



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

COUNCIL

I hereby give notice that a Meeting of the Council will be held on:-

DATE: **Wednesday, 21 September 2005** **TIME:** **9.30 am**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.

16 September 2005

pp.

Sharon Simiona

Audrey Chan
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Mayor	RA	Harvey, QSO, JP
Deputy Mayor	CA	Stone
Councillors	DQ	Battersby, JP
	PJ	Booth, OBE
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	LA	Cooper
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	DE	Gilmour
	PA	Hulse
	JP	Lawley
	VS	Neeson, JP

(Quorum 8 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE COUNCIL TO BE HELD IN THE CIVIC CENTRE,
6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY, ON WEDNESDAY,
21 SEPTEMBER 2005 COMMENCING AT 9.30 AM**

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**AGENDA FOR A MEETING OF THE COUNCIL TO BE HELD IN THE CIVIC CENTRE,
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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 Council 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 Council 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 PROPOSED DEDICATION OF LAND AT STEVIE'S LANE, HENDERSON AS SERVICE LANE

PURPOSE OF THE REPORT

The purpose of this report is to seek Council's approval to the dedication of two pieces of service lane reserve as service lane.

BACKGROUND

A1 Stevie's Lane is a small service lane joining Railside Avenue and Henderson Valley Road. Its location is shown on the diagram attached at page A1.

A1 An investigation into the legal status of Stevie's Lane has revealed that whilst most of the land is indeed service lane, two small parcels of land are service lane reserve. These two parcels should now be converted into service lane. Their legal descriptions are firstly Lot 1 Deposited Plan 55469 and secondly Lot 4 Deposited Plan 61620. They are also shown on the diagram attached at page A1.

LEGAL ISSUES

Section 111 of the Reserves Act 1977 provides that any land vested in a local authority as road reserve may, by resolution of that local authority be dedicated as road. This section further states that the term 'road' includes 'service lane'.

ISSUES

The new transport interchange centred on the Henderson Railway Station will contain an overbridge which will cross the railway line and descend onto the small reserve at the southern end of Stevie's Lane. For the purpose of its construction, it is intended, for health and safety reasons to close this end of Stevie's Lane during the construction period. For this period of time access will be from Henderson Valley Road only, requiring traffic to turn and exit from the same end. It is therefore important that the entire lane have the appropriate status of service lane before the closure procedures under the Local Government Act 1974 are implemented.

RECOMMENDATIONS

1. That the Proposed Dedication of Land at Stevie's Lane, Henderson as Service Lane report be received.
2. That pursuant to Section 111 of the Reserves Act 1977 Lot 1 Deposited Plan 55469 and Lot 4 Deposited Plan 61620 be dedicated as service lane.

Report prepared by Denis Sheard, Manager: Legal Services and Maurice Hieatt, Solicitor.



4 DRAFT RELATIONSHIPS POLICY AND GUIDELINES

PURPOSE OF THE REPORT

The purpose of this report is to present to the Council the draft Relationships Policy and Guidelines to Council for approval.

BACKGROUND

The draft Relationships Policy and Guidelines is the outcome of a series of staff/councillor workshops initiated by Leisure Services. The purpose of the workshops was to establish a decision-making process for entering into significant Council projects, with particular regard to its relationships with Trusts, and recognising a number of concerns raised by Elected Members and senior management over the years.

Council has entered, and continues to enter into many significant relationships with other organisations for the purposes of delivering significant projects. Relationship types include Trusts, Memoranda of Understanding, Joint Ventures, Community Partnership Agreements and Consortia. Although the Council has a range of policies that guide its relationships with various entities (such as contractors providing goods and services, council-controlled organisations and public/private partnerships), there is no general policy or guide to assist the Council when determining whether and how it might form relationships with. Nor is there any information to guide other parties when seeking to enter into a relationship with Council. In particular, there is no internal documentation that captures past learning from previous relationships where problems arose.

STRATEGIC CONTEXT

The Local Government Act 2002 regime provides a prescriptive listing of decision making steps that Council is required to follow. Compliance with the legislative requirements is fundamental for Council to avoid any potential challenge to its decision-making.

ISSUES

Draft Relationships Policy and Guidelines

A2-A9

The draft Relationships Policy and Guidelines, as attached at pages A2 to A9, have been developed with a view to comply with the Local Government Act 2002 decision-making requirements and are structured so as to provide the Council with a process to both finalise and fully inform decisions on existing projects and to make and fully inform new ones. The youth facility project will provide a case study to test the robustness of the Relationships Policy and Guidelines. The draft Relationships Policy and Guidelines are also designed as a tool for organisations wishing to enter into a formal relationship with Council and will be made publicly available for that purpose. In particular, the policy and guidelines cover:

- Legislative compliance for decision-making;
- Best practice processes for evaluating projects (reflects six key steps identified by the Audit Office starting with strategic linkage through to project management, risk management and communications);
- Inclusion of or reference to good practice governance;
- Detailed but practical check lists for staff to complete at each stage of the decision-making process;
- All of the above reflect the key lessons that have been teased out of earlier discussions and workshops.

Guidance Manual

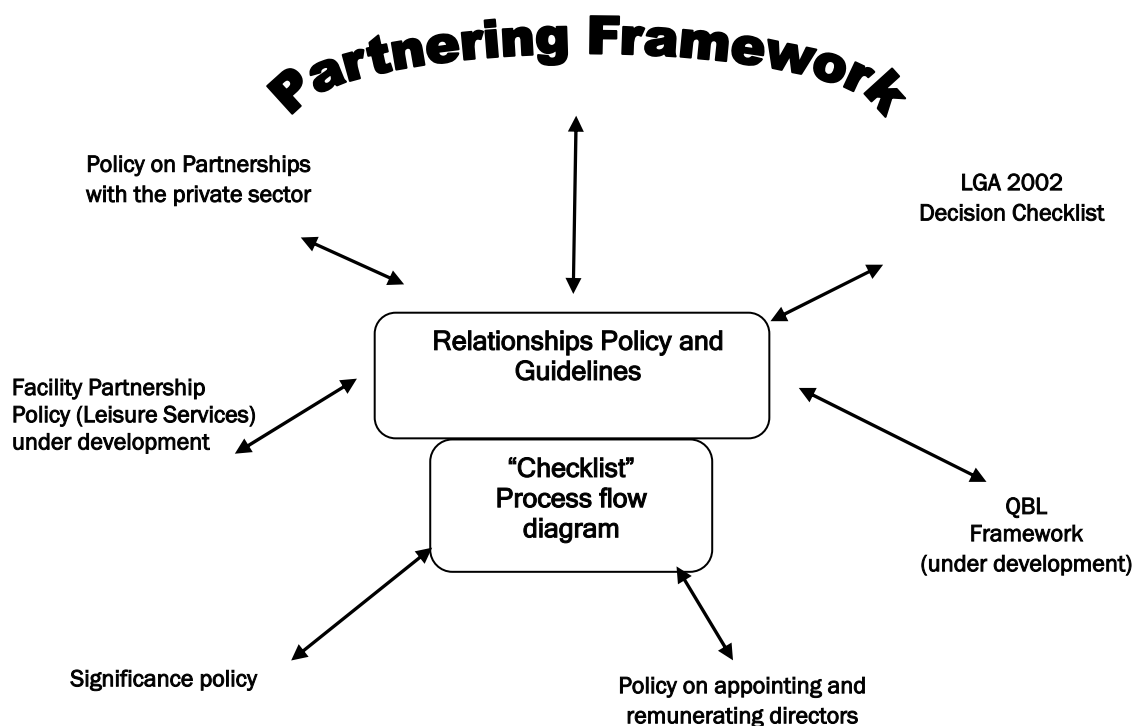
It is intended that a guidance manual or “checklist” will be developed to support the implementation of the Relationships Policy and Guidelines. This will involve pulling together the work that has already been done and ensuring that existing policies and frameworks relating to Council decision-making processes are cross-referenced and linked appropriately. Such a manual will include a flow diagram to assist Council officers and others to understand Council processes.

Strategic Framework for Partnering

A key recommendation from the Foundation for Research Science & Technology-funded Partnerships Research Project that ran from 2002/2004 was the need for Council to be clearer about what it means by partnership and partnering - both for itself and for those it works alongside. This would involve developing a strategic framework for partnering into the future and ensuring this is closely linked to the community outcomes process and Long Term Council Community Plan. A partnerships framework will ensure greater organisational understanding about collaboration, more consistency in implementation, greater linking of strategic goal areas and existing or possible partnering opportunities and better use of both financial and people resources.

A partnering framework would establish the basic philosophy and allow Council to consider the types of partnering relationships it wishes to pursue. Such a framework provides a different perspective compared to the draft Relationships Policy and Guidelines, which guide how Council should respond to specific proposals.

The following diagram illustrates how a partnering framework provides the overarching philosophy under which the draft Relationships Policy and Guidelines sits, linked with other policies and Council decision-making processes:



Consultation

Once Council has endorsed the draft Policy and Guidelines, organisations which Council works with on a regular basis will be asked to comment. These include council organisations, government departments and community groups. This approach to consultation is consistent with s82(1)(b) of the Local Government Act 2002.

RESOURCES

The draft Relationships Policy and Guidelines was developed with combined funding from Leisure Services and Strategy and Development 2004/2005 budgets. The development of a strategic partnering framework was endorsed by Council and allocated \$10,000 in the 2005/2006 Annual Plan. No additional resources other than staff time are required to develop the guidance manual and to implement the Relationships Policy draft Guidelines.

CONCLUSION

The draft Relationships Policy and Guidelines is the outcome of a series of staff/councillor workshops initiated by Leisure Services to establish a decision-making process for entering into significant Council projects, with particular regard to its relationships with Trusts. The youth facility project will provide a case study to test the robustness of the Relationships Policy and Guidelines.

The draft Policy and Guidelines are also designed as a tool for organisations wishing to enter into a formal relationship with Council and will be made publicly available for that purpose.

It is intended that a guidance manual or checklist will be developed to support the implementation of the Relationships Policy and Guidelines.

Flowing from the recommendations from the Foundation for Research Science & Technology - funded Partnerships Research Project that ran from 2002/2004, it is proposed to develop a strategic framework for partnering into the future and ensure this is closely linked to the community outcomes process and City Plan. A partnering framework would establish the basic philosophy and allow Council to consider the types of partnering relationships it wishes to pursue. Such a framework provides a different perspective compared to the draft Relationships Policy and Guidelines, which guide how Council should respond to specific proposals.

RECOMMENDATIONS

1. That the draft Relationships Policy and Guidelines Report be received.
2. That the draft Relationships Policy and Guidelines be approved.
3. That the draft Relationships Policy and Guidelines be distributed to stakeholder organisations for comment and brought back to Council for final approval by December 2005.

Report prepared by: Annika Lane, Senior Analyst: Governance & Infrastructure.



5 REQUEST FOR A COUNCILLOR REPRESENTATIVE ON THE EARTHSONG CENTRE TRUST

PURPOSE OF THE REPORT

The purpose of this report is for the Council to consider the appointment of a Councillor to the Earthsong Centre Trust. If the Council wishes to appoint a representative, then Councillor Hulse is recommended as she currently undertakes the Council's representative role with the Earthsong community.

BACKGROUND

A10-A22

In December 2003 the Council approved an interest free loan of \$300,000 for the construction of the Earthsong Centre (community building) at 457 Swanson Road, Ranui. The Earthsong Centre is part of the Earthsong Eco-neighbourhood development at that address which is commonly referred to as Earthsong. The Earthsong Centre Trust deed is attached at pages A10 to A22 along with a Statement of Intent. The Earthsong Centre is expected to provide:

- a meeting place and common facilities for Earthsong residents;
- a venue that will embody the principles of social, environmental and economic sustainability;
- a venue for small high level specialised conferences on a wide range of sustainability issues for businesses, local bodies, government departments, international visitors and community groups;
- a facility for arts, music and literature function.

As part of the funding provided by Council, the Earthsong Centre will be available for public use for up to 500 hours per annum.

STRATEGIC CONTEXT

The Council's Strategic Plan sets the City's direction for sustainable development through to 2013. Earthsong's vision to establish a co-habiting neighbourhood based on the principles of permaculture that will serve as a model of a socially and environmentally sustainable community aligns with all nine of Council's strategic platforms underpinning the City's direction.

Earthsong's vision aligns particularly well with the Council's Three Waters objective to demonstrate innovative water management, along with the zero waste, sustainable energy and clean air, strong communities and active democracy platforms.

ISSUES

A Memorandum of Understanding exists between Earthsong and the Council. The Memorandum provides for formal meetings between Earthsong and the Council to share information on progress and strategic priorities, to negotiate terms of access to the Earthsong site, and to develop contracts to meet Annual Plan requirements. The Deputy Mayor and Councillor Hulse, along with Council Officers, meet regularly with Earthsong representatives to liaise on work programmes, research projects, contracts and matters arising. The Earthsong Centre Trust deed allows for the appointment of up to nine trustees. Not less than 75% of all trustees at all times shall be Earthsong owners.

The Chairperson of the Trust has written to the Chief Executive Officer requesting that the Council give consideration to appointing Councillor Hulse as a trustee for the next 12 months. The appointment would provide a formal link to the operations of the new Centre, assist in the monitoring community access, other uses of the Centre and be a representative of the wider community. Councillor Hulse has been a regular attendee at Earthsong meetings representing Council and has a strong understanding of the principles and values of the Earthsong community.

The appointment of an elected member to an organisation does create a formal reporting arrangement under the Local Government Act 2002 as a Council Organisation is created. No public consultation is necessary but performance monitoring is required. This reporting is already occurring as part of the Memorandum of Understanding between Earthsong and the Council. The last report was at the meeting of the Finance and Operational Performance Committee held on 12 September 2005.

RESOURCES

There are no additional resources required for this voluntary appointment.

CONCLUSION

A Memorandum of Understanding between Earthsong and Waitakere City Council was entered into in July 2003. Council approved loan funding to enable Earthsong to construct the Earthsong Centre ahead of schedule. The Earthsong Centre Trust has approached Council requesting that Councillor Hulse be appointed as a trustee for a period of 12 months to represent the wider community. The appointment of Councillor Hulse as a trustee will further enhance the strong relationship with Earthsong.

RECOMMENDATIONS

1. That the Request for a Councillor Representative on the Earthsong Centre Trust report be received.
2. That Council approve the appointment of Councillor Hulse as a trustee for a period of 12 months to the Earthsong Centre Trust.

Report prepared by: Andrew Pollock, Director: Finance.



6 TEN YEAR LAND TRANSPORT PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to obtain authority to submit the Council's Ten Year Land Transport Programme to the Auckland Regional Transport Authority.

BACKGROUND

Council's transport projects are generally eligible for a subsidy and until recently funding applications were submitted to Transfund New Zealand. Due to legislation changes this process has changed, and now is as follows:

- Council prepares a draft Ten Year Land Transport Programme for the city, which must be submitted to the Auckland Regional Transport Authority by 21 September 2005;
- The Auckland Regional Transport Authority reviews Council's Ten Year Land Transport Programme and makes a submission to Land Transport New Zealand;
- Land Transport New Zealand determines funding levels and approves projects.

Auckland Regional Transport Authority is responsible for achieving the region's transport goals. These goals are set out in the Auckland Regional Land Transport Strategy, which outlines the requirements for an effective and efficient transport system that is able to cope with the demands of many more people living and working in the region. The Auckland Regional Land Transport Strategy maps the way forward for the region's transport system for the next twenty years.

Auckland Regional Transport Authority is required to produce a Ten Year Land Transport Programme that includes all transport projects throughout the region, as well as its own specific activities and projects. This programme will cover local roads and transport activities planned by councils as well as public transport, and will also provide input into the Auckland Regional Council's draft Long Term Council Community Plan.

Land Transport New Zealand is a new government agency formed on 1 December 2004 from the merger of Transfund New Zealand and the Land Transport Safety Authority by the Land Transport Management Amendment Act. Land Transport New Zealand's objective is to contribute to an integrated, safe, responsive and sustainable land transport system.

STRATEGIC CONTEXT

In the 2003/2013 Long Term Council Community Plan, the Vision of Council's integrated Transport and Communication platform is that Waitakere has public transport and communication systems that provide fast, effective services to the whole City. City travel demonstrates integrated, environmentally responsible and innovative design.

This platform is about developing a workable passenger transport system to serve a growing population and end traffic congestion. It will use the existing network of roads and some towns and neighbourhood centres to make sure that this growing City is always easy to get around.

A draft vision is being developed for transport over the next ten years as follows: *"A sustainable multi-modal transport system that is integrated with land use and supports the goals of the region and Waitakere City as a great place to live, work and play."*

The draft Regional Land Transport Strategy provides for a significant increase in transport expenditure in the region, with a balance between roading, passenger transport and travel demand management.

ISSUES

To ensure consistency with the strategic direction funding in the Ten Year Land Transport Programme has been allocated as follows:

- 40% public transport
- 20% travel demand management
- 40% roading.

A draft Ten Year Land Transport Plan has been prepared, taking into account the following:

- The principles of the Land Transport Management Act 2003 and the Local Government Act 2002;
- A23-A29 • Auckland Regional Land Transport Authority: priorities, as detailed at pages A23 to A29;
- Projects that support Council's strategic direction and growth;
- Projects that are likely to have a positive cost/benefit;
- Projects for which there is already a commitment.

A30-A67 The draft ten year programme is indicative and is required to provide to Auckland Regional Transport Authority on 21 September 2005 to support applications for funding in relation to projects commencing in 2006/2007. The attachment at pages A30 to A67 shows the indicative list of projects with gross cost amounts in the first year and the total amounts for the ten year programme.

The draft Ten Year Land Transport Plan does not commit Council to funding the Plan, but enables Council to submit subsidy applications. Council will consider and approve a Ten Year Land Transport Plan through the 2006/2016 Long Term Council Community Plan process.

The draft programme has yet to be determined in terms of affordability and community preferences, in accordance with the overall timeline as set out in the table below:

Task	Milestone
Submit application to Auckland Regional Land Transport Authority	21 September 2005
Consultation on Levels of Service	31 October 2005
Modelling for affordability, compliance with financial management policies	31 October 2005
Prioritisation using Quadruple Bottom Line methodology	14 November 2005
First draft of financial forecast	30 November 2005
Council consideration through the 2006/2016 Long Term Council Community Plan process	1 December 2005 to 30 June 2006

RESOURCES

Funding and resources for the Ten Year Land Transport will be determined through Council's deliberations in the 2006/2016 Long Term Council Community Plan.

Indicative funding is as follows:

Funding Source	Cost Estimate \$
Depreciation	122,087,000
Development contributions	69,722,000
Land Transport New Zealand	102,393,134
Loans and/or rates	115,464,597
Total	409, 666,731

In addition, funding of \$85 million over the ten year period will be required for maintenance items. These are also subsidised.

CONCLUSION

A draft Ten Year Land Transport Programme has been prepared to enable Council to submit a funding application to Auckland Regional Transport Authority and subsequently to Land Transport New Zealand.

Submission of this application does not commit Council to carrying out the work programme and projects will be prioritised and considered in terms of affordability through the 2006/2016 Long Term Council Community Plan process.

To enable the draft Ten Year Land Transport Programme to be submitted by the deadline of 21 September 2005, it is recommended that the Chief Executive Officer be authorised to submit the Programme on behalf of Council.

RECOMMENDATIONS

1. That the Ten Year Land Transport Programme report be received.
2. That the Chief Executive Officer be authorised to submit the Ten Year Land Transport Programme to the Auckland Regional Transport Authority.
3. That further consideration be given to the Ten Year Land Transport Programme through the 2006/2016 Long Term Council Community Plan process.

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



7 **HENDERSON RAILWAY STATION AND WAITAKERE RAILWAY STATION NAME CHANGE**

PURPOSE OF THE REPORT

The purpose of this report is to advise the Council of the process for, and consultation on, the proposed change of the name of "Henderson" railway station to "Waitakere Central" station and of "Waitakere" railway station to "Waitakere Village" railway station and to seek a resolution seeking the name changes and asking the New Zealand Geographic Board to implement the name changes.

BACKGROUND

The Henderson railway station and its surrounds are to be substantially redeveloped to form a transport interchange catering for rail, bus, pedestrians and cyclists. At the Council meeting on 5 February 2004 the Council discussed the naming of the civic centre and transport interchange development as Waitakere Central. Officers were instructed to initiate an application for a change of name of two railway stations:

- Henderson station to Waitakere Central station;
- Waitakere station to Waitakere Village station.

Consultation in relation to Waitakere Central has been conducted through the Annual Plan process, and specific feedback is being sought from Community Boards, local iwi and rail organisations - Ontrack, Auckland Regional Transport Authority (ARTA) and Connex as recommended by the New Zealand Geographic Board.

The Waitakere railway station is a well established railway station in Waitakere Village.

Consultation in relation to Waitakere Central has been conducted through the Annual Plan process, and specific feedback is being sought from Community Boards, local iwi and rail organisations - Ontrack, Auckland Regional Transport Authority (ARTA) and Connex.

The Council has formally consulted with both the Henderson and Waitakere Community Boards on the proposal to change the railway station names as recommended by the New Zealand Geographic Board. Henderson was divided on the issue and in a majority decision, decided by casting vote, the Board concluded that the Henderson Railway Station name should remain. Waitakere Community Board decided to informally seek community views on whether Waitakere Village is the appropriate name and to reconsider the matter at its October 2005 meeting.

STRATEGIC CONTEXT

The redevelopment of the Henderson Town Centre will reinforce Henderson's role as the central business and civic district of Waitakere City. The integrated transport interchange and civic centre are being promoted as Waitakere Central to reflect the role of Henderson Town Centre as the heart of Waitakere City. This enhancement of the Henderson station also helps deliver Council's vision for an integrated public transport system.

ISSUES

The proposed name change of Henderson station to Waitakere Central may cause confusion for passengers and the community about the difference between Waitakere Central and Waitakere railway stations. It is proposed that at the same time that Waitakere Central opens, which is preliminarily scheduled for August 2006, Waitakere station is renamed Waitakere Village station. This new name will serve to differentiate Waitakere Village from Waitakere Central.

Assigning geographical and hydrographic names within New Zealand is the responsibility of the New Zealand Geographic Board Nga Pou Taunaha o Aotearoa. Waitakere City Council has to make an application to the Board proposing the name changes. Standard requirements of the New Zealand Geographic Board include:

- The location of the feature should be marked on a map with a scale, map grid reference or latitude and longitude (a Land Information New Zealand, or its predecessors, map is preferable);
- The origin, meaning and significance of the name;
- An indication as to whether local Maori authorities have been consulted on the possibility that an original Maori name may already exist for the feature;
- An indication as to whether consultation has been undertaken with the local community, Department of Conservation, Local Authority, etc., with documentary evidence of their support to any name proposal. Note this consultation is not mandatory but is encouraged by the Board;
- Copies of any research material gathered;
- References to any appearance of the name in publications;
- If possible, a photograph of the feature.

The consultant assisting the Council with the application has had a conversation with the Board, and they have encouraged the Council to either do a consultation with the community or obtain a resolution of the Community Boards in support. The Board also encouraged the Council to consult with key rail organisations such as Auckland Regional Transport Authority, Connex, and Ontrack.

The criteria do not specify a Community Board resolution is required. In the case of Waitakere Central, there has been extensive consultation about the Waitakere Central development (which includes the Civic Centre building and the transport interchange) and Waitakere Central was a significant issue highlighted for consultation in the draft 2005/2006 Annual Plan.

Auckland Regional Transport Authority has not adopted a formal position regarding the proposed name changes. Auckland Regional Transport Authority officers have stressed the need to avoid confusion between the two stations and raised the possibility that Henderson railway station be renamed Waitakere Central - Henderson to minimise changes and to reflect that Waitakere Central is located in Henderson Town Centre. This suggestion may find favour with the Council and may also find greater favour with the community.

Ontrack have advised that they have no objection to the proposed name changes

Connex have yet to advise their position regarding the proposed name changes.

A68-A69

Iwi consultation has resulted in Te Kawerau a Maki advising that they support the proposed name changes and Ngati Whatua advise that they do not need to be consulted on this issue. A copy of the letter from Te Kawerau a Maki is attached at pages A68 to A69.

A Council resolution supporting the change of names of both stations would provide evidentiary support for the consultation done in relation to a change of name of Henderson and Waitakere stations. If the Waitakere Community Board approves the Waitakere Village station at its next meeting, then there will be evidence of local support as well - the Waitakere Community Board is undertaking 'informal' discussions with the Waitakere Residents and Ratepayers Group which can be referred to in the Council's application to the NZ Geographic Board.

A Council resolution for the change of name of the Henderson station to Waitakere Central station and Waitakere station to Waitakere Village station is sought.

RESOURCES

There will be some costs involved with the proposed changes to the names of the railway stations. This will involve the cost to change rail network maps and timetable information. Council officers are in discussions with Auckland Regional Transport Authority about the costs and if the name changes can be introduced as part of any future planned timetable changes by Auckland Regional Transport Authority.

CONCLUSION

The Council resolution for the change of name of the Henderson station to Waitakere Central station and Waitakere station to Waitakere Village station is required to support the application to the New Zealand Geographic Board. The Waitakere Central station name will reflect the role of Henderson Town Centre as the heart of Waitakere City. The new name for Waitakere Village will serve to differentiate Waitakere Village from Waitakere Central.

RECOMMENDATIONS

1. That the Henderson Railway Station and Waitakere Railway Station Name Change report be received.
2. Either:
 - a) That the Council advise the New Zealand Geographic Board that it has resolved to change the name of Henderson railway station to Waitakere Central railway station and to change the name of Waitakere railway station to Waitakere Village railway station and requests that the New Zealand Geographic Board consider and implement the changes, or
 - b) That the Council advise the New Zealand Geographic Board that it has resolved to change the name of Henderson railway station to Waitakere Central - Henderson railway station and to change the name of Waitakere railway station to Waitakere Village railway station and requests that the New Zealand Geographic Board consider and implement the changes.

Report prepared by: Darryl Griffin, Group Manager Democracy and Support Services.



PUBLIC EXCLUDED MATTERS

- 8 **COUNCIL'S CREDIT RATING AGENCY AGREEMENT UPDATE**
- 9 **WAITAKERE CENTRAL LIBRARY/UNITEC CAR PARK BUILDING**
- 10 **AUCKLAND INTERNATIONAL AIRPORT RESOURCE CONSENT SUBMISSION**
- 11 **HARBOUR VIEW - SECTION 40 PUBLIC WORKS ACT CLAIM**

These items will be considered in the Confidential Supplement of the agenda, and have been circulated to members separately with this agenda.

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of the proceedings of this meeting, namely, Waitakere Central Library/Unitec Car Park Building; Auckland International Airport Resource Consent Submission; Council's Credit Rating Agency Agreement Update and Harbour View - Section 40 Public Works Act Claim.

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

General subject of the matters to be considered.	Reason for passing this resolution in relation to the matters.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"> • Council's Credit Rating Agency Agreement Update. • Waitakere Central Library/Unitec Car Park Building; 	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); • enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; 	<p>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.</p> <p>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.</p>

<ul style="list-style-type: none"> • Auckland International Airport Resource Consent Submission 	<ul style="list-style-type: none"> • maintain legal professional privilege; 	<p>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.</p>
<ul style="list-style-type: none"> • Harbour View - Section 40 Public Works Act Claim 	<ul style="list-style-type: none"> • maintain legal professional privilege; 	<p>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.</p>

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 Sections 7(2)(g), (h) and (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 reports contain information which if released could affect the Council's negotiations.*

