

**AGENDA FOR A MEETING OF THE COUNCIL TO BE HELD IN THE CIVIC CENTRE,
6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 19 APRIL 2006
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 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 ADOPTION OF DRAFT LONG TERM COUNCIL COMMUNITY PLAN 2006-2016

The purpose of this report is for the Council to adopt the Draft Long Term Council Community Plan 2006-2016 so that the Special Consultative Process can commence in accordance with the provisions of the Local Government Act 2002.

BACKGROUND

The Council must prepare every three years a Long Term Council Community Plan. The Council adopted its first Long Term Council Community Plan using the transitional requirements of the local Government Act 2002 in June 2003. In June 2004 the plan was amended to incorporate the adoption of the Development Contributions and Financial Contributions Policy. The Draft Plan for 2006-2016 has been finalised and must be consulted upon using the Special Consultative Procedure as prescribed in the Local Government Act 2002. The Draft Plan must also contain an Audit Report from Audit New Zealand on the extent the Plan complies with the requirements of the Local Government Act 2002, quality of information and assumptions, and the extent to which the forecast information and proposed performance measures will provide an appropriate framework for the meaningful assessment of the actual levels of service provision. The Council at its meeting held on 15 March 2006 adopted the rate requirement and work programmes contained in the Draft Plan as recommended from the Long Term Council Community Plan and Annual Plan Special Committee.

ISSUES

The Draft Long Term Council Community Plan 2006-2016 comprising four volumes has been circulated under separate cover. The Draft Plan has been subject to a compliance review process by the Office of the Auditor-General as well as Audit New Zealand. The Draft Plan requires an Audit Report to be included from the Council's statutory auditor. Audit New Zealand is the Council's appointed auditor and audit clearance has been provided. The formal approval of the Draft Plan can now occur.

The Draft Plan will be available for public consultation commencing 20 April 2006 and the submission period closes on 19 May 2006. Hearing of public submissions commence on 23 May 2006. Final deliberations start on 16 June 2006 with the final adoption scheduled for 30 June 2006.

CONCLUSION

Audit clearance has been received from Audit New Zealand and it is now recommended that the Draft Long Term Council Community Plan 2006-2016 be adopted and released for public consultation.

RECOMMENDATIONS

1. That the adoption of the Draft Long Term Council Community Plan 2006-2016 Report be received.
2. That the Draft Long Term Council Community Plan 2006-2016 as circulated be adopted and released for public consultation.

Report prepared by: Andrew Pollock, Director: Finance.



4 PROPOSED LONG TERM SUSTAINABILITY FRAMEWORK FOR THE AUCKLAND REGION

PURPOSE OF THE REPORT

The purpose of this report is to inform the Council of the proposed Long Term Sustainability Framework for the Auckland Region, which is intended to provide high level guidance to a number of significant strategies and policies. There will also be a presentation made from members of the Steering Group of the Framework who will provide more detailed context and background on the Long Term Sustainability Framework (the Framework).

BACKGROUND

The Auckland Region lacks an overarching framework for the sustainable development of the region and its communities. There are a number of regional scale strategies such as the Auckland Regional Economic Development Strategy, the Auckland Regional Growth Strategy and the Auckland Regional Land Transport Strategy, which make reference to other strategies and to broad concepts of sustainability. There is, however, no over-arching conceptual framework, agreed by a range of partners, which both provides a clear direction of how the Auckland region might become more sustainable, and which aligns other strategies and programmes. A consequence of this is that local authorities, Central Government and businesses may be making significant decisions and investments that undermine each other and do not lead to sustainable outcomes.

The idea of a long-term sustainability framework emerged from the Auckland Sustainable Cities Programme, a joint local/Central Government collaborative programme. Such an approach complements work undertaken across the region as Councils prepare Long Term Council Community Plans to meet the requirements of the Local Government Act 2002 (which among other matters requires Councils to take a sustainable development approach).

Local Government officers, with guidance from the Chief Executives Officers Forum (CEOs Forum) sponsors, Theresa Stratton and Peter Winder, have undertaken work on a longer-term model, provisionally called the Long Term Framework (note that a more engaging name will be developed as part of the project). The Government's Economic and Urban Development Office has provided officer input to the latest stage of this work, and has informed their Deputy Secretaries of its potential.

A1-A2

A report recommending endorsement for the process of reviewing the Regional Growth Strategy was approved by the City Development Committee, 8 December 2005. The resolutions passed supported the process outlined in the Regional Growth Forum agenda of 9 November, which included the Regional Growth Forum's support for the development of 'a higher level strategic document focused on wider sustainability principles.' A copy of the resolutions passed by the City Development Committee, 8 December 2005 relating to the process for the review of the Regional Growth Strategy is attached at pages A1 to A2.

The proposed Framework is the higher level strategic document, and will be one mechanism for Council to be further involved in the process of reviewing the Regional Growth Strategy.

STRATEGIC CONTEXT

The proposal sits comfortably within the framework of long-term commitments and principles to guide decision-making adopted by the Council as part of the Long Term Council Community Plan Councillor workshops held earlier this year. It establishes a discipline about planning for the City's long-term future in a way which addresses resilience, liveability and sustainability.

It also provides a high level connection across a growing number of often single-issue regional and local strategies.

ISSUES

(i) Rationale for the Framework

The development of the Framework is an opportunity for Councils, Central Government and other stakeholders to work together to determine priorities to make the Auckland region sustainable and competitive over the long-term. Similar long-term sustainability perspectives are being put in place in many major international cities (including Melbourne, Vancouver and London). There is currently a high level of interest in this subject in the Auckland region - both politically and in the media and the wider community. The process of developing the Framework offers an opportunity to harness this interest, and better debate the way forward.

There are a number of other drivers that support development of the Framework, including:

- **The need to build resilience and better cope with significant changes that will impact on the prosperity and well-being of the Auckland region.**

The first decade of the twenty-first century is proving to be a time of rapid change, driven by forces such as climate change, rapid population growth, and technology developments. From first analysis, the Auckland region is well-positioned to respond to these forces. However, there are a number of potential impacts that need to be considered for the Auckland region, including:

- The effects of climate change, for example, on weather patterns, ecosystems, agriculture, and liveability in other regions (e.g. low-lying Pacific Islands, and drought-prone Australian regions);
- Rapid global population growth, expected to increase by 50% by the year 2050, and peaking at nine billion. Coupled with increasing per capita consumption rates, this growth will have major effects on resource availability and ecosystems;
- Pressure on energy systems. Although debate exists about the rate of change to energy systems, the fact that change is coming is now broadly accepted. Whatever price path oil follows in the future, it is generally agreed that oil prices will continue to track upwards. As this happens, the impact on the region's economy and people is likely to become more significant: the cost of imported food and other goods may rise and the profitability of some exports may become marginal. In addition, pressure on current transmission systems poses questions, challenges and opportunities for the future evolution of our energy systems.

Anticipating and responding to these kinds of changes demands a focus on *resilience* - building systems to support our day-to-day living that can deal with uncertainty and cope with the shifts and shocks that we will face in the future.

- **Improving alignment and efficiencies in regionally significant decisions, strategies and activities.**

There is no framework, agreed by a range of partners, which provides a clear direction of how the Auckland region might become more sustainable. The framework would desirably align other strategies and programmes over the long-term toward creating and sustaining the region. Alignment with Central Government policies and programmes is essential and the CEO's Forum is engaged in discussion with the Deputy Secretaries to explore opportunities for this. Alignment with other stakeholders will also be important.

- **Providing a sustainability frame in which to consider the long-term implications of major decisions coming up in the region, such as long-term infrastructure investments.**

It will be crucial for all parties to be well informed and debate these issues as part of working collaboratively across the region to find enduring solutions. Examples include the nature of future investment in the three waters, funding of public transport, and the location of schools. There is also a need to consider the relationships between these decisions - for example, the impact of roading decisions and prioritisations on the timing of development of other infrastructure.

- **Legislative drivers** - particularly the sustainable development provisions of the Local Government Act 2002, and the transport and urban form focus of the Local Government (Auckland) Amendment Act 2004. Starting this process now will support the 2009 reviews of Long Term Council Community Plans, and enable progressive shifts in practice, to address the long-term needs of the Auckland Region's communities in an integrated way.

(ii) Project Proposal

A3

The project will run until March 2007, with the substantive content developed by November 2006. The short time frame is to allow for the results to feed into other processes currently underway, such as the Regional Growth Strategy Review. A project timeline is attached at page A3. It is expected that the project will be able to deliver on the direction and high-level content of the Framework, and develop programmes of action around priority issues over the long-term. It will not, however, resolve the identified issues but will deliver a proposal for ongoing engagement and delivery.

It is expected that a modest and targeted plan of action will commence in 2007/2008 that will focus on endorsed priority areas.

(iii) Project Outcomes/Objectives

The Framework is expected to deliver the following outcomes:

- A shared long-term view of what will make the Auckland Region sustainable, acting as a touchstone for decision-making and activities;
- Alignment and coordination of efforts to achieve sustainable outcomes, working from the basis of the respective strengths of councils, central government and other stakeholders;
- A sustainability frame and tools to assist in decision-making and prioritisation;
- Sharing knowledge and information on sustainability trends and drivers to support decision-making;
- Ensuring the Auckland Region's development is more resilient and adaptable to respond to change, in particular its' built form.

(iv) Project Deliverables

- A set of agreed and shared principles and sustainability objectives for the Auckland region in the long-term.
- Expert analysis of the future impacts on the Auckland Region of the following forces: Climate Change; Energy; Demographics; Globalisation; World views; Resource Availability; Technology.
- A stock-take of the sustainability gaps and priorities, and 'big decisions' that need to be made in the short- to medium-term and that will have a long-term impact on the Region's sustainability and competitiveness.
- A package of responses to sustainability gaps and priority issues, including:
 - Long-term directions for the region;
 - How existing strategies contribute;
 - Mechanisms to incorporate findings into decision making process;
 - Methods to shift business-as-usual (e.g. Long Term Council Community Plans);
 - Catalyst projects;
 - A forum for continued regional engagement to advance responses, gain knowledge, and debate choices.

(v) Project Methodology

A4-A24

A prototype Framework has been developed as part of the preliminary work of the Officers' Working Group. This is attached at pages A4 to A24. The project will develop the detail of the Framework's content, based on identification of the impact of forces, and a prioritisation of issues for the sustainability of the Auckland Region. It will require all the local authorities to take leadership on advancing the work, desirably in partnership with Central Government. It will also take a multi-stakeholder approach to ensure the best quality of information available, and buy-in from relevant sectors in the Auckland Region.

(vi) Project Governance

It is proposed that the project be a collaborative effort by the seven Local Authorities and Regional Council in the Auckland Region, in partnership with Central Government and other key stakeholders.

To achieve this collaboration it is proposed that:

- Regular reports on the project be provided to all Councils;
- The Regional Growth Forum be used to facilitate region-wide discussion;
- Events throughout the project (e.g. presentations on individual themes and a workshop to integrate the work of the expert groups and confirm priorities) will provide opportunities for engagement and influence.

To summarise the Regional Growth Forum will provide the role of a regional discussion point. However, the mandate and decisions will still lie with all individual Councils.

Subject to the agreement of Councils and the Regional Growth Forum, an Elected Members Reference Group will be established under the Regional Growth Forum, to provide regular input into the project's development. Up to two (2) Councillors from each Council could be nominated for the Elected Members Reference Group. This would provide the opportunity for more in-depth engagement at the political level in addition to the politicians involved through the Regional Growth Forum. The Elected Members Reference Group would act as a sounding board for ideas and feedback and would particularly suit those Councillors with an interest and passion in sustainability. It is recommended the Council nominate two Councillor representatives from Waitakere to sit on the Elected Members Reference Group as part of the Framework. It is anticipated the Elected Members Reference Group would meet monthly in addition to the regular Regional Growth Forum meetings that have been set.

The project will be overseen by a senior Officers' Steering Group with representation from all participating Councils and, potentially, key Central Government agencies. Central Government is a key partner with the local authorities in shaping the long-term future of the Auckland Region. Central Government officials, working out of the Government Economic and Urban Development Office, assisted with the initial development of the project, and are preparing to be involved in the development phase. The exact nature of that involvement will need to be carefully developed, and is currently under discussion.

(vii) Stakeholder Engagement

Other stakeholders will be engaged primarily through the development of the detailed content. This is to both capture the range of knowledge that stakeholders possess, and to ensure their buy-in to the success of the project. Potential stakeholders include: business, Maori, Non Government organisations, academics, and the 'creative' sector. Communities in the Auckland Region have been extensively consulted in the last two years as part of the preparation of Long Term Council Community Plans, and their aspirations have been captured in the City/District and Regional Community Outcomes processes. These will be incorporated into the project, and Elected Members will have the opportunity to represent their communities' viewpoints. Further engagement with geographically defined communities of interest is not planned during this project, with the possible exception of specific place-based case studies.

(viii) Risks and Constraints

- A key risk to the project is securing the necessary level of engagement from Councils, Central Government and other relevant stakeholders, and moving the organisations forward through the Framework process together in the time available;
- The issues that the project will traverse are complex, and need to be communicated in a clear and compelling style;
- Constraints include time and resources, and the need to find effective solutions to the challenges to the Auckland Region's future sustainability within the bounds of legislative, economic and organisational frameworks.

(ix) Alignment with Other Strategies

As discussed above, it is envisaged that the vision, principles and end state goals outlined in the Framework will inform the review of existing strategies and become the backbone of future strategies to achieve integrated priority interventions and outcomes. See (figure 1).

There are clear overlaps with the proposed review of the vision, principles and outcomes outlined in the current Regional Growth Strategy and the Regional Land Transport Strategy. Development of the Framework in 2006 provides an opportunity to ensure that there is regional agreement of high-level sustainability principles on which to base more detailed spatial decisions. In essence, the Framework process will contribute to the first stage or the 'front end' of the review of the Regional Growth Strategy.

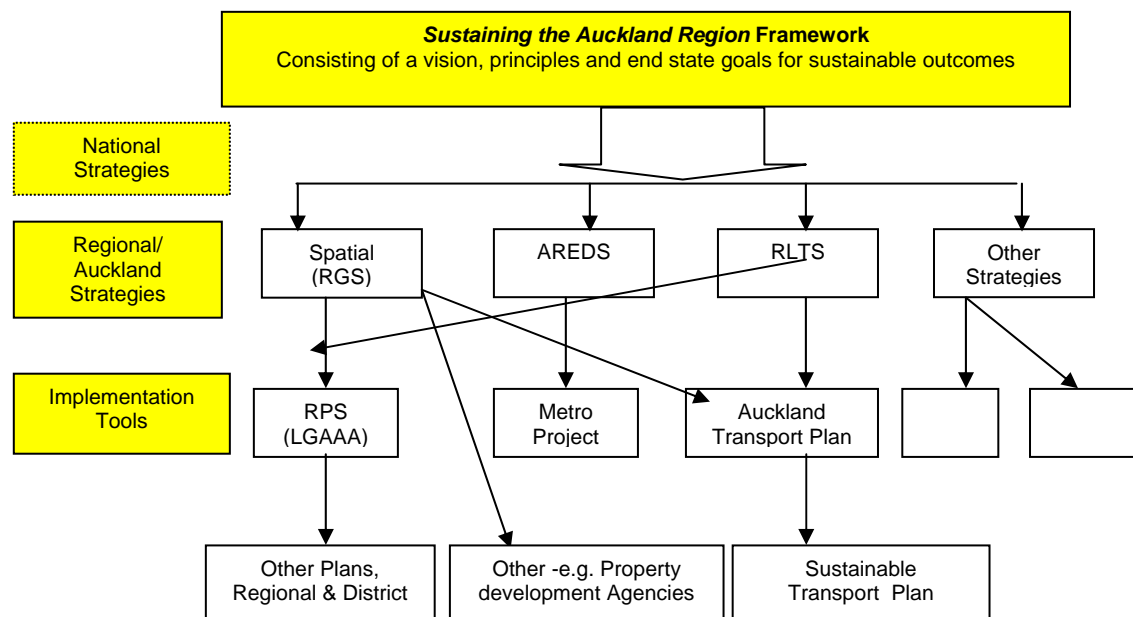


Figure 1 - Framework as umbrella for other Regional strategies

(x) Alignment with Other Projects

A25 The development of the Framework is intertwined with a number of other current projects and work streams. These are outlined at page A25 and the interdependencies will be addressed in detail in the project plan and development of the Framework.

RESOURCES

The total contribution required from the Auckland Region’s Councils to carry out this project is \$127,500, which will draw matched funding from Central Government. Councils are being asked to contribute on a pro rata basis. In Waitakere’s case this amounts to \$13,125 (worked out as per the formula amongst Councils for the Auckland Sustainable Cities Programme - 10.5% for Waitakere). This sum can be found from funds already in the Annual Plan for related or overlapping work.

It will be more difficult to find the staff resource to service the project. It will probably require the equivalent of 1 FTE working on the project until March 2007, as well as involvement of Director/ Senior Management at the Steering Group level. Depending on Council’s ability to fill current vacancies there may be some resource implications over the next year.

CONCLUSION

The world is changing, and at an unprecedented pace. New technologies, climate change, population growth, and the increasing demand on the planet’s natural systems are generating new and unpredictable impacts, some positive and some not. In the face of these and other uncertainties, the Auckland Region’s challenge is to develop resilient systems that can deal with uncertainty and to better respond to uncertainty and change in the future.

In response, preliminary work has been undertaken on a Framework for the Auckland Region that will provide a shared long-term view of what is required to make the region sustainable and assist in aligning and prioritising effort. The Framework would tie together the various strategies and programmes that are expected to achieve parts of this long-term view. It would inform and align significant long-term decisions that both local authorities, Central Government and other stakeholders need to make to ensure that they do not undercut future decisions for making the region sustainable.

The Framework would also be a key strategy to inform the Regional Growth Strategy. The City Development Committee on 8 December 2005 approved the regional process for the review of the Regional Growth Strategy. The agenda report 'Update: Process for the Review of the Regional Growth Strategy', identified the need for a "higher level strategic document focused on wider sustainability principles." The proposed Framework is this higher level strategic document, and will be one mechanism for Council to be further involved in the process of reviewing the Regional Growth Strategy.

This report outlines a proposal for the detailed development of the Framework. Key deliverables of the project include:

- A framework of high-level sustainability principles and objectives;
- Detailed analysis of the future impacts of key forces of change;
- A stock-take of sustainability priorities, gaps and 'big decisions' to be made;
- A package of prioritised responses, including:
 - (i) Identification of long-term directions for the region;
 - (ii) How existing strategies contribute;
 - (iii) Methods to adapt business-as-usual (e.g. Long Term Council Community Plans);
 - (iv) Catalyst projects; and
 - (v) A forum for continued regional engagement to advance responses, gain knowledge, and debate choices.

The proposed development of the Framework would embed a sustainable development basis to all regional policy. It is the most significant development of its kind since Waitakere City Council adopted its Eco City approach more than a decade ago. It is a significant leadership initiative. This report is the first in a series of regular reports to Councils to keep them informed of progress, the priority issues that are emerging and opportunities for engagement in the development of the Framework. It is recommended that Waitakere City support and endorse the Framework for the Auckland Region. To maximise Council's political engagement in this process it is also recommended to nominate two (2) Councillors as part of the Elected Members Reference Group to be established as part of the project structure.

RECOMMENDATIONS

1. That the Proposed Long Term Sustainability Framework for the Auckland Region report be received.
2. That a presentation on the Long Term Sustainability Framework for the Auckland Region from members of the programme's Steering Group be received.
3. That Council endorse the development of a Long Term Sustainability Framework for the Auckland Region.
4. That the Regional Growth Forum be recognised as the region-wide forum for discussion and development of the Long Term Sustainability Framework for the Auckland Region.
5. That Council endorse the establishment of an Elected Members Reference Group under the Regional Growth Forum to provide regular input into the Long Term Sustainability Framework's development.

6. That two Councillors be nominated to take part in the Long Term Sustainability Framework Elected Members Reference Group.
7. That the City Development Committee continues to receive regular reports on the development of the Long Term Sustainability Framework for the Auckland Region.

Report prepared by: John Mackay, Manager Urban Development & Design and Vanita Ranchhod, Acting Principal Advisor Urban Policy.



5 **LOCAL GOVERNMENT NEW ZEALAND CONFERENCE AND ANNUAL GENERAL MEETING**

PURPOSE OF THE REPORT

This report is to invite Council to consider:

- Elected Member representation at the Local Government New Zealand Conference in Wellington;
- Early notification as to whether it wishes to send a remit to the Local Government New Zealand Annual General Meeting; and
- Council's delegates for the purposes of voting at the Annual General Meeting.

BACKGROUND

The Local Government New Zealand conference will take place this year from Sunday, 16 July to Wednesday, 19 July 2006 in Wellington. Historically, Council has attended this conference each year and has sent the Mayor, Deputy Mayor, and a number of other Elected Members, supported by the Chief Executive Officer and other appropriate staff.

As part of the annual conference Local Government New Zealand also holds its Annual General Meeting and this year it will be held on Wednesday, 19 July 2006.

STRATEGIC CONTEXT

Membership of Local Government New Zealand has the potential to be of assistance to Council as it pursues a wide range of strategic and advocacy aims. Local Government New Zealand provides a vehicle through which Council's voice can be heard on the national stage as Local Government New Zealand undertakes its activities on behalf of its members.

The Conference provides an opportunity for Elected Members to discuss a wide range of Local Government issues and to network and share experiences with other Elected Members across the country.

ISSUES

Conference Attendance

The Conference theme for this year is "Leading Communities". In past years Council has authorised attendance at Conference for the Mayor, Deputy Mayor, a number of (other) Elected Members and the Chief Executive as follows:

2005	Mayor, Crs Battersby, Cooper, Hulse, Mihi Te Huia as Deputy Chairperson of Te Taumata Runanga, Christine Shepherd as Deputy Community Board Representative of Zone 1
2004	Mayor, Deputy Mayor, Crs Brady and Yates
2003	Mayor, Deputy Mayor, Crs Clews and Russell
2002	Mayor, Deputy Mayor, Crs Brady and Fenton
2001	Crs Battersby, Davies, Freeth, and Hulse
2000	Mayor, Deputy Mayor and Evelyn Taumaunu as Chairperson of Te Taumata Runanga
1999	Deputy Mayor and Cr Riddell
1998	Mayor, Deputy Mayor and Cr Battersby

The cost of Conference attendance is \$1000 including GST per delegate plus accommodation, and travel.

The Deputy Mayor and Councillor Clews are away and unavailable to attend the 2006 conference.

Remits

A26-A29

Remits for consideration by the Annual General Meeting of Local Government New Zealand must be submitted to Local Government New Zealand by **Monday, 22 May 2005**. Remits are viewed as a vehicle for major strategic "issues of the moment" to be addressed. Local Government New Zealand requires that remits should have a national focus and represent the national voice of Local Government. Local Government New Zealand has adopted a number of criteria for considering remits; these are attached at pages A26 to A29. Remits are required to be supported by at least one Zone or Sector Group, or five Councils.

Should Council wish to send a remit to Conference then either the next Zone One meeting on **Friday 5 May 2005** (a combined meeting at Hamilton with Zone 2) will need to be asked to consider the issue or support will need to be gained through the Metropolitan Sector or from another four individual Councils.

Delegates to the Annual General Meeting

The Local Government New Zealand constitution was amended in 2001 and the administrative procedures for the Annual General Meeting changed. To attend and exercise Council's five votes at the Annual General Meeting it is necessary for Council to appoint and forward the names to Local Government New Zealand of its presiding delegate, alternate and other delegates attending the Annual General Meeting in advance of the meeting. Under the Constitution, Council is allowed to have no more than four (4) delegates at the Annual General Meeting. Other Councillors at the Conference can attend as observers.

Conference

A30-A37

Council needs to determine attendance at Conference. Once attendance is resolved it would be opportune to resolve the question of presiding delegate, alternate delegate and other delegates for the Annual General Meeting. The Conference programme is attached at pages A30 to A37.

RESOURCES

Budget is available in the current Annual Plan to allow Elected Members to attend the Local Government New Zealand Conference.

CONCLUSION

The Local Government New Zealand Conference (programme circulated to members separately) provides an opportunity for elected members to share ideas and experiences with their colleagues across the country. The Annual General Meeting provides Council with an opportunity to influence the leadership and direction of Local Government New Zealand.

RECOMMENDATIONS

1. That the Local Government New Zealand Conference and Annual General Meeting report be received.
2. That the Mayor attend the Local Government New Zealand 2006 Conference at Wellington from 16 to 19 July 2006.
4. That Council determine additional Councillors or other Elected or Appointed Member representation to attend the Local Government New Zealand Conference.
5. That the Mayor be appointed the Waitakere City Council presiding delegate for the purposes of the Local Government New Zealand Annual General Meeting on Wednesday 19 July 2006 and be authorised to cast Waitakere City Council's votes at the meeting.
6. That a Councillor be nominated as the alternate presiding delegate for the purposes of the Local Government New Zealand Annual General Meeting.
7. That up to two other Councillors be nominated as the delegates for the purposes of the Local Government New Zealand Annual General Meeting.
8. That Council consider whether it wishes to send any remits to the Local Government New Zealand 2006 Annual General Meeting.

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



6 CLASSIFICATION OF NEW LYNN RESERVES

PURPOSE OF THE REPORT

The purpose of this report is to bring before the Council the proposed new classifications for the New Lynn Reserves under the Reserves Act and to recommend that they be approved.

BACKGROUND

The administration and management of reserves is governed by the Reserves Act 1977 (the Reserves Act). The Reserves Act requires that all reserves be classified, in accordance with that Act, into one of a number of categories. Local authorities are required to go through the classification process for all reserves vested in them or under their control and management. Classification must be completed before a Reserves Management Plan (also a requirement of the Reserves Act) can become operative.

The Reserves Act requires that all reserves are classified into one of seven categories according to the primary values and purpose of the reserve. The classifications are as follows:

Reserve Classification	Principal Purpose
Recreation Reserve	Provision of Outdoor Recreation
Scenic Reserve	Protection of Scenic Landscapes
Nature Reserve	Protection of Flora and Fauna
Historic Reserve	Protection of Historic Places
Scientific Reserve	Special Areas for Research
Government Purpose Reserve	Set Aside for Defence or Civil Works
Local Purpose Reserve	Any other purpose not included above

A Local Purpose classification is always followed by a sub-classification, which specifies the primary purpose of the reserve, for example Local Purpose (*esplanade*). The classification is important as it indicates the values of a reserve and guides its appropriate use and development. Local Purpose is the most flexible of the classifications and the only one that allows the administering body to develop and manage the reserve as it sees fit without referring to the Minister of Conservation for approval.

Council officers are developing Reserve Management Plans for all parks within Waitakere City. A Reserve Management Plan sets out Council's management intentions and policies for a park or group of parks. The New Lynn Reserves Management Plan included 42 reserves in the New Lynn Ward and was adopted by the New Lynn Community Board in August 2004. As part of the process of preparing the New Lynn Reserves Management Plan, legal titles for the reserves included in the Plan were searched and their classifications scrutinised. Quite a few of the reserves were found to be classified under legislation other than the Reserves Act, or not classified at all, being Council freehold land. The New Lynn Reserves Management Plan contained a table identifying the legal status for each reserve and recommending the appropriate classification under the Reserves Act. The proposed classification category for each is listed below.

Reserve name	Classification category proposed
Ambrico	Local Purpose (Community Purpose)
Ambrico Kiln	Historic Reserve
Bessie Priston	Recreation Reserve
Bob Hill	Recreation
Chettle	Recreation and Local Purpose (Drainage)
Clark St Common	Local Purpose (Esplanade)
Copley	Recreation

Reserve name	Classification category proposed
Cutler	Recreation
Davern	Recreation
Delta Esplanade	Local Purpose (Esplanade)
Delta Triangle	Historic
Drury St Esplanade	Local Purpose (Esplanade)
Durrant Esplanade	Local Purpose (Esplanade)
Gardner Reserve	Recreation
Grandison Green	Recreation
Hinau	Recreation
Ken Maunder	Recreation
Lawson Park	Recreation
Lynwood	Local Purpose (Esplanade)
Manawa Wetland Reserve	Recreation
Manuka	Recreation & Access way
Margan Green	Recreation
Margan Reserve 2	Recreation
Mason Park	Recreation
Maui	Recreation
Miro	Local Purpose (Esplanade)
Northall	Recreation
Portage Esplanade	Local Purpose (Esplanade)
Poturi	Recreation
Queen Mary	Recreation
Rankin Avenue	Recreation
Rata St Esplanade	Local Purpose (Esplanade)
Reid Esplanade	Local Purpose (Esplanade)
Rewarewa Esplanade	Local Purpose (Esplanade)
Seabrook Reserve	Recreation
Todd Triangle	Recreation
Totara Triangle	Local Purpose (Community Purpose)
Trojan Crescent	Recreation
Whau Bridge Reserve	Local Purpose (Esplanade)
Whau Esplanade	Local Purpose (Esplanade)
Willerton Avenue Recreation Reserve	Recreation

A number of actions were required in order for the various parcels of land that make up the New Lynn Reserves to be classified under the Reserves Act. These actions were recommended by the New Lynn Community Board to enable the New Lynn Reserves Management Plan to become operative. The New Lynn Community Board passed resolutions on 4 July 2005 (1258/2005) and 31 October 2005 (2067/2005) in regard to declarations and classifications of New Lynn Reserves set out in two reports. This report amalgamates the two Community Board recommendations and sets out in full the resolutions to be considered by Council.

This report deals with a total of 41 New Lynn Reserves, made up of 83 parcels of land, (Memorial Square is included in the New Lynn Reserves Management Plan but due to boundary changes and the ongoing upgrade, was left as freehold land and not classified as a reserve). Some of these parcels have already been classified, either as an automatic process under Section 16(11) of the Reserves Act 1977, or by a previous Council resolution or Gazette notice. This report makes recommendations in regard to the 58 parcels that still require classification and with 2 parcels that require a change of classification.

This report recommends the appropriate resolution for each parcel. The resolutions differ according to the detailed requirements of the Reserves Act. Three of the classifications require the consent of the Department of Conservation (including the two changes of classification) and several require publication in the New Zealand Gazette before they become effective. Three declarations of reserve and the two changes of classification require public notification. A notice was placed in both the New Zealand Herald and in the Western Leader on 16 August 2005. No objections were received.

Consultation with Maori is required for actions taken under the Reserves Act that are delegated from the Minister of Conservation. Local iwi were consulted at the pre draft and draft stages of the preparation of the New Lynn Reserves Management Plan. Iwi have also been consulted in regard to all of the classification decisions recommended in this report. Kawerau a Maki have confirmed their support in writing. Ngati Whatua have been consulted by way of a meeting held on 27 July 2005 during which all proposed classifications were presented. No objections were made.

Some of the resolutions recommended in this report are decisions delegated to local authorities by the Minister of Conservation pursuant to an Instrument of Delegation.

STRATEGIC CONTEXT

The New Lynn Reserves Management Plan promotes the Green Network, which is an approach to integrate native ecosystems on private and public land, by recreating a vegetated link between the Waitakere Ranges and the sea. The goals of the Green Network are to: provide ecosystem protection, form ecological corridors, enhance the landscape, enhance public access to natural areas, mitigate hazards and protect water quality.

The New Lynn Reserves Management Plan has also been prepared in the context of the Parks Strategy which provides guidelines on the management of parks within the City. The objectives and policies outlined in the Plan fall under the objectives of the Parks Strategy which aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere people within financial constraints.

ISSUES

The predominant classification of the reserves included in the New Lynn Reserves Management Plan is that of Recreation Reserve, as the majority of the parks are neighbourhood and local parks providing recreational areas for local residents. There are also a number of Local Purpose (esplanade) Reserves, these being those reserves that are alongside the mean high water mark. In the case of New Lynn, these reserves front on to areas of estuary. The Ambrico Kiln and Delta Triangle reserves have been identified as Historic reserves. The remaining classifications are sites of community buildings (Local Purpose (Community Purpose)), and Drainage areas.

Several of the above reserves contain parcels that have already been classified and no further action is required for those particular parcels. However, 58 parcels that form part of the New Lynn Reserves have never been classified and will require formal declaration or classification under the Reserves Act 1977.

A number of actions are required to complete the classification of each legal parcel. Firstly, a Council resolution is required to either declare the land to be reserve, classify the reserve into a category or to request that the Department of Conservation take the appropriate action (in those instances where Council does not hold delegated authority). The Council resolution may be either an autonomous decision or be a decision delegated to the Council, under the Reserves Act 1977, by the Minister of Conservation. Public notice is required if the parcel is not zoned for reserve purposes under the Operative District Plan. Public notification has been undertaken and no objections have been received. Finally, some classifications require a notice to be published in the New Zealand Gazette before they become operative. Registration of classifications against the respective Computer Registers is also required.

Two legal parcels contained within the Rewarewa Esplanade require a change of classification. Changes of classification must be consented to by the Department of Conservation pursuant to Section 24 of the Reserves Act 1977. The whole of the rest of the reserve known as Rewarewa Esplanade is to be classified as Local Purpose (Esplanade) Reserve; however, the two parcels in question were declared Recreation Reserve by Gazette in 1987, and thereby became automatically classified as Recreation Reserve. It is appropriate to make a request to the Department of Conservation to change these classifications to better accord with the rest of the reserve and to reflect the actual use and characteristics of the parcels.

A38-A40

A detailed legal history of each parcel of land to be classified by this report is attached as pages A38 to A40. This sets out the legal description and acquisition history of the parcel, the current status of the parcel and the intended classification category, the Council resolution required pursuant to the Reserves Act, and a cross-reference to the applicable Recommendation in this report.

RESOURCES

Work on the New Lynn Reserve Management Plan was undertaken by the Parks Planning Section of Waitakere City Council.

Funding was allocated from the Annual Budget to undertake New Lynn Reserve Management Plan and other Management Plans. A budget of \$10,000.00 was allocated from that funding to the classification process for the New Lynn Reserves Management Plan.

CONCLUSION

All reserves are governed by the provisions of the Reserves Act 1977. This Act requires that all reserves have a Management Plan and that all reserves included in a Plan are properly classified under the Act in order for the Management Plan to be operative.

During the preparation of the New Lynn Reserves Management Plan, a search of the legal titles revealed that many of the reserves included in the Plan were either inappropriately classified, or not classified under the Reserves Act.

It is proposed that the classification process required under Sections 14 or 16 of the Reserves Act be completed in order that the above-mentioned reserves are properly classified according to their purpose under the Act. These recommendations have been approved by the New Lynn Community Board.

RECOMMENDATIONS

1. That the Classification of New Lynn Reserves report be received.
2. That, subject in each instance to the completion of the necessary statutory processes, the following parcels be declared to be reserve or classified as follows, pursuant to the Reserves Act 1977:
 - (a) The following parcel to be Declared Historic Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
 - 323m² more or less being Lot 4 DP 124443 contained in CFR NA72C/727.

- (b) The following parcel to be Declared Local Purpose (Community Purposes) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
- 2101m² more or less being Lot 3 DP 152489 contained in CFR NA137D/176.
- (c) The following parcels to be Declared Local Purpose (Esplanade) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
- 3120m² more or less being Lot 4 DP 201113 contained in CFR NA129B/371;
 - 2255m² more or less being Lot 6 DP 201113 contained in CFR NA129B/373;
 - 126m² more or less shown as Section 3 on SO 63156 contained in CFR NA71D/681.
- (d) The following parcels to be Declared Local Purpose (Drainage) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
- 2078m² more or less shown as "B" on SO 68411 being all of the land described in Gazette Notice D.306688.1 (NZ Gazette 1998, p 3042).
- (e) The following parcel to be Declared Local Purpose (Accessway) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
- 167m² more or less being Pt Lot 8 DP 17922 contained in CFR NA1536/35.
- (f) The following parcels to be Declared Recreation Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
- 723m² more or less being Part Lot 3 DP 22619 contained in CFR NA603/1;
 - 1776m² more or less being Lot 17 DP 73202 contained in CFR NA29B/275;
 - 1116m² more or less being Lot 18 DP 73202 contained in CFR NA29B/276;
 - 3872m² more or less being Part Lot 1 DP 105100 contained in Balance CFR NA57D/1431;
 - 2942m² more or less being Lot 4 and Part Lot 3 DP 9999 contained in CFR NA300/149;
 - 1012m² more or less being Lot 13 DP 21157 contained in CFR NA708/394.
- (g) The following parcels to be Classified as Historic Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
- 864m² more or less being Lot 3 DP 124443 contained in Part CFR NA11D/1118;
- 204m² more or less being Lot 2 DP 206413 contained in CFR NA134C/406.

- (h) The following parcels to be Classified as Local Purpose (Esplanade) Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
- 310m² more or less being Lot 2 DP 107088 contained in Part CFR NA599/185;
 - 796m² more or less being Lot 3 DP 131573 contained in CFR NA77A/412;
 - 404m² more or less being Lot 4 DP 97157 contained in Balance CFR NA45C/337;
 - 713m² more or less being Lot 3 DP 98482 contained in Balance CFR NA9A/469 and Balance CFR NA23A/1365;
 - 175m² more or less being Lot 2 DP 117897 contained in Balance CFR NA890/171;
 - 956m² more or less being Lot 2 DP 110124 contained in Balance CFR NA24C/350;
 - 520m² more or less being Lot 4 DP 99634 contained in Balance CFR NA21D/600 and Balance CFR 4D/103;
 - 4165m² more or less being Lot 9 DP 93302 contained in CFR NA93D/214;
 - 3239m² more or less being Lot 4 DP 93302 contained in Balance CFR NA45B/258, Balance CFR NA1022/271, Balance CFR NA1022/265 and Balance CFR NA 45A/821;
 - 1394m² more or less being Lot 2 DP 158083 contained in CFR NA94D/612;
 - 265m² more or less being Lot 2 DP 105910 contained in Balance CFR NA705/159;
 - 330m² more or less being Lot 2 DP 108591 contained in Balance CFR NA617/227;
 - 233m² more or less being Lot 2 DP 123209 contained in Balance CFR NA855/161;
 - 233m² more or less being Lot 3 DP 106332 contained in Balance CFR 1156/28;
 - 128m² more or less being Lot 4 DP 120495 contained in Balance CFR 62A/915;
 - 187m² more or less being Lot 3 DP 120495 contained in Balance CFR 42D/1123;
 - 427m² more or less being Lot 2 DP 137894 contained in Balance CFR NA 54C/25 and Balance Composite CFR NA59A/59;
 - 1002m² more or less being Lot 4 DP 160114 contained in CFR NA96B/225;
 - 333m² more or less shown as "G" on SO 50753 being Part Lot 2 DP 77251 and being part of the land described in Gazette Notice C.058331.1 (NZ Gazette 1989, p.4592);
 - 158m² more or less shown as "K" on SO 50753 being Part Lot 2 DP 49151 and being part of the land described in Gazette Notice C.058331.1 (NZ Gazette 1989, p.4592);

- 50m² more or less shown as "Q" on SO 50753 being Part Lot 1 DP 63874 and being part of the land described in Gazette Notice C.058331.1 (NZ Gazette 1989, p.4592);
 - 370m² more or less being Lot 4 DP 179654 contained in CFR NA110D/298;
 - 200m² more or less being Lot 3 DP 181118 contained in CFR NA112B/615;
 - 220m² more or less being Lot 24 DP 205256 contained in CFR NA132C/305.
- (i) The following parcels to be Classified as Local Purpose (Drainage) Reserve pursuant to Section (2A) of the Reserves Act 1977:
- 6010m² more or less being Lot 61 DP188490 contained in CFR NA118C/300;
 - 332m² more or less being Lot 59 DP 188488 contained in CFR NA118C/276.
- (j) The following parcels to be Classified as Local Purpose (Community Purpose) Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
- 935m² more or less being Lot 2 DP 142028 contained in Part Proclamation 500.
- (k) The following parcels to be Classified as Recreation Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
- 97m² more or less shown as Section 1 SO 59986 contained in CFR NA121C/879;
 - 434m² more or less being Lot 58 DP 188489 contained in CFR NA118C/298;
 - 300m² more or less being Lot 13 DP 160552 CFR NA96C/140;
 - 3013m² more or less being Lot 1 DP 115005 Part CFR NA11D/1118;
 - 843m² more or less shown as "J" on SO 64720 and being part of the land described in Gazette Notice D615866.2 (NZ Gazette 2000, p.4268);
 - 428m² more or less shown as "K" on SO 64720 and being part of the land described in Gazette Notice D615866.2 (NZ Gazette 2000, p.4268);
 - 169m² more or less shown as "L" on SO 64720 and being part of the land described in Gazette Notice D615866.2 (NZ Gazette 2000, p.4268);
 - 2.0648ha more or less being Lot 3 DP 114670 contained in Part CFR NA11D/1118;
 - 3089m² more or less being Lot 4 DP 115058 contained in Part CFR NA11D/1118;
 - 3662m² more or less being Lot 1 DP 122011 contained in Part CFR NA1186/91;
 - 100m² more or less being Lot 3 DP 122011 contained in Part CFR NA1186/91;

- 695m² more or less being Lot 1 DP 93206 contained in Balance CFR NA28B/369;
 - 300m² more or less being Lot 6 DP 119411 contained in Balance CFR NA58D/486;
 - 475m² more or less being Lot 19 DP 202535 contained in CFR NA131B/511;
 - 207m² more or less being Lot 1 DP 116274 contained in Balance CFR NA2061/76.
- (l) The following parcel to be the subject of a request to the Minister of Conservation to classify as Historic Reserve pursuant to Section 16(1) of the Reserves Act 1977:
- 225m² more or less being Lot 10 DP 39979 contained in Balance CFR NA1509/98.
- (m) The following parcels to be the subject of a request to the Minister of Conservation to change the classification from Recreation Reserve to Local Purpose (Esplanade) Reserve pursuant to Section 24 of the Reserves Act 1977 in order to align with the actual use of the reserve:
- 306m² and 1m² respectively more or less being Lots 2 and 3 DP 112446 contained in Part CFR 64A/390.

Report prepared by: Mandy McMullin, Reserve Management Planner.



7 CIVIL DEFENCE EMERGENCY MANAGEMENT - NEW EMERGENCY OPERATIONS CENTRE

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from Council to proceed with the new Civil Defence Emergency Management - Emergency Operations Centre project based on the preliminary design report, and to obtain a direction from Council to the Long Term Council Community Plan and Annual Plan Special Committee that the funding necessary for the project be included in the 2006/2007 Annual Plan.

BACKGROUND

Council has previously acknowledged the need for a new and expanded facility to serve as a Civil Defence Emergency Management Headquarters and Emergency Operations Centre. This is due to the growth in the role of Emergency Operations Centre's since the current facility was developed in the 1960's, the limited space available in the current facility, and the potential for the facility to have to operate as a Group (regional) Emergency Operations Centre.

This matter has been considered extensively by Council and the Emergency Services Special Committee. At its meeting of 31 August 2005, Council resolved:

"That work on a preliminary concept and feasibility for a new Civil Defence Emergency Management Headquarters and Emergency Operations Centre at 7 Elcoat Avenue be commenced and reported back to Council for consideration at the earliest opportunity."

1590/2005

Since that time architectural practice, Architectus, have been engaged to prepare a preliminary design report.

STRATEGIC CONTEXT

Civil Defence Emergency Management is a responsibility of Council under the Civil Defence Emergency Management Act 2002. Civil Defence Emergency Management forms part of Council's strategic framework in that it contributes to community well being and building strong communities by increasing community readiness for and resilience to emergency events, reducing exposure to such events, and providing for emergency response in the case of such events. The requirement for local planning and coordination is essential to meeting these requirements. An effectively functioning Emergency Operations Centre is key in allowing appropriate planning, response and recovery activities to occur.

Council's Rural Fire activities contribute to the green network platform through protection of rural forest areas and strong communities through its volunteer programme, supporting communities to help meet their own emergency needs. Rural Fire Activities also operate from the Emergency Operations Centre.

ISSUES

A41-A62

The preliminary design report from Architectus is attached at pages A41 to A62. A model of the proposed new Emergency Operations Centre and a presentation about the design will be provided to the Committee at the meeting, however the key aspects of the design are discussed below:

Building Layout

The proposed building is a 2 storey building with a floor area of approximately 472 square metres.

The main entry to the building is located off the driveway on the Western side of the building. The key facilities on the ground floor are the communications room and the emergency operations room/training room. An operable wall has been included in the emergency operations room/training room so that the space be divided, thus creating flexibility in the way that the rooms can be used both in an emergency situation, and in 'peace time'. Garaging is included on the ground floor and is located at the rear of the building. The exterior landscape includes seven (7) marked car parking spaces with further informal car parking available along the driveway as required.

The upper level of the building can be accessed either using the stairs located next to the main entrance or by way of the lift, (although the lift will only be a limited access disabled platform type lift). The offices for 5-6 Civil Defence staff, or for Controller and advisory personnel use in an emergency, are located on the upper level, along with a kitchen/staff room and liaison room. Given that this floor is a mezzanine floor, some glazing along the corridor wall allows viewing over the emergency operations room/training room.

Environmental/Engineering Services Design

The sustainable design principles that have been applied to many other recent Council buildings have also been applied to this project. The key environmental/engineering services design features include:

- Mixed mode ventilation. All windows will be openable. However, an efficient mechanical ventilation system (capable of heating and cooling) will be provided so that controlled ventilation can be provided during events such as a cyclone or a volcanic eruption;
- The building control system will allow integration with other council building control systems in order that monitoring and management of issues such as energy use can occur;
- The level of insulation installed in the building will be over and above building code requirements in order to minimise heat gain/loss;
- The structure and fabric of the building will be of a semi-domestic nature and wherever possible, materials will be chosen with regard to environmental impact;
- A potable water storage tank will also be provided for use in the event of an emergency;
- Sanitary fixtures will be of the ultra low-use type to minimize water usage;
- Lighting will utilize energy efficient long life light sources and lighting will be daylight switched where practical;
- An emergency generator will be provided for power supply during power outages.

Several 'optional' items have been identified through the preliminary design stage of the project. These items are considered optional because they add to cost and are not essential in order to allow the building to operate, however, some of the items are desirable in order to increase sustainability, improve operational effectiveness or increase levels of safety.

The 'optional' items that have been included in the project cost estimate (see table 1 below) are:

- Rainwater storage tank and collection/re-use system (est. cost \$13,500);
- Fire sprinkler system (est. cost \$27,000);
- Solar hot water heating system (est. cost \$4,000).

It is recommended that these items be implemented as part of the project.

The 'optional' items that have **not**, at this time, been included in the project cost estimate are:

- Photovoltaic array (est. cost \$16,500);
- Raised floor to communications room (est. cost \$8,000);
- Dangerous goods store (est. cost \$15,000).

It is not recommended that these items be implemented as part of this project.

Project Structure

A project control group has been formed and it comprises the project sponsor (Director: Corporate & Civic Services), the lead stakeholder (Civil Defence Manager), the project manager (Special Projects Engineer), the architect's representative (Architectus) and the quantity surveyor's representative (Rider Hunt). Other Council staff with specific areas of expertise (e.g. security, IT, landscape, etc.) will be invited to attend project control group meetings and input to the design process on an as required basis. The project control group will meet regularly throughout the project in order to make key decisions.

Conditional upon Council's approval of the preliminary design report, regular reports will be provided by the project manager to the Projects Special Committee to enable political overview and monitoring of the project.

The project control group have reviewed the preliminary design report and consider the design to be suitable to meet Council's operational requirements. The Emergency Operations Centre will also be suitable to operate as a group (regional) Emergency Operations Centre if required. The project control group therefore recommends to Council that approval to proceed with the new Emergency Operations Centre project be provided.

Risk

During the preliminary design process a risk analysis workshop was conducted. This workshop involved all members of the project team, as well as the Director: Quality Assurance. A hazard matrix has subsequently been produced and this matrix has been considered throughout the preliminary design process in order to ensure that the building is designed to operate effectively during an emergency situation. This risk matrix will be reviewed again during the next stage of design.

Project Budget

The preliminary design report has been reviewed by the quantity surveyor, Rider Hunt, and the preliminary construction cost estimate for the project amounts to \$1,525,500 ex GST. Using this construction cost estimate, the overall project cost estimate has been developed and is shown in table 1 below:

Building Construction and Siteworks	\$1,525,500
Civil Defence Specific Requirements (Back up power, water, sanitation)	\$43,500
Recommended Optional Items	\$40,500
Escalation	\$50,000
Construction contingency	\$175,000
Architectural Services	\$207,447
Project Management	\$55,035
Quantity Surveying Services	\$30,150
Furniture, Fittings & Equipment (inc. IT & Communications)	\$300,000
Other - consents, legal, disbursements etc.	\$60,000
Project contingency	\$20,000
TOTAL COST	\$2,507,132

Table 1 - Project Cost Estimate

The overall cost is somewhat higher than early desktop budget estimates undertaken some 18 months ago. This is due in part to construction market escalation, and in part to the fact that many design and cost issues could not be identified until a more in-depth preliminary design process was undertaken.

The cost per square metre of this project may also appear high compared to other facilities. This is due mainly to the specialist nature of the building, and the particular requirements in terms of structure and equipment that this entails.

Value Management

The initial construction cost estimate for the project provided by Rider Hunt was higher than the figure actually shown in the table above, however, value management opportunities have been identified right from the outset of the project and therefore the estimate has reduced somewhat. The project team will retain a strong focus on value management throughout the life of the project and all future opportunities to improve value (without compromising functionality or sustainability) will be considered.

Timeframe

A list of the key target dates is shown in table 2 below:

Preliminary design	December 2005 - April 2006
Preliminary design approval	April 2006
Developed design	April 2006 - June 2006
Developed design approval	July 2006
Resource consent process	June 2006 - August 2006
Detailed design	July 2006 - August 2006
Building consent process	August 2006 - September 2006
Tender process	August 2006 - October 2006
Construction & commissioning	November 2006 - May 2007
Building handover	June 2007

Table 2 - Key target dates

RESOURCES

Funding of \$750,000 has been included in the 2005/2006 Annual Plan for this project and a further \$1,000,000 has been included in the draft 2006/2007 Annual Plan, meaning that a total of \$1,750,000 of funding has already been set aside for this project.

The required project budget amounts to approximately \$2,507,000 and therefore a further \$757,000 of funding is required in order to deliver the project in its current form.

In the event that Council does not wish to provide this further funding then the preliminary design of the building will need to be reviewed. The overall size of the building would have to be greatly reduced and the number/size of the rooms within the building would therefore be reduced. This reduction could compromise the operational functionality of the building and the potential for the facility to operate as a Group (Regional) Emergency Operations Centre. However, further work would need to be carried out in order to accurately determine the impact on operations.

CONCLUSION

The preliminary design for the new Emergency Operations Centre at 7 Elcoat Avenue is based on a two (2) storey building with a floor area of approximately 472 square metres. The project control group have reviewed the preliminary design and consider the design to be suitable to meet Council's operational requirements. The new Emergency Operations Centre will also be suitable to operate as a Group (Regional) Emergency Operations Centre if required.

Based on the construction cost estimate provided by the quantity surveyor, the overall project cost is estimated to be approximately \$2,507,000. A total of \$1,750,000 of funding has already been set aside for this project and therefore, a further \$757,000 of funding is required in order to deliver the project in its current form.

RECOMMENDATIONS

1. That the Civil Defence Emergency Management - New Emergency Operations Centre report be received.
2. That approval be given to proceed with the new Civil Defence Emergency Management - Emergency Operations Centre project, based on the preliminary design report.
3. That further funding of \$757,000 be included in the 2006/2007 Annual Plan for the Civil Defence Emergency Management - Emergency Operations Centre project through the Long Term Council Community Plan and Annual Plan Special Committee.

Report prepared by: Peter Sewell, Special Projects Engineer.



8 MINISTRY OF TRANSPORT'S ROAD PRICING STUDY

PURPOSE OF THE REPORT

The purpose of this report is to analyse the Government's road pricing proposals for the Auckland Region in terms of issues for Waitakere City and to propose a submission to guide further steps.

BACKGROUND

The Government announced the results of the Auckland Road Pricing Evaluation Study at the Auckland Mayoral Forum on 17 March 2006. This was the culmination of a year-long study by the Ministry of Transport into options to use road pricing and/or parking levies as tools to manage the level of congestion on the Auckland Region's roading network at peak times.

At a workshop held on 15 February 2006 Councillors considered a number of issues relating to general concepts of road pricing and tolling. These included that road pricing and tolls:

1. Need to be equitable across Auckland and New Zealand.
2. Need to be equitable across all social groups and not discriminating against those with least choice.
3. Should ensure that surplus revenue is used to fund passenger transport and travel demand management as well as physical infrastructure.
4. Need to manage travel behaviour (to reduce congestion) as well as providing revenue.
5. Need to be able to favour or discriminate in favour of genuine goods/business traffic.

6. Should not overload local roads (or if it does, use revenue to fund improvements to local roads).
7. Need to reduce overall road traffic.
8. Should be offset by a reduction in petrol tax or road user charges over time.

Road pricing as a mechanism to reduce congestion has been incorporated into the draft Waitakere City Transport Strategy 2006-2016 for consultation.

The Ministry of Transport is seeking feedback from the public including territorial local authorities on the road pricing and parking levy proposals presented in the summary report. The due date for submissions is 28th April 2006.

The summary report was received and considered by the City Development Committee at its meeting on 6 April 2006.

The Regional Land Transport Committee meets on 20 April 2006 to consider a regional submission on road pricing. The Council may wish to consider the regional position before finalizing its submission.

STRATEGIC CONTEXT

The Auckland Region's chronic congestion demands a multi-faceted response in order to provide appropriate roading capacity; effectively manage the demand for that roading capacity and to provide a range of attractive alternatives to single-occupant car commuting. Potentially, road pricing could provide some of the tools to help manage demand.

In spite of unprecedented levels of expenditure on roading, public transport and travel demand management measures, regional modelling predicts that traffic volumes will be 15-20 per cent higher in 2016 compared to this year. This is based on the assumed level of roading, public transport and travel demand management investment in the 2005 Regional Land Transport Strategy, the public transport element of which is the subject of an as yet unresolved funding gap of at least \$700 million. This level of increase in congestion also assumes that public transport patronage will double over the next 10 years. Clearly, if this goal is not met, congestion levels will be worse than predicted.

Road pricing is a potential tool that may be able to better manage the demand side of the equation and to encourage a larger-than-anticipated shift to sustainable modes, reducing (but by no means eliminating) chronic traffic congestion in the region.

Road pricing has a relationship with five of Waitakere City's nine strategic platforms, namely:

- Urban and rural villages;
- Integrated transport and communications;
- Strong innovative economy;
- Strong communities;
- Sustainable energy and clean air.

The potential impacts of road pricing on each of these strategic platforms will be the subject of commentary further on in the report.

ISSUES

The Ministry of Transport has identified the following issues for consultation:

1. The study and its findings.
2. Whether road pricing is a good idea as a means to manage congestion and raise revenue, given its other potential social, economic and environmental impacts.
3. If the government were not to enable road pricing, what other feasible alternatives are there to meaningfully manage congestion, acknowledging the significant investment the government is already making in additional roading and public transport?
4. If the government were to enable road pricing, are there any areas identified in the report that could be improved or problems that would need to be overcome?

Some important points to keep in mind are:

- The Government is releasing a study - not a set of proposals;
- The study does not recommend for or against road pricing;
- The report does not reflect Government policy;
- Road pricing is seen as a way of reducing congestion. Raising revenue is secondary;
- A fundamental assumption is that investment in public transport (and other measures) would occur prior to the introduction of a scheme - so that people have an alternative to paying the congestion charge.

A63-A73

A draft submission (attached at pages A63 to A73) has been prepared to provide Waitakere City Council's response to this study. This submission highlights the potential impacts of road pricing on Waitakere City and raises issues that are important for Waitakere City in addressing the Ministry's issues for consultation. The critical factors identified in the submission are expressed in the following statement on page 4 of the submission:

"Waitakere City Council's support for road pricing would be withheld if these four factors were not present in a proposed scheme:

1. *A level of passenger transport is required to be in place before road pricing is introduced so that the desired shift out of the motor vehicle could be accommodated.*
2. *Road pricing needs to be aligned with any tolls in the Auckland Region to ensure fairness across the region.*
3. *The design of road pricing and mitigation of social effects need to properly address social impacts on Waitakere City residents.*
4. *Central Government along with Local Government needs to provide strong support for the introduction of road pricing and provide an assurance that surplus revenue will be reinvested in the Auckland Region."*

In addition to the issues raised in the draft submission, it is important to understand the benefits of road pricing, the level of public acceptability and the impacts on Waitakere City's strategic platforms.

Benefits of Road Pricing

The key benefits of road pricing that were identified in the study, depending on the scheme, include:

- A 20-25% reduction in traffic congestion in the Auckland Region in 2016 (in comparison with the 20% *increase* in traffic congestion projected in the Regional Land Transport Strategy);
- A 17% reduction in travel time to the Auckland Central Business District - this would take up to 10 minutes off a 45 minute commute into central Auckland;
- Reductions in air emissions arise from the reduction in traffic and improved speed of traffic in the peak periods;
- Improvements to the passenger transport system that would be required before the introduction of road pricing;
- 16% of trips in the region at peak times in 2016 are modelled to be by passenger transport (in comparison with the 11% projected in the Regional Land Transport Strategy and 7% in 2001);
- Productivity benefits for businesses arising from improved travel times to the ports, airport and other parts of the Auckland Region throughout the day;
- The three town centres in Waitakere City would become busy transport hubs as well as attractive locations for local business and jobs.

Public Acceptability

As part of the Study a public acceptability survey of both individuals and businesses was carried out. In relation to a \$2.50 congestion charge, 38% of residents indicated support for the charge while 45% opposed the charge. In relation to a \$5 congestion charge, 23% of residents indicated support for the charge and 67% opposed the charge.

Acceptability ratings were higher if there was an assurance that revenue would be applied towards passenger transport and roading. Businesses' support of road pricing was generally at lower levels than support from residents.

The study concludes that the responses are very similar to what has been seen overseas. The overseas experience in London, Norway and most recently in Stockholm is that public acceptability increases to above 50% once the scheme is in place.

Impacts on Waitakere City

The following is a commentary on the impacts (both positive and negative) of these schemes in terms of Waitakere City's strategic platforms.

Impacts - Integrated transport and communications

Of the five (5) options, the double cordon and area scheme options have the biggest reductions in congestion. The strategic network scheme is very effective at reducing traffic on the motorway system and almost equally as effective at moving that traffic on to the uncharged local roading network, both defeating its primary purpose and imposing heavy costs on local councils faced with large volumes of additional traffic. This would be a major issue in the New Lynn town centre. As such, it is suggested that the Council not support further study of this option.

The bigger the decrease in congestion, the more mitigation is required to provide alternative travel choices to those drivers choosing not to pay the cordon charge. To provide an effective alternative for as many impacted people as possible would require major development of the public transport level, beyond that proposed in the current Regional Land Transport Strategy (which itself is the subject of the significant funding gap for its public transport elements).

Prior to introduction, the public transport network would need to be significantly improved and its capacity increased in order to accommodate the expected shift from motor vehicle to passenger transport in the morning peak. Officers estimate that capacity would need to increase to three times the size it is now, carrying around 150 million passengers per year as opposed to the current 52-54 million. The entire western line would need to be double-tracked from Newmarket to Swanson; Britomart's capacity would need to be enhanced through improved signalling and longer trains (up to eight carriages). Electrification of the network would enable increased frequencies and faster trip times.

This would need to be accompanied by a major step change to the provision of cross-town bus service, especially on the State Highway 20 corridor to key employment areas for Waitakere City's residents.

The traffic impacts on local roads are expected to be mixed. The expected reduction in motor vehicle trips to the Auckland Central Business District may correspond to less traffic on arterial connections to the motorway. However, there may be an increase in traffic near the cordon at New Lynn, at least under the single cordon option.

An issue that is not addressed by the road pricing study is an exemption for high-occupancy cars. For example, a car with four occupants has the same traffic and environmental impacts as a single-occupant car while carrying four times the number of people. It is suggested that high-occupancy vehicles should be exempt from the congestion charge.

One risk from the introduction of road pricing could be that the focus of mitigation is so much on trips across the cordons that internal travel outside of the cordon, such as within Waitakere City is neglected. Waitakere City would need to advocate strongly that this doesn't take place.

In addition to the likely spill over onto local roads, a toll on parts of the Western Ring Route would have additional social impacts which would need to be addressed either by the tolling scheme or a road pricing scheme.

Impacts - Urban and rural villages

The cordon and area schemes may contribute to the three town centres in Waitakere City becoming busy transport hubs as well as attractive locations for local business and jobs. This may lead to greater demand for intensification and development in the town centres. Reduced traffic on the arterial roads in the morning peak may also result in the town centres becoming more accessible for trips within Waitakere City.

The biggest impact of the cordon schemes would be on the New Lynn town centre. Under the single cordon option, New Lynn would be a key location for people transferring to trains and buses to avoid the charge. This would generate demands for parking near the cordon boundary at New Lynn, which would create traffic and parking pressure. In residential areas of Green Bay and South Lynn residential parking schemes may be required to ensure that residents are not displaced by those seeking to park and bus to avoid the congestion charge. There may also be a high demand for a large-scale park and ride at New Lynn, which may not align with Waitakere City Council's aspirations for the town centre and traffic management. Even if a park and ride site could be found, parking costs would need to be less than the congestion charge and vehicle operating costs for people to use it. An effective parking management scheme in New Lynn would be required to allocate kerbside parking to support the town centre rather than to provide free parking to all-day commuters working outside of the City.

Below-street rail in New Lynn would be necessary to provide enough space at street level to effectively manage the competing demands for kerbside space, vehicle movements, a high-volume bus interchange and pedestrian and cycle circulation in what is already a very busy transport hub.

Integrated ticketing for public transport plus effective time-integrated feeder bus services to railway stations would be a pre-requisite to help manage impacts on the town centre. Improvements to pedestrian and cycle networks would be required to accommodate people making short trips across the cordon, for example to Avondale town centre or the Rosebank Peninsula.

The strategic network charge option risks choking New Lynn town centre with through-traffic on the Clark / Wolverton / Tiverton route. This would work against the enhancement of the town centre.

The parking levy scheme, which would charge \$10 per day for all-day parking in the Henderson town centre, would be great at generating revenue but very poor at reducing congestion. Its high charge, the difficulties of implementation with impacts on private property rights and its potential to impact on the revitalisation of the Henderson town centre means that Waitakere City Council should not support further study of this option. If a parking levy were to be imposed, it would need to apply consistently to similar town centres in Waitakere City and across the Region.

Impacts - Strong innovative economy

The cordon and area schemes by their very nature of charging to leave Waitakere City in the morning peak would encourage workers to consider job options within Waitakere City. The study indicates that on balance the cordon pricing and area schemes would have a positive impact (albeit small) on the Waitakere City economy. The cordon scheme would also provide an incentive to develop employment along the State Highway 18 corridor in Westgate / Massey North and possibly elsewhere once the Hobsonville Deviation is in place.

Improved access to the port and airport on the state highways during peak times is important for business in Waitakere City. Road pricing provides improved travel times to these locations at a cost, which should be less than the increased travel time due to congestion. Businesses which focus entirely within Waitakere City would not face the congestion charge and would benefit from reduced levels of congestion on arterial roads and routes to the town centres at peak times.

The road pricing schemes rely on significantly improved passenger transport to be available which would assist residents in accessing employment both within Waitakere City and at other parts of the Region.

Impacts - Strong communities

Residents who would be affected by the road pricing schemes include:

- Those who travel to work outside Waitakere City;
- Those who travel to tertiary institutions and schools in Auckland City;
- Those who travel to social services in Auckland City;
- Those who live in New Lynn near the border of the single cordon.

Approximately 56% of Waitakere City's residents need to travel out of Waitakere City to work. Apart from those working on the North Shore or in Rodney, all would face the congestion charge for either or both of the cordon schemes. Approximately 27,648 (from the 2001 census) travel to work in Auckland City and Manukau City along State Highway 16 and to State Highway 20. A large number of these workers come from deprived areas and work in lower-income jobs making affordability a real issue. It would be highly unjust if some low-income workers were priced out of a job by not being able to afford the congestion charge and there is no viable passenger transport alternative. There are many areas of high social deprivation within Waitakere City and some of these areas have access to low levels of public transport with high fares.

The problem with a fixed congestion charge is that it can have a very significant impact on low-income people (approximately 20% of Waitakere City households earn less than \$20,000 per annum). For example, a resident earning the minimum wage of \$410 per week has an after-tax income of \$329.54 (assuming no working for families assistance is available). After a double cordon charge of \$30 per week, this person would be left with less than \$300 to live on. Nearly 10% of net income would be spent on the congestion charge in this case.

The proposed congestion charge is lower than the cost of using public transport from Waitakere City to the Auckland Central Business District. However, parking costs, vehicle operating costs and ownership costs would mean total trip costs by motor vehicle would be higher. Over time it could be expected that a significant number of Waitakere City residents would become dependent on public transport.

The following example compares the daily costs of a return trip from Henderson to the Auckland Central Business District: \$10 by bus; \$8.40 by train; and \$25 by motor vehicle (\$6 congestion charge; parking \$12 per day; vehicle operating and ownership costs \$7.28). Obviously the cost of trips from outer suburbs such as Massey will be higher. A tolling on State Highways, such as Transit NZ's proposal for tolling the Western Ring Route, would impose an additional charge for travel along State Highway 16 and 20. In particular, Massey residents are trapped by lack of transport choice, with high transport costs to work destinations that are not local and are dependent on car travel.

The basis of the proposed mitigation strategy is mainly through improved public transport provision. Other key factors are the level of the charge and particular impacts on parts of the City or certain groups. For example, there may need to be special consideration for volunteer workers or parents dropping off children at school who need to travel across a cordon in the morning peak.

Impacts - Sustainable energy and clean air

Currently, the high car usage in Waitakere City is contributing to the significant environmental damage and health problems being experienced in the Auckland Region. Waitakere City is actively seeking solutions to achieve reductions in traffic, air pollution, stormwater runoff and other adverse environmental effects.

From an environmental perspective, the best road pricing option for the region and Waitakere City is the double cordon, closely followed by the area charging scheme.

The study concludes that the bulk of the environmental benefits from road pricing are within the areas of the cordon charge and area charging schemes. The study's modelling work indicates that emission levels in Waitakere City are expected to be similar to current levels.

The double cordon scheme is expected to reduce vehicle kilometres travelled in sensitive catchments with an overall reduction of 10.9% in the region, but a moderate increase in vehicle kilometres travelled in the Upper Waitemata and Henderson Creek catchments is expected.

The double cordon scheme is also projected to decrease particulate emissions by 17.8%, nitrous oxide emissions by 11.8% and achieve a 26.6% reduction in volatile organic compounds in 2016.

In terms of greenhouse gas emissions, the best performing option is the double cordon charge where carbon dioxide emissions would be 33% above 1990 levels. By contrast, continuing with the status quo would see greenhouse gas emissions increasing by 47.2%. This indicates that a range of measures are necessary for Waitakere City, the Auckland Region and New Zealand as a whole to meet targets for reducing greenhouse gas emissions as agreed in the Kyoto Protocol.

CONCLUSION

Road pricing has significant potential to reduce traffic congestion in the Auckland Region and to require a huge step change in public transport in the Auckland Region. To a large extent the socio- economic issues that arise from road pricing can be addressed by improved public transport. The two schemes that achieve the best outcomes - the double cordon and the area charge - would achieve the bulk of their traffic and environmental gains within the charged area. The impacts on Waitakere City would be better flow on the motorways and arterial roads in the peak hours, a substantially improved passenger transport and improved vehicle access within Waitakere City in the peak hours.

RECOMMENDATIONS

1. That the Ministry of Transport's Road Pricing Study report be received.
2. That the draft submission be approved and forwarded to the Ministry of Transport.
3. That the Mayor and the Chief Executive Officer be given delegated authority to sign off the submission to the Ministry of Transport's Auckland Road Pricing Evaluation Study and to present the submission if required.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



9 PARTNERSHIP WITH PACIFIC ISLANDS PEOPLES IN WAITAKERE CITY

PURPOSE OF THE REPORT

The purpose of this report is to provide background information for the involvement of Pacific island peoples with the Waitakere City Council.

BACKGROUND

Then Council established a partnership with the Pacific Islands Advisory Board in September 1998. The Pacific Islands Advisory Board is not part of the Council and reports indirectly to the Council through the City Development Committee. The Pacific Islands Advisory Board has a role in the decision-making process on matters of concern and cultural significance to the Pacific Islands community.

The Pacific Islands Advisory Board has the following responsibilities:

- Representing the voice of the Pacific peoples in Waitakere;

- Coordinating economic, social and cultural developmental needs of the Pacific Island communities;
- Encouraging the participation of Pacific peoples in Council's decision making processes;
- Educating Pacific Island peoples on Council's activities and processes.

The Pacific Islands Advisory Board is involved in:

- Consulting with Pacific Island communities before major policy decisions that significantly affect the Pacific Island peoples;
- Providing input on decisions where Pacific Island cultural values or knowledge is important;
- Advising the Council and its Committees about implications of policy issues for the Pacific Island communities;
- Developing a significant role in the Long Term Council Community Plan/Annual Plan planning process.

The Pacific Islands Advisory Board comprises representatives from the Pacific ethnic communities and organisations as follows: Samoa, Tonga, Tuvalu, Niue, Tokelau, Kiribati, Cook Islands, and Tahiti,

STRATEGIC CONTEXT

Active Democracy is one of the Council's Nine Strategic Platforms identified in its Long Term Council Community Plan. This platform supports involvement of citizens and Council's decision-making process through education, removing barriers, developing partnerships, improving information flows and supporting the communities' own ways on interacting with the Council. Strong Communities is also a platform that the partnership with the Pacific Islands Advisory Board contributes to.

ISSUES

The Local Government Act 2002 (LGA) requires local authorities to promote the social, economic, environmental and cultural well-being of communities, and to do so in a way that is sustainable now and for the future. In order to achieve this, the Act "*promotes the accountability of local authorities to their communities*" (Section 3(c)).

The Local Government Act 2002 therefore encourages Councils to become more proactive with its community not only in terms of consultation but in the development of the community and in particular its capacity to be effectively involved in democracy. The continued development of a long-term successful relationship between the Pacific Island peoples and Waitakere City Council will require patience and tolerance, a willingness to listen and learn, common sense, and most of all, leadership from both parties.

Waitakere is a leading authority in New Zealand that has a signed community partnership agreement with its Pacific peoples.

It is proposed that a workshop between the Pacific Islands Advisory Board and the Council will be held on Wednesday 19 April 2006, as part of the Council meeting on that day, to consider this report on the involvement of Pacific island peoples with the Waitakere City Council.

The workshop will commence with a presentation from the Pacific Islands Advisory Board and will be followed by dialogue between the Council and the representatives of the Pacific Islands Advisory Board.

The workshop between the Councillors and the Members of the Pacific Islands Advisory Board is intended to meet the following outcomes:

- To enhance a better understanding and appreciation by Councillors of Pacific peoples;
- To develop a better understanding of the partnership between Council and the Pacific Islands Advisory Board;
- To develop closer ties between the Pacific Islands Advisory Board members and Councillors;
- To enhance the Pacific contribution to the Long Term Council Community Plan.

RESOURCES

There are no resource implications included in the report or from the proposed workshop.

CONCLUSION

This report is to be discussed by a workshop of the Council and any subsequent outcomes requiring any decision of the Council may be presented to the Council meeting immediately following on the same day.

RECOMMENDATION

That the Partnership with Pacific Islands Peoples in Waitakere City report be received.

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



PUBLIC EXCLUDED MATTER

10 WAITAKERE CENTRAL LIBRARY / UNITEC - CONTRACTUAL APPROVALS

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 Library / Unitec - Contractual Approvals.

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.
Waitakere Central Library / Unitec - Contractual Approvals.	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> • protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information; • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 	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 Sections 7(2)(b)(ii) and 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 could affect the Council's ability to conduct negotiations and Council's future access of commercial information from parties concerned.*

