAU CITY COUNCIL (CONTROL OF GRAFFITI) BILL 2004</b>	7
5	<b>ANNUAL REPORT YEAR ENDED 30 JUNE 2004</b>	9
6	<b>NEW LYNN LIBRARY - AWARDING OF CONSTRUCTION CONTRACT - PROPOSED DELEGATION TO CHIEF EXECUTIVE</b>	9
7	<b>WAITAKERE CENTRAL CIVIC CENTRE NEGOTIATED CONSTRUCTION TENDER - CONTRACT NO. SP0250H</b>	13
	<b>PROCEDURAL MOTION TO EXCLUDE THE PUBLIC</b>	13

**AGENDA FOR AN ORDINARY MEETING OF THE COUNCIL TO BE HELD IN THE  
CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON WEDNESDAY, 6 OCTOBER 2004, COMMENCING AT 9.30 AM.**

---

**1 APOLOGIES**



**2 URGENT BUSINESS**

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

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

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

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



**3 SCHOOL TRAVEL PLAN PROGRAMME EXPANSION**

**PURPOSE OF THE REPORT**

This report seeks the approval of the Council to expand the school travel plan programme, and recommends that the following schools be agreed as priority schools for travel plans in 2005 as a combined travel plan and Safer Routes project:

- Henderson North School;
- Pomaria Road School;
- Henderson Intermediate;
- Liston College;
- St Dominic's College;
- Waitakere College;
- Rutherford College;
- Rutherford Primary School.

This report also seeks to confirm the Chief Executive's authority to commit the Council to infrastructure priorities arising from the development of the Fruitvale School and Henderson South Primary School travel plans, enabling a launch of those travel plans.

## **BACKGROUND**

### **School Travel Plans**

The Auckland Regional Council and Waitakere City Council have been working together for over a year on the school travel plan project, and travel plans in Henderson South Primary and Fruitvale Schools are well underway.

The Auckland Regional Council is now expanding school travel plans from a pilot to a regional programme. Operational funding has been confirmed for 2004/2005. Transfund are currently developing procedures to assist Local Authorities in securing infrastructure funding to implement infrastructure prioritised as a result of travel plans.

The Auckland Regional Council will work directly with schools to develop travel plans, and to encourage active, social, safe and sustainable travel choices for the journey to school. Specifically, the Auckland Regional Council undertakes to:

- provide management and policy direction;
- provide and fund school travel plan facilitators to work with the priority schools agreed with Waitakere City Council;
- provide a centralised data analysis, research and monitoring unit to support the school travel survey process and to ensure robust program evaluation;
- align the School travel plan programme with Sustainable Cities and with other national bodies and programmes, such as Energy Efficiency and Conservation Authority (EECA), Transfund, Land Transport Safety Authority (LTSA), the Ministry for the Environment and the Ministry of Education to promote school travel plans and ensure this initiative is supported through a whole of government approach;
- meet the contractual requirements of the programme funders;
- provide a regional level of peer support for all relevant Council staff involved in School travel plans through workshops and meetings.

A Memorandum of Understanding between Waitakere City Council and the Auckland Regional Council was signed by the Chief Executive on 31 August 2004 after consultation with Councillors. The Memorandum of Understanding recognises the relevant partnerships and outlines the commitments of the programme partners. All Auckland Councils are participants in the regional programme and have entered into similar Memorandum of Understanding arrangements.

Waitakere City Council supports this process by participating as partners in the travel plans, by offering a co-ordinated response to travel plan issues as they arise, and by including priority infrastructure, identified as a result of travel plans, within work programmes and budgets.

### **Safe Routes Programme**

The national Safe Routes programme aims to reduce the risk of injury to pedestrians and cyclists through identifying, developing and implementing a broad range of strategies based on engineering, educational and enforcement outcomes. This project is part of the Ministry of Transport's "Road Safety to 2010 National Strategy" to reduce road casualties by 2010.

The Safe Routes programme seeks outcomes in three specific areas including: education, enforcement (with the support of the New Zealand Police) and engineering (physical changes to the cycle and pedestrian environment). These will create an environment and climate of less risk to cyclists and pedestrians within the targeted geographical area.

The objectives for the Safe Routes programme are as follows:

- to identify cyclist and pedestrian road safety problems;
- develop and implement strategies based on engineering, education and enforcement to address the identified problems.

The underlying principles of the Safe Routes programme are that it will:

- target all ages of cyclists and pedestrians;
- be initiated in high risk cycling and pedestrian communities;
- involve a balanced range of interventions;
- empower local communities.

### **STRATEGIC CONTEXT**

School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

New Zealand Transport Strategy objectives are to:

- assist economic development;
- assist safety and personal security;
- improve access and mobility;
- protect and promote public health;
- ensure environmental sustainability.

### **Regional Strategy**

The regional travel demand management strategy is currently being incorporated into the review of the Regional Land Transport Strategy.

### **Council Strategy**

The Council's Integrated Transport strategic platform includes an objective to "Promote the use of sustainable transport options." A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan.

A range of travel demand management initiatives are already underway in the region, beginning with School travel plans. A substantial increase in the level of activity in these areas will be an important part of delivering on the outcomes of the New Zealand Transport Strategy.

### **ISSUES**

Waitakere City Council has made a regional commitment to start working with eight schools in the 2004/2005 and 2005/2006 Annual Plan years. As part of the Memorandum of Understanding agreement, preliminary work with two schools is already underway: Rutherford College and Rutherford Primary School. The memorandum of understanding with the Auckland Regional Council requires three other schools to start to develop travel plans in the 2004/2005 year.

Prioritisation work has identified the eight schools below as high priority for school travel plans based on; school roll, location, real opportunities for walking and cycling or to make infrastructure improvements, safety and congestion ranking, school willingness, and ability to cluster. The schools are:

- Rutherford College;
- Rutherford Primary School;
- Henderson North School;
- Pomaria Road School;
- Henderson Intermediate;
- Liston College;
- St Dominic's College;
- Waitakere College.

Consideration is also being given to the inclusion of the Bible College of New Zealand, which also fronts onto Lincoln Road.

A1 Work on Rutherford College and Rutherford Primary School has already commenced as part of the Memorandum of Understanding agreement. The other schools identified are bounded by busy arterial routes including Lincoln Road, Universal Drive and Swanson Road, see attached map at page A1. The schools' position also means that they meet Land Transport Safety Authority criteria and can be co-funded through the Safer Routes programme. This enables all six schools to start a joint 2-year programme at the beginning of the 2004 school year.

The Land Transport Safety Authority wishes to work in partnership with Waitakere City Council and Auckland Regional Council so that the objectives of the Safe Routes project can be achieved in the Lincoln community. Council's experience in and commitment to Road Safety and Council's history in delivering results on multi-stakeholder community based projects is also acknowledged.

The benefits of working on a cluster of schools have previously been demonstrated by the very successful Safe Routes to School Programme trialled in the Kelston Area from 1998/2003. The programme involved five schools:

- Kelston Girls High, Kelston Boys High, Kelston Primary, Kelston Intermediate and St Leonards Primary;

This was a partnership project with the schools and their community, police, Safekids and Waitakere City Council. In making children's journeys to and from school safer, a number of identified problems were reduced.

Some of the successful outcomes from the project were:

- reduced speed thru the school zone;
- a voluntary speed zone of 40km through the school zone;
- increased police speed and traffic enforcement;
- construction of a series of speed humps;
- construction of a roundabout;
- pedestrian safety barriers;
- introduction of a Kea crossing at Kelston Girls High;
- re-introduction of school patrol crossing by Kelston Boys High;

- increased Community awareness and public road safety education - billboards, murals, artistic gateways and creative school drama;
- relocation of Kelston Girls main entrance from Archibald to Linwood Avenue;
- signalised crossing at Great North Road and Road Safety monitors to assist safe crossing at these lights.

All of these initiatives were with total involvement and commitment from the Schools, Project Partners and the Kelston Community.

### **Joint School Travel Plans and Safer Routes**

The proposal involves an externally funded and supported co-ordinator being employed for two years by Auckland Regional Council/Auckland Regional Transport Authority, and co-funded by the Land Transport Safety Authority and Auckland Regional Council to work on the programme for the six schools where programmes are not already underway. The co-ordinator would be based at Waitakere and would be dedicated to this project. Auckland Regional Council and Land Transport Safety Authority would both provide support to Waitakere through their existing frameworks for the School travel plan and Safer Routes programmes. The funding is intended to cover all operational costs in relation to the (School and Community) travel plans developed for the Lincoln Cluster in 2005/2006.

This proposal provides an excellent opportunity to combine resources and provide meaningful solutions to a heavily congested area. The timing is also significant in that it ties in with the Lincoln Road study being undertaken by Transport Assets and provides the ability to feed into this process and provide a co-ordinated approach.

### **IMPLEMENTATION OF PILOT PROGRAMMES**

The two pilot schools that have been participating in the school travel plan programme, Fruitvale School and Henderson South Primary, have almost completed developing their travel plans. Resulting infrastructure requests have been provided to Transport Assets and have been assessed and prioritised. Pending final sign off by the Group Manager, Asset Management, the Schools need the Council to sign off on their commitment to implement the infrastructure changes. The infrastructure priorities would then be considered by the participants in the travel plans and then final commitments sought from the Council. It is expected that the travel plans would be finalised during the immediate post-election period. In order to prevent delays to the travel plan process, the Council is requested to delegate to the Chief Executive authority to sign off infrastructure priorities arising from the development of the Fruitvale School and Henderson South Primary School travel plans, enabling launch of the travel plans. This will enable Council to demonstrate progress to the schools and keep them enthusiastic about the programme.

### **RESOURCES**

Council has \$200,000 capital expenditure budgeted in 2004/2005 as a Council contribution to school travel plan infrastructure implementation for five schools. Transfund have indicated that they will subsidise infrastructure requests from school travel plans at a minimum of 53%. Infrastructure funding at other schools in the Auckland region has already exceeded the 53% subsidy level and this may also be the case for Waitakere's schools, particularly where a combined approach is in place. Rutherford College and Rutherford Primary schools have already started to develop travel plans, also using the "cluster" approach to make better use of funding and resources.

The Council has more than sufficient budget to cover its likely contribution to the costs of the infrastructure priorities arising from the Fruitvale School and Henderson South Primary School travel plans.

## CONCLUSION

The Council is committed to the School Travel Plan Programme and the Safer Routes Programme and has already seen the significant benefits of working with a cluster of schools, as in Kelston.

The Lincoln schools fit the priority criteria for both School travel plans and Safer Routes. The project will be externally funded by Auckland Regional Council/Auckland Regional Transport Authority and Land Transport Safety Authority and represents a partnership approach to road safety and congestion issues between the Council, the schools and local community. Together with the programmes at Rutherford College and Rutherford Primary School, the schools make up the Travel Plan programme for Council for 2005/2005 and 2005/2006.

The Fruitvale and Henderson South Primary schools travel plans are approaching launch and delegation to sign off on the Council's commitment needs to be given to the Chief Executive to enable momentum and community enthusiasm with these projects to be maintained.

## RECOMMENDATIONS

1. That the School Travel Plan Programme Expansion report be received.
2. That the Council supports the development of joint school travel plan and Safer Routes Programmes involving the following schools:
  - Henderson North School;
  - Pomaria Road School;
  - Henderson Intermediate;
  - Liston College;
  - St Dominic's College;
  - Waitakere College;
  - Rutherford College;
  - Rutherford Primary School.
3. That the Chief Executive be delegated authority to commit the Council to infrastructure priorities arising from the development of the Fruitvale School and Henderson South Primary School travel plans and to approve expenditure from the implementation budget to infrastructure associated with those priorities.

Report prepared by: Rachel Sander, Project Manager: Transport Projects and Kitch Cuthbert, Senior Road Safety Co-ordinator.



#### 4 **PROPOSED MANUKAU CITY COUNCIL (CONTROL OF GRAFFITI) BILL 2004**

##### **PURPOSE OF THE REPORT**

The purpose of this report is to seek Council's approval to support a local bill for graffiti control being promoted by Manukau City Council.

##### **BACKGROUND**

Tagging and graffiti is a significant and on-going problem in Waitakere City. This has resulted in Waitakere City Council spending \$500,000 annually on graffiti eradication and community education.

##### **STRATEGIC CONTEXT**

Measures to avoid, remedy and mitigate the adverse effects of graffiti support the following strategic platforms:

- **Urban and Rural Villages** - Town Centres are thriving places, providing exciting options for people to live, work and play. Public facilities, places and spaces teem with people; the streets are alive and busy;
- **Zero Waste** - Waitakere will be a clean and attractive city that turns all its waste into resources.

##### **ISSUES**

At the Annual General Meeting of Local Government New Zealand in July 2003, the Mayor of Manukau City Council, Sir Barry Curtis, on behalf of Manukau City Council, submitted a remit and advocated that:

*"Local Government New Zealand:*

- Promote zero tolerance towards unauthorised graffiti;*
- Lobby Government for legislative changes to ban sales of paint spray cans and broad tipped indelible makers to juveniles;*
- Lobby Government to ensure police have sufficient powers to apprehend offenders and that penalties reflect the increased seriousness with which the community views graffiti"*

The remit was passed unanimously and accepted as a Conference Remit, but little progress has been made since then.

Manukau City Council has also explored the possibility of introducing a graffiti bylaw but legal advice has indicated that it does not have legal powers to achieve graffiti control through a bylaw.

A2-A9

In response to the above, Manukau City Council is currently proceeding with a local bill - 'Manukau City Council (Control of Graffiti) Bill 2004' (see attachment at pages A2 to A9) to combat the graffiti problem. The purpose of the Bill is as follows:

- minimise the graffiti problem in Manukau;
- penalise and deter offenders;
- provide Manukau City Council the power to remove graffiti on private property;
- provide Police the power to make enquiries and arrest an offender.

The provisions of the Bill include the following:

- regulating the sale and display of graffiti implements, e.g. spray paint cans to juniors;
- making graffiti an offence and imposing associated penalties;
- the powers of Manukau City Council in relation to Graffiti;
- the powers of Police.

Regional collaboration is considered essential in order to effectively control the escalation of the graffiti issue, since a uniform regional approach would assist to prevent the problem being resolved in one area only to drift into another.

The Bill proposed by Manukau City Council is at present limited to the territorial boundaries of Manukau City Council and therefore it is recommended that in order for the Bill to be effective the scope would need to be increased to cover the Auckland Region.

As well it may be possible to implement other measures to control graffiti through existing legislation and these avenues will also be explored in partnership with Manukau City Council and other Councils.

## **RESOURCES**

There are no resource implications arising from this proposal.

## **CONCLUSION**

The proposal by Manukau City Council to promote a Bill to control graffiti is supported and is considered to be an effective method to reduce the adverse effects of graffiti.

However to be effective across the region, the scope of the Bill will need to be increased so that it applies to the Auckland Region. As well, other measures should continue to be investigated.

## **RECOMMENDATIONS**

1. That the Proposed Manukau City Council (Control of Graffiti) Bill 2004 report be received.
2. That the Mayor and Chief Executive be authorised to give every support to the principles which underlie the proposal by Manukau City Council to promote a Graffiti Control Bill and to support any measures which will result in more effective control over graffiti at a local, regional or national level.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



## 5 ANNUAL REPORT YEAR ENDED 30 JUNE 2004

### PURPOSE OF THE REPORT

The purpose of this report is to receive, consider and adopt any recommendations from the Finance and Operational Performance Committee meeting to be held on Monday, 4 October 2004 regarding the Annual Report for the year ended 30 June 2004.

### ADOPTION OF THE ANNUAL REPORT 2003/2004

Audit New Zealand have substantially completed their audit of the Council's Annual Report for the year ended 30 June 2004. It is expected that an unqualified audit opinion will be issued. There is a statutory requirement to adopt the Annual Report within four months of the end of the financial year.

### RECOMMENDATIONS

1. That the Annual Report Year Ended 30 June 2004 report be received.
2. That the recommendation from the Finance and Operational Performance Committee meeting that will be held on Monday, 4 October 2004 concerning the adoption of the Annual Report for the year ended 30 June 2004 be considered and approved.

Report prepared by: Andrew Pollock, Director: Finance.



## 6 NEW LYNN LIBRARY - AWARDING OF CONSTRUCTION CONTRACT - PROPOSED DELEGATION TO CHIEF EXECUTIVE

### PURPOSE OF THE REPORT

The purpose of this report is to delegate authority to the Chief Executive to award the New Lynn Library and associated works contract during the post election period.

### BACKGROUND

At the City Development Committee meeting of 6 May 2004, the Developed Design for the New Lynn Library was approved.

Subsequent to this approval, the consultant design team completed the Detailed Design Stage of the project and called for tenders from three tenderers selected by way of a Registration of Interest process. These were Naylor Love Limited, Watts & Hughes Construction Company Limited and Hawkins Construction Limited.

The Tenders for the construction of the Library building and the associated external works closed on Tuesday 21 September 2004 and three tenders were received.

### STRATEGIC CONTEXT

The Auckland Regional Growth Strategy, to which Waitakere City is a signatory, promotes the advantages of urban intensification objectives which will encourage people back into the town centres to live, work, and play in their local areas. This will support the development of vibrant town centres, with a focus on the provision of quality spaces and amenities.

One of the objectives of Waitakere City Council's Long Term Council Community Plan 2003/2004 is the 'Urban and Rural Villages' platform which sets out Council's strategic intentions for its continued urban consolidation programme. This platform also states that Council will continue to "practice and support sustainable urban development", providing "...for a mix of housing styles to serve a changing population".

The intention for the New Lynn Library Project is to ensure that the Library, Service Centre, Citizens Advice Bureau and Memorial Square development fully integrates the new building and public space into the town centre context and provides a driver for increased activity and amenity in the Town Centre.

The library and associated service facilities should achieve the objectives of the following mission statement from Council's Library Development Strategy 1998:

*"To provide open access to leisure and recreation opportunities and to high quality information and knowledge, within a social context, in an equitable way."*

Furthermore, the design should also ensure that the total site development concept fits with or supports the intentions of other key Council strategies, programmes, policies and processes, including:

Urban Villages Strategy	Public Transport Strategy
Leisure Strategy	Community Revitalisation
The Greenprint	Customer Services Review
The Better Building Code (Section D4)	New Lynn Charrette
Parks Strategy	Safety Strategy
Arts and Cultural Strategy	Draft Heritage and Strategy Plan

To date, the City's overall city development programme has been successful in achieving the key outcomes contained in the various Council strategies. Notable Council and private investment projects within the New Lynn town centre context include:

- the Community Centre, Manawa Wetlands and the Rewarewa Bridge, (all of which have received awards for design excellence);
- Memorial Drive, the extension of Lynnmall, and;
- Memorial Square Development;
- \$150 million of private-sector redevelopment of both commercial and residential property, all within a 10 minute walking radius of the rail station.

The Library project presents a further opportunity to add activity and vitality to the town centre, as well as providing quality library and associated services that are relevant to the 21<sup>st</sup> Century.

## ISSUES

### 1. New Lynn Library Building and Associated Works Tender

The three tenders received are summarised below:

TENDERER	REG OFFICE	TENDER PRICE (excl. GST)
Naylor Love Construction Limited	Glenfield, North Shore City	\$3,754,629
Watts & Hughes Construction Company Limited	Mt Wellington	\$3,897,221
Hawkins Construction Limited	Manukau City	\$4,349,710
<b>Pre-tender contract estimate</b>		<b>\$3,224,865</b>

#### Summary of Tender Prices

The tender sums as submitted by all the three tenderers at the tender closing time are higher than the quantity surveyors estimate for the construction works. The lowest tender price is higher than the pre-tender estimate by approximately \$530,000. This is mainly in the sub trade of mechanical services, which includes the ventilation, heating and cooling systems.

The project team have had preliminary meetings with the two lowest tenderers. A number of design and pricing issues require clarification from both the consultant team and the tenderers before the final costs can be determined. In addition to this, a number of costs saving initiatives have already been identified in the areas of the mechanical services sub trade and the general building works. These and other initiatives will be pursued by the project team to obtain good value for money for the Council. This will be carried out within the constraint of not compromising the functionality, aesthetics and the sustainability elements of the development.

### 2. Budget

The target project budget based on the quantity surveyors pre-tender contract estimate of \$3,224,865 is \$4.5M. This sum is provided for in the 2004/2005 Annual Plan.

In order for this contract to be awarded within the target project budget of \$4.5M, a reduction of approximately \$530,000 is required to the lowest tender price. In the first instance, all effort will be made to clarify, negotiate and value engineer the tender price down to the quantity surveyors pre-tender contract estimate.

Within the target project budget of \$4.5M, there is a contingency sum of \$357,000. This is allocated to cover for contingencies during design and construction phases of the project, and for escalation during the pre-tender and tender process. The design phase is now complete and project team is dealing with actual prices, so risks related to escalation and scope changes are largely eliminated. The project team believes that \$200,000 of the original redundancy provision can now be applied to the construction budget, thereby helping to reduce the shortfall between the tender price and the construction budget to the tender price. This will leave a contingency to \$157,000 for the construction phase of the project, which is consistent with the contingency level for other projects of this size. The project team recommends proceeding on this basis.

The project team is confident that the tender price that is eventually accepted can be brought back into line with the target price provided for in the project budget.

### 3. Timelines

The tender phase of the project was extended at the request of the tenderers and the tenders closed on 21 September 2004. This was marginally later than planned. This should not adversely affect the final completion date of the project as there is some scope to make up time in the tender letting and construction start up phases. The following is a brief schedule of milestone targets proposed to be achieved:

- Tender process - September 2004 - October 2004;
- Construction - November 2004 - July 2005;
- Fit out and commissioning - August 2005 - September 2005.

In order to achieve this timeline, it is necessary to award the contract during October 2004. If Council wishes to do this then a departure from normal contract approvals is required, as the contract sum is likely to exceed the \$2,500,000 sum up to which the Chief Executive can approve contracts during the post election period. On the basis that the contract can be let within the budget provided in the Annual Plan and the Council has indicated a desire to proceed with the project as designed, it is recommended that the Chief Executive be delegated authority to accept and award the construction contract.

### CONCLUSION

The tenders have closed for the construction of the New Lynn Library and associated works. The tender prices are above the quantity surveyors estimate, however the project team and the tenderers have already identified a number of cost saving initiatives, which will be pursued during the tender evaluation and negotiation period. The emphasis of this will be to obtain good value for money for the Council without compromising the functionality, aesthetics and the sustainability elements of the development. The project team is confident that the tender price that is eventually accepted can be brought back into line with the target budget price.

As the likely timing of the award of the contract falls within the post election period, Council's approval is requested for the Chief Executive to be delegated authority to accept and award the New Lynn Library and associated works contract.

### RECOMMENDATIONS

1. That the New Lynn Library - Awarding Of Construction Contract - Proposed Delegation To Chief Executive report be received.
2. That, due to the likely timing of the award of the contract falling within the post election period, the Chief Executive be delegated authority to accept and award the construction contract for the New Lynn Library and any other associated works being undertaken in conjunction with the library project on behalf of Council, provided that the contract sum is on or within the budget amounts provided for the Library project and any other associated works being undertaken in conjunction with the library project in the Long Term Council Community Plan and the 2004/2005 Annual Plan.

Report prepared by: Alan Tresadern, Group Manager: Project Services and Ross McLeod, Director: Corporate & Civic Services.



**7 WAITAKERE CENTRAL CIVIC CENTRE NEGOTIATED CONSTRUCTION TENDER - CONTRACT NO. SP0250H**

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

**PROCEDURAL MOTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following part of the proceedings of this meeting, namely, Waitakere Central Civic Centre Negotiated Construction Tender - Contract No. SP0250H.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"> <li>• Waitakere Central Civic Centre Negotiated Construction Tender - Contract No. SP0250H</li> </ul>	The withholding of information is necessary in order to: <ul style="list-style-type: none"> <li>• enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</li> </ul>	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- *The report contains information which if released would affect Council's negotiations.*

