

Extraordinary Whangarei District Council Meeting

Agenda

Date: Thursday, 14 April, 2022

Time: 1:00 pm

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Her Worship the Mayor Sheryl Mai
(Chairperson)
Cr Gavin Benney
Cr Vince Cocurullo
Cr Nicholas Connop
Cr Ken Couper
Cr Tricia Cutforth
Cr Shelley Deeming
Cr Jayne Golightly
Cr Phil Halse
Cr Greg Innes
Cr Greg Martin
Cr Anna Murphy
Cr Carol Peters
Cr Simon Reid

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. **Karakia/Prayer**
2. **Declarations of Interest / Take Whaipānga**
3. **Apologies / Kore Tae Mai**
4. **Decision Reports / Whakatau Rīpoata**
 - 4.1. Airport Location Options Study Statement of Proposal - Consultation on three preferred airport sites 1
5. **Closure of Meeting / Te katinga o te Hui**

Recommendations contained in the Council agenda may not be the final decision of Council.

Please refer to Council minutes for final resolution.

4.1 Whangārei Airport Location Study Statement of Proposal - Consultation on three preferred airport sites: Ruatangata West, Ruatangata, One Tree Point West

Meeting: Council Meeting - Extraordinary
Date of meeting: 14 April 2022
Reporting officers: Simon Weston (General Manager, Infrastructure)

1 Purpose

To seek approval to consult formally, by way of the Special Consultative Procedure, on futureproofing aviation and the proposed location for a future alternative airport within the Whangārei District

1. Recommendations

That Council;

1. Resolves to consult formally by way of the Special Consultative Procedure under Part 6 of the Local Government Act 2002 on:
 - a) Should Council determine a proposed location for a future alternative site to the current airport at Onerahi; and
 - b) If it should which of the three preferred locations for a future airport, namely Site 9; Site 6; and Site 24a, would be most appropriate; **or**
 - c) Should it take no action and make no determination on a proposed location.
2. Adopts Attachment 1 “Whangārei Airport Location Study, Statement of Proposal” as a Statement of Proposal for that consultation.
3. Resolves to undertake consultation on the Statement of Proposal between 20th April and 25th May 2022.
4. Authorises, the Chief Executive to make any necessary minor drafting, administrative, typographical or presentation corrections to the Statement of Proposal prior to printing and distribution for consultation.

2 Background

Council first began investigating risks associated with retention of the current Onerahi airport in 2014.

Over time Council has commissioned a series of reports with a view to identifying a suitable site for a new airport which meets the long-term air transportation needs of Whangarei and the wider region.

Three sites were recommended as preferred sites in 2018 as:

- Site 6 Ruatangata West
- Site 9 Ruatangata
- Site 24A One Tree Point West

At that time it was intended to undertake further detailed analysis of three preferred sites to better understand the challenges and opportunities of developing an aerodrome at each of these sites.

In October 2020 a large block of land at the one of the sites at Ruatangata became available for purchase. Additional consideration of the comparative suitability of the three short listed sites had not been undertaken at that time. However, given the substantial size of the land parcel coming to market, WDC felt it prudent to secure the land and protect it from further development.

On 30 March 2022 Council approved a communication and engagement memorandum outlining a detailed plan for seeking community feedback on the three preferred locations; Site 9; Site 6; Site 24a.

This report recommends undertaking the consultation by way of a Special Consultative Procedure having regard to the significance of the decision to be made on a preferred location.

3 Discussion

The purpose of the consultation is to seek feedback on whether to keep working to futureproof an alternate airport site in the district and to understand potential impacts and opportunities, strengths and weaknesses and any fatal flaws or untapped knowledge relating to the three preferred site locations. This is necessary to identify unknown cultural, environmental, and social risks for consideration in order to reduce consenting risks. Public feedback on three preferred sites will also help inform future Resource Management Act (RMA) approvals processes.

Specifically, the purpose is to:

- Engage early with key stakeholders, partners, and the public to increase awareness of the project objectives, the operational uncertainty of the existing Onerahi site and the three shortlisted sites selected.
- Obtain feedback from partners and key stakeholders on perceived issues and risks associated with each of the preferred locations.
- Undertake public consultation on the three preferred locations, noting the strategic purchase made, and seek feedback on issues, constraints and opportunities that will inform the Council's decisions and inform design responses and mitigation options in any subsequent designation application.

Attachment 1 "Whangārei Airport Location Study, Statement of Proposal" outlines four options for public comment; which will inform a choice between three preferred sites or do nothing.

3.1 Proposed Consultation Dates

The proposed key dates* for the Airport Location Study Options consultation are as follows:

| Activity | Date/time | Topic |
|----------------------------|-----------------------------------|---|
| Council Meeting | Thursday 14 April 2022 | Adoption of the Statement of Proposal for public consultation |
| Public Consultation | 20 April 2022- 25 May 2022 | |
| Council Meeting | Thursday 9 June | Hearings |
| Council Briefing | Tuesday 14 June | Issues & Options |
| Council Meeting | Tuesday 21 June | Deliberations |
| Council Meeting | Thursday 30 June 2022 | Decision on selection of proposed location |

*Dates may be subject to change.

3.2 Options

Option 1

Proceed with consultation by way of the Special Consultative Procedure, on futureproofing aviation and the proposed location for a future alternative airport within the Whangārei District.

Option 2

Undertake no further consultation on futureproofing aviation and the proposed location for a future alternative airport within the Whangārei District.

Option 1 as outlined in the recommendation within this report, is the staff's preferred option which complies with council's Significance and Engagement Policy.

4 Significance and engagement

The principles of the decision-making process under the Local Government Act 2002 ("LGA 02") are well understood.

A determination as to the significance of a decision, in terms of Council's Significance and Engagement Policy 2020 (S&E Policy), and the extent to which Council needs to comply with the consultation requirements under the LGA 02, are issues for elected members to assess.

There is no specific obligation in the LGA 02 or any other enactment that requires Council to consult. Council is, however, obliged to consider the views and preferences of interested and affected persons when making decisions.

Council has some discretion to determine how it will comply with the obligation to consider views and preferences, but compliance should be in proportion to the significance of the matters affected by the decision as determined in accordance with Council's S&E Policy.

Council must consider the significance of all relevant matters as well as the principles relating to local authorities set out in section 14 LGA 02, the extent of its resources, and the nature of the decision or any special circumstances in which the decision is being taken that may limit the scope to consider a range of options or the views and preferences of interested and affected persons.

Under Council's S&E Policy a decision is considered significant if two or more of the following criteria are triggered.

| | |
|---|--|
| Impact on Council's direction | Major and long-term |
| Change in Council's current level of service | Major and long-term |
| Level of public impact and/or interest | Major and district-wide, or Major for an identified community of interest |
| Impact on Council's capability (non-cost) | Major and long-term |
| Net financial cost/revenue of implementation, excluding any financial impact already included in a Long-Term Plan / Annual Plan | Net capital expenditure > 10% of total rates in year commenced, and/or Net operating expenditure > 2.5% of total rates in year commenced |

Assessment of significance in relation to site selection

Staff have undertaken the following analysis of the proposed decision on site selection as against the significance criteria under Council's S&E Policy:

- **Direction/ current level of service** – the selection of a proposed site is unlikely to have a major and long-term impact on in the current levels of service. In the event that a proposed site is selected and a decision to relocate the airport is subsequently made the provision of airport services would be transitioned in a way that ensured such services, from the point of view of customers, would remain largely unaffected. However, it would be difficult to avoid the conclusion that what is proposed is not a decision which has a major and long-term impact on Council's direction;
- **Public interest** - there is likely to be a high level of public interest in the location of a proposed site for a future airport. The possibility of relocation to one of the three preferred sites will be of major interest to affected communities as well as attracting a high level of interest throughout the district.
- **Non cost capability** - no major impact on Council's non-cost capability would be likely prior to the final decision to actually relocate the airport being made. However, once a decision to relocate the airport is made there would be major change in Council's capability around the provision of an airport moving from a small regional airport with limited capacity to a major regional hub for air transportation.
- **Financial cost** – at the time of Council's decision to purchase various properties at Ruatangata, it was recognised that the financial measurement criteria of the S&E Policy would be triggered. For various reasons, Council decided not to undertake formal consultation at that time. This decision was justified in part on the basis that full public consultation on the selection of a proposed site would be undertaken in due course. There is also likely to be significant additional costs to Council arising out of subsequent decisions around the potential relocation of the airport.

On the basis of the above assessment, it seems likely that a number of the criteria under the S&E Policy are triggered by the decision of site selection. In addition it is noted that Whangarei Airport is a strategic asset so any decision looking to relocate a strategic asset would be something which would in the normal course be considered a major and long-term decision. While the focus of the current decision is the protection of a future airport site rather than relocation of the airport, the wider context of the airport as a strategic asset adds to the strength of the argument that the current decision is a significant one.

5 Attachment

1. Whangārei Airport Location Study Statement of Proposal

**WHANGĀREI
AIRPORT
LOCATION
STUDY**

STATEMENT OF PROPOSAL



**CONSULTATION ON THREE PREFERRED AIRPORT SITES:
RUATANGATA WEST • RUATANGATA • ONE TREE POINT WEST**



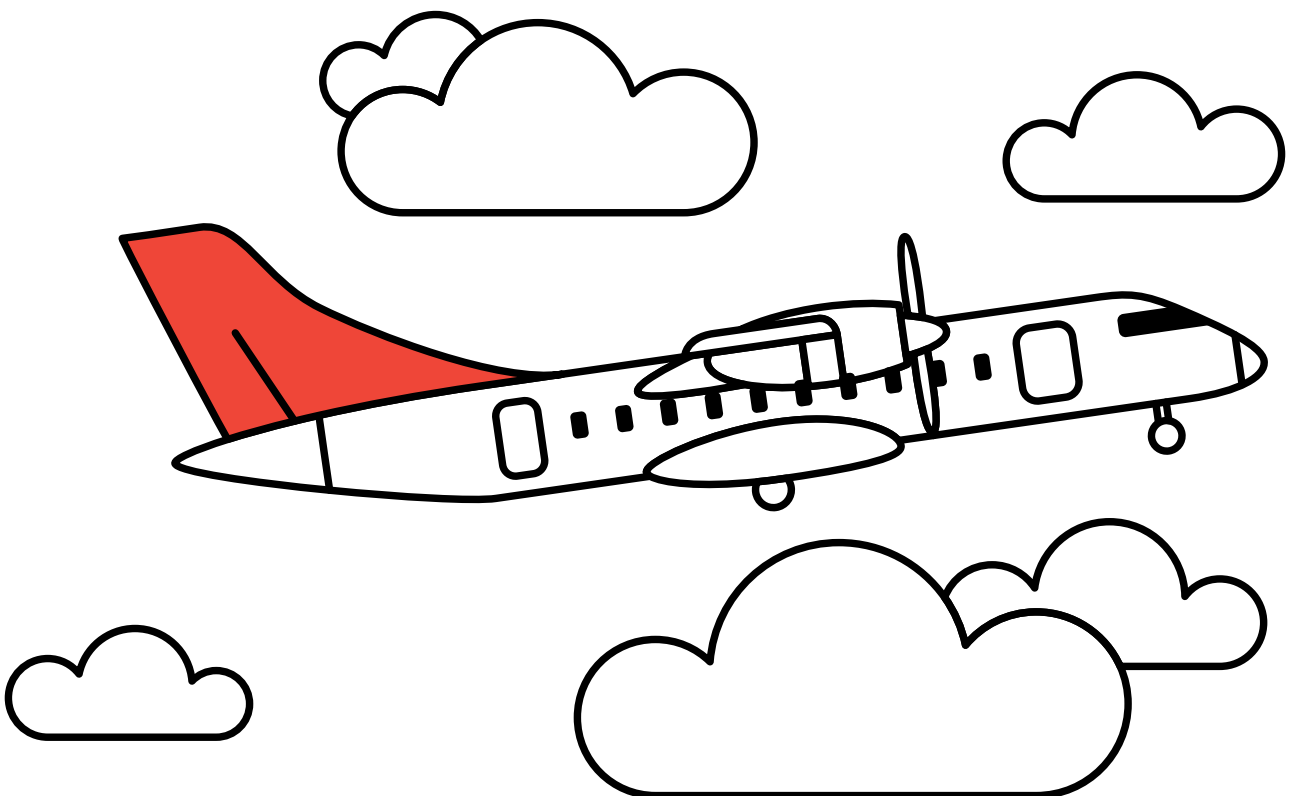
The future of air transport is vital to support the long-term economic security of Te Tai Tokerau, Northland.

To prepare the District in case the Whangārei Airport is no longer able to meet Civil Aviation Authority (CAA) rules and requirements at Onerahi, Whangarei District Council has been investigating other potential sites.

No decisions have been made to close or move Whangārei's Airport in Onerahi, but many factors have made it sensible for us to explore future options to make certain our District is prepared.

Now we want the community to take part in planning for the future of air transport.

We want to hear what you think and what's important to you when it comes to choosing a future airport site.





THE PURPOSE OF THIS

CONSULTATION

The purpose of this consultation is to gauge community support for four options being considered by Council:

OPTION 1

Ruatangata West Site 6

To select the Ruatangata West site (see maps) as the proposed location for a potential site to be explored in depth as a future airport location.

OPTION 2

Ruatangata Site 9

To select the Ruatangata site (see maps) as the proposed location for a potential site to be explored in depth as a future airport location.

OPTION 3

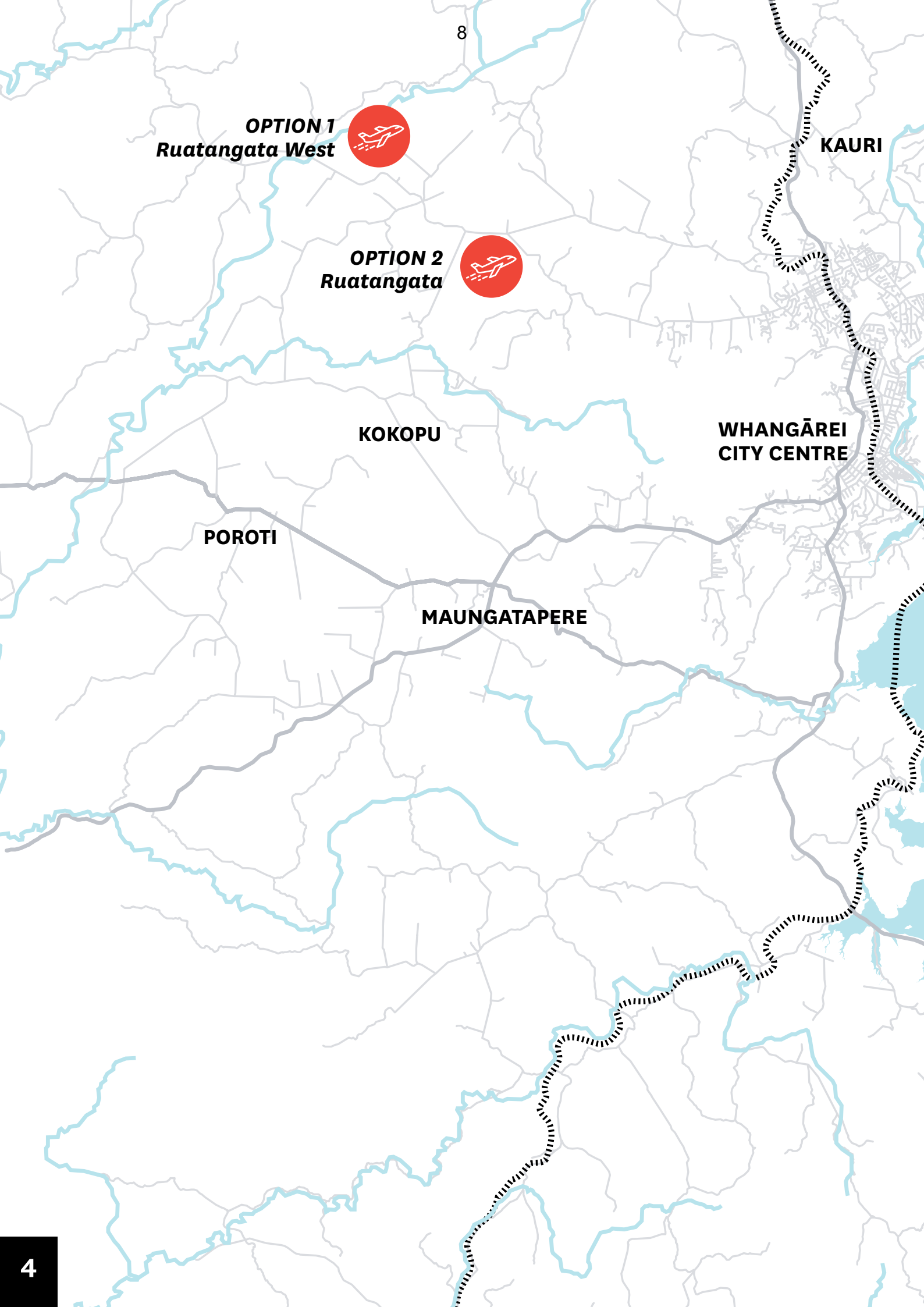
One Tree Point Site 24a

To select the One Tree Point West site (see maps) as the proposed location for a potential site to be explored in depth as a future airport location.

OPTION 4

Take no action

To retain Whangārei Airport at Onerahi and work with the CAA to retain dispensations to operate, accepting if these dispensations end some commercial and emergency services may not be able to fly in and out of the airport at Onerahi.



OPTION 1
Ruatangata West



OPTION 2
Ruatangata



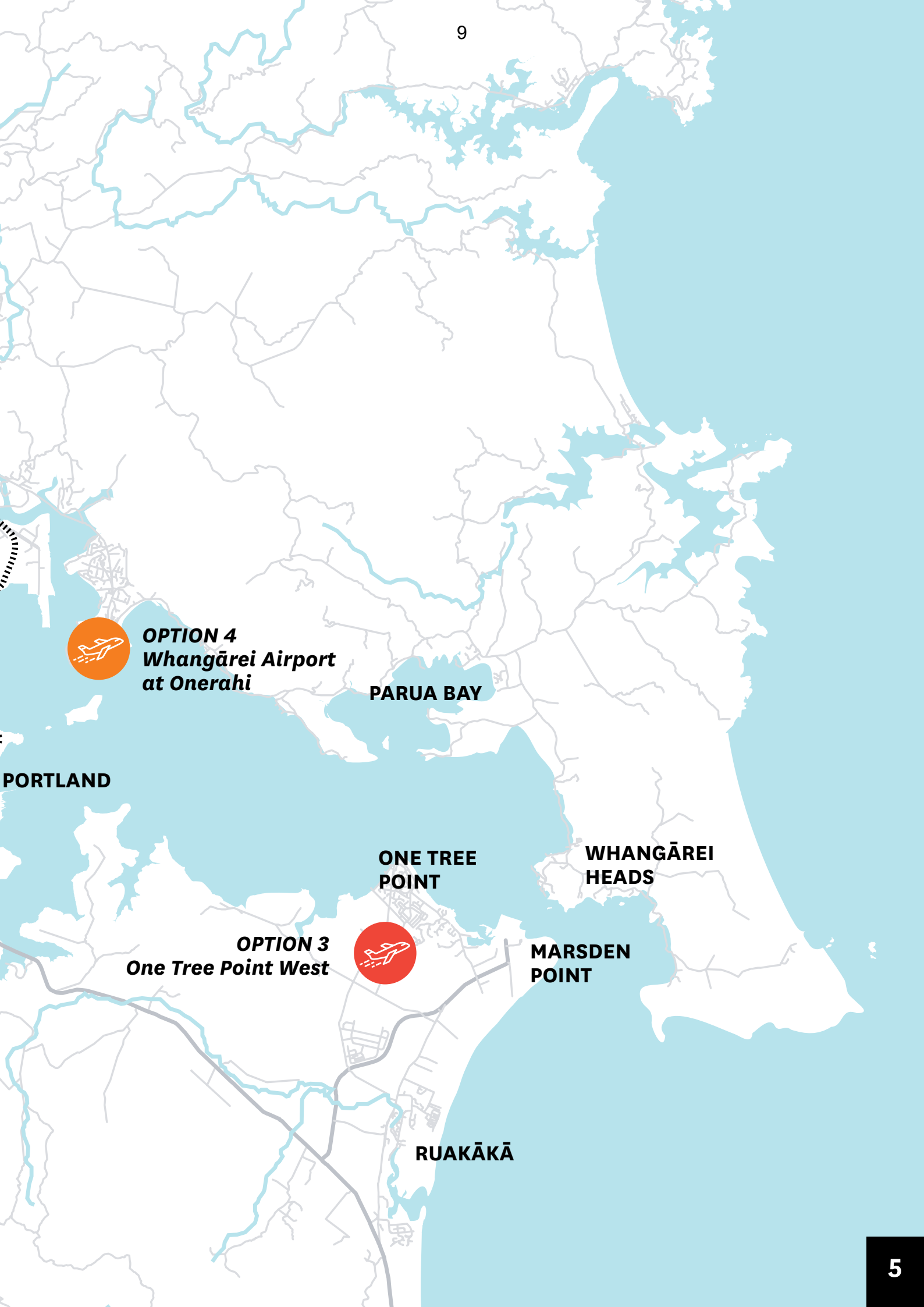
KAURI

KOKOPU

**WHANGĀREI
CITY CENTRE**

POROTI

MAUNGATAPERE



OPTION 4
*Whangārei Airport
at Onerahi*

PARUA BAY

PORTLAND

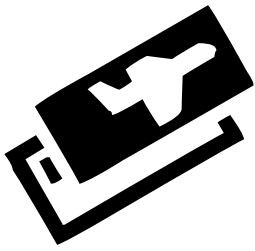
**ONE TREE
POINT**

**WHANGĀREI
HEADS**

OPTION 3
One Tree Point West

**MARSDEN
POINT**

RUAKĀKĀ



WHAT YOU'LL FIND INSIDE

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Have your say

Feedback opens 20 April 2022

Feedback ends 25 May 2022

To find out more and share your insights:

Visit our website: www.wdc.govt.nz/HaveYourSay

Email us: mailroom@wdc.govt.nz

Call us: 09 4304200

Speak to the team at one of our information events

- Ruatangata [details TBC]
- Bream Bay area [details TBC]
- Central [details TBC]



THE JOURNEY SO FAR

The long-term future of the Whangārei Airport builds on years of intensive planning, policy and considerations from both central and local government.

Why are we looking at this now?

In 2014, it became clear that our District's only airport in Onerahi may not be suitable long-term because:

- it is the shortest commercial runway that current airlines can use
- the runway can't be extended to meet CAA requirements for safety areas at each end
- a longer runway may be needed to meet the current and future aircraft types.

We need to plan now for the future of air transport access.

A new airport for Whangārei will be Aotearoa New Zealand's first District airport in 50 years.

Infrastructure of this importance requires long-term planning to make certain any commitments we make are tailored to our region and are flexible enough to cope with the emerging needs of the aviation sector for the next 50+ years.

We are working closely with the Ministry of Transport, manaw henua and our stakeholders to coordinate our thinking, share information and make certain we deliver an outcome that supports the long-term growth of Whangārei and Northland.



Timeline

2014

A study was commissioned as part of Council's long-term planning to manage the District's growth and secure future air transport access for the region.

Council investigated several options, including reclaiming land to extend the runways at Onerahi or shifting the airport across the harbour to the Port Nikau area.

Neither of these locations met the long-term aviation needs of the District, largely because of hills jutting into flight paths or because the works would have been prohibitively expensive.

A decision was made to investigate other sites for a potential airport.

2015 TO 2017

Council formed the Mana whenua Advisory Group of representatives, appointed by Te Huinga. It also formed a Project Advisory Group including representatives from Ministry of Transport, Waka Kotahi NZ Transport Agency, Ministry of Business, Innovation and Employment (MBIE), Northland Regional Council, Air New Zealand, Northland Inc, Chamber of Commerce and others with a particular interest in the project.

Information gathered in previous investigations, including a study from 1999, and ongoing engagement resulted in a longlist of potential airport locations.

A comprehensive analysis was undertaken to identify sites that might be flat enough, large enough and have open approach paths. A list of 28 new sites was identified, each of which was assessed according to multiple criteria.

2018

The study of options was updated to respond to changes in government policy and ongoing engagement and analysis.

2020

Council purchased property in Ruatangata because it came onto the market after Council had reduced its shortlist to three preferred sites.

2022

Council is continuing to engage with mana whenua, partners and stakeholders, and is undertaking a consultation in accordance with the special consultative procedure to seek public feedback on three sites, with a view to selecting one proposed site for further investigation.

Next steps

HEARINGS

THURSDAY 9 JUNE 2022

After the consultation period has closed, Council will hear anyone who wants to speak in support of their submission.

DELIBERATIONS

TUESDAY 21 JUNE 2022

Council will deliberate on the matters raised in the reports, submissions and hearings.

THURSDAY 30 JUNE

Council will select which site is to be investigated further or whether to continue using the Onerahi site.

FORMAL PLANNING AND DESIGN

JULY 2022 – 2030s

If Council decides to select Options 1, 2, or 3, there will be early engagement with landowners and any other affected parties.

Further work will be undertaken to understand both broad and specific effects of an airport at the proposed site. Further statutory public consultation will take place as part of a designation process for the land, and there will be an opportunity for the public to make submissions and be heard by decision makers.

Several years of work would be needed to design ownership models for the operation, government contributions for funding and/or ownership, and if a decision is made for the project go ahead, the airport's design and construction.





ABOUT THE SITES

Three preferred locations

Through the journey and the long list of 28 options, we've identified three preferred sites:

- Ruatangata West
- Ruatangata
- One Tree Point West

Things we've considered for each site include:

- a site's ability to meet CAA rules and operational requirements
- if an airport and airport precinct can be safely operated from the site
- the location of sites of cultural, heritage and ecological significance
- the locations of nearby schools, community facilities, freight hubs and major infrastructure
- the infrastructure or engineering that would be needed to make the site suitable for development
- how the airport would integrate with future development and growth
- access to and from the site and how it will connect with existing and future transport networks
- alignment with government policy, including economic investment and transport

The maps on following pages will help pinpoint considerations for each of the three preferred sites.

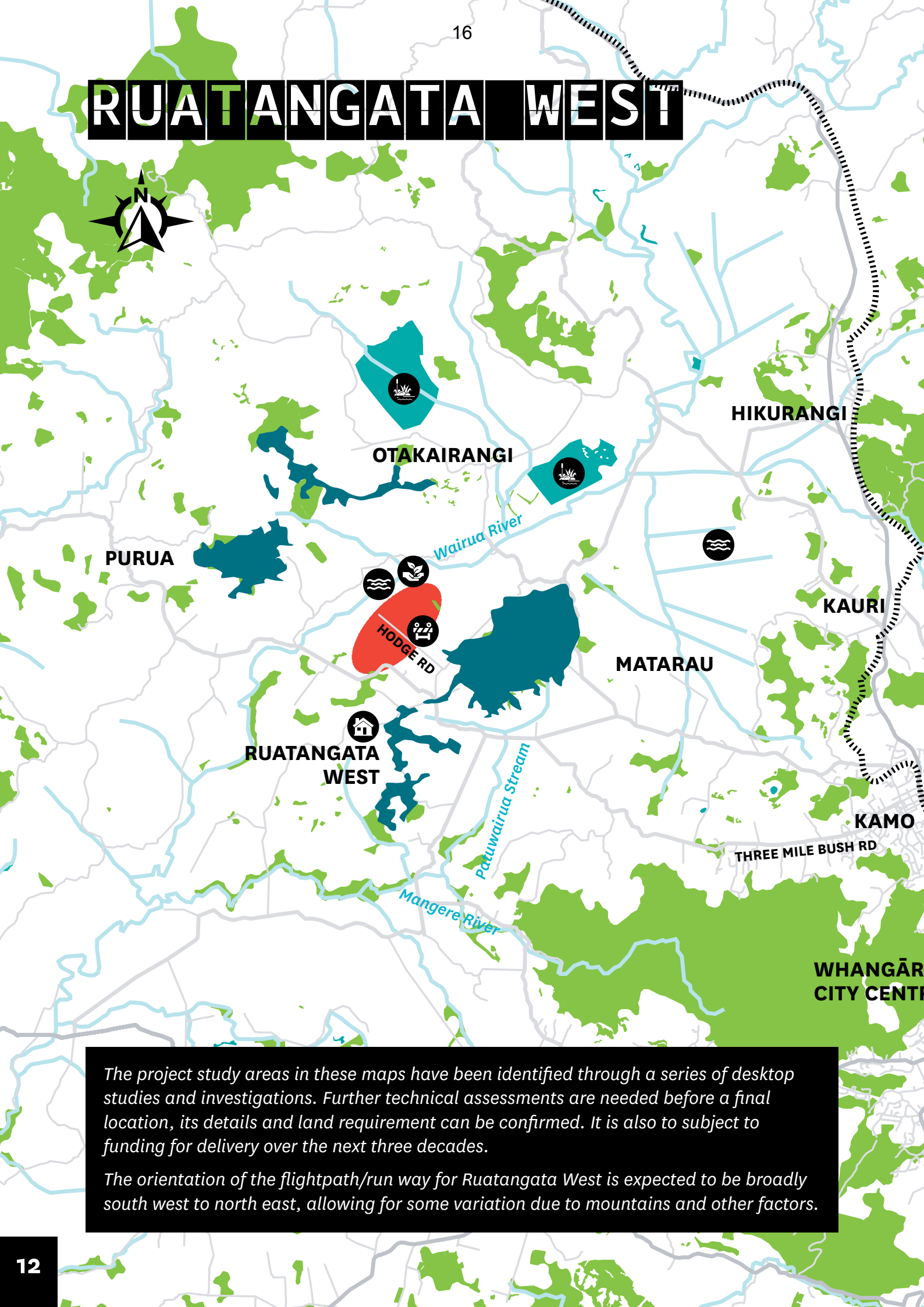
In addition to this information, we would like you to help identify any new strengths or weaknesses for each of the sites and tell us what's important to you when it comes to choosing a future airport location.

The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also subject to funding for delivery over the next three decades

Current site

If we continue to operate the current airport we will work with the CAA to retain dispensations that currently allow it to operate, accepting that if these dispensations end the airport may have to cease operations.

RUATANGATA WEST



The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also to subject to funding for delivery over the next three decades.

The orientation of the flightpath/run way for Ruatangata West is expected to be broadly south west to north east, allowing for some variation due to mountains and other factors.

MAP KEY



Current airport site



Significant topographical elevation



Wetlands/lowlands/swamps



Significant bush reserves



Potential footprint of airport

WHAT WE KNOW



The site is about a 21km drive from the city centre



More than 64,000 people live within 30 minutes' drive of this site



The airport will be easy to travel to and from



There are no officially scheduled sites of cultural significance or heritage sites located within the location although we have been advised of the importance of the Wairua River to hapū



It has suitable geology, which means less intensive engineering will be needed to make the site suitable for development



The site is unlikely to have major impacts on existing infrastructure (things like existing major roads, power pylons, or three waters)

WHAT WE HAVE TO CONSIDER



The potential impacts on nearby residents at Ruatangata West village, including noise (from airport operations and flight paths), lighting and traffic



Any potential impacts to local roads, such as Hodge Road



The site borders the Hikurangi flood plain and Wairua River, which may limit future development or expansion of the airport and its precinct



There are several streams and potential wetlands in the area, and freshwater mussels which would need to be managed in line with national policy



The area may be home to kiwi and may be home to native bats, lizards and other birds



The area has protected conservation areas, including the Wairua River and Hodge Road Dam, which will need to be carefully considered



ONERAHI

RUATANGATA

MAP KEY



Current airport site



Significant topographical elevation



Wetlands/lowlands/swamps



Significant bush reserves



Potential footprint of airport



PURUA

OTAKAIRANGI

HIKURANGI

Wairua River

KAURI

MATARAU

RUATANGATA WEST

KOKOPU RD

Patuwairua Stream

KAMO

THREE MILE BUSH RD

Mangere River







WHANGĀREI CITY CENTRE

MAUNGATAPERE







The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also subject to funding for delivery over the next three decades.

The orientation of the flightpath/run way for Ruatangata is expected to be broadly south west to north east, allowing for some variation due to mountains and other factors.

WHAT WE KNOW

| | |
|---|---|
|  | The site is about a 17km drive from the city centre |
|  | More than 64,000 people live within 30 minutes' drive of this site |
|  | The airport will be easy to travel to and from |
|  | There are no officially scheduled sites of cultural significance or heritage sites within the location |
|  | It has the most suitable geology, which means less intensive engineering will be needed to make the site suitable for development |
|  | The site is unlikely to have major impacts on existing infrastructure (things like existing major roads, power pylons, or three waters) |






WHAT WE HAVE TO CONSIDER

| | |
|---|---|
|  | The potential impacts on nearby residents, including noise from airport operations and flight paths, on the nearby Roydon Drive and Matarau lifestyle blocks, Matarau School and Comrie Park Kindergarten |
|  | Any potential impacts to local roads, including Kokopu Road and Attwood Road |
|  | Patuwairua stream may be home to several species such as kākahi, longfin eel, and freshwater crab |
|  | There are a number of potential wetlands and streams in the area, including the Patuwairua stream, which would need to be managed in line with national policy |
|  | The area may be home to native flora and fauna including bats, lizards and birds |
|  | The area has one protected conservation area, the Mangere River |

 ONERAHI

ONE TREE POINT WEST










MAP KEY

-  Current airport site
-  Significant topographical elevation
-  Wetlands/lowlands/swamps
-  Significant bush reserves
-  Potential footprint of airport

WHAT WE KNOW

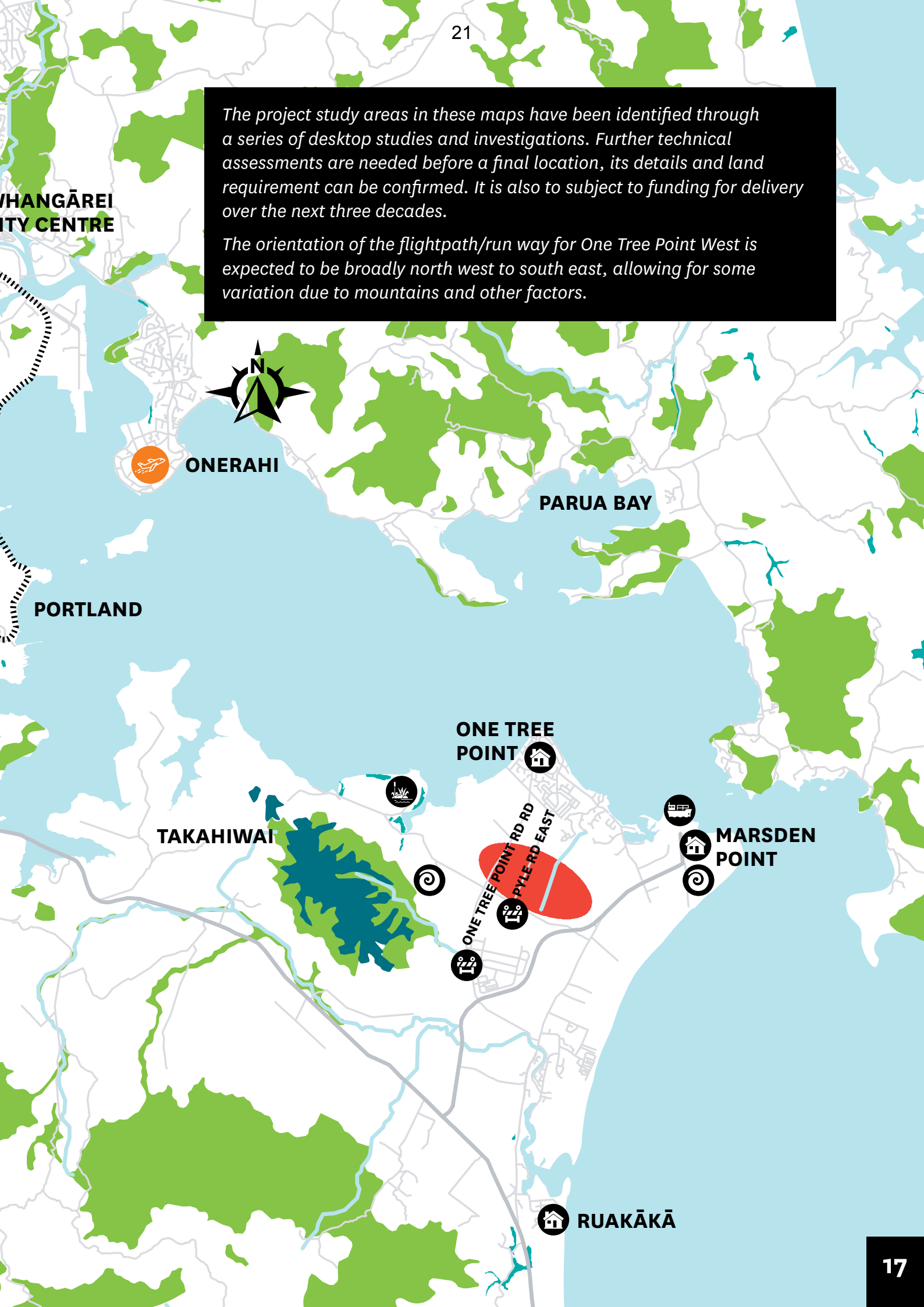
| | |
|---|--|
|  | The site is about a 33km drive from the city centre |
|  | More than 55,000 people live within 20 to 30 minutes' drive of the site |
|  | The airport will be easy to travel to and from |
|  | Land nearby is already zoned 'light industrial', which could enable future industrial development of the airport |
|  | The area is well connected to North Port and freight rail infrastructure, which both have long-term planned upgrades |

WHAT WE HAVE TO CONSIDER

| | |
|---|---|
|  | The potential impacts, including noise from airport operations and flights paths, on the residents of One Tree Point, Ruakaka and Marsden Point |
|  | Poupouwhenua (Marsden/Ruakaka) is an area of cultural significance There are two scheduled culturally significant sites nearby to the proposed location Takahiwai Marae, of Patuharekeke, is located to the west of the proposed airport site |
|  | Council's growth strategy, the Whangārei District Growth Strategy, has identified this as a high growth area for future development, including residential |
|  | The area is susceptible to flooding |
|  | Any potential impacts to major roads, including One Tree Point Road and Pyle Road East |
|  | There are some watercourses in the area |
|  | There may be potential wetlands that would need to be managed in line with national policy |
|  | The surrounding area is home to a population of native flora and fauna including bats, birds and lizards who may visit the site |
|  | The geology of the site may require significant engineering to make the site suitable for development |

The project study areas in these maps have been identified through a series of desktop studies and investigations. Further technical assessments are needed before a final location, its details and land requirement can be confirmed. It is also to subject to funding for delivery over the next three decades.

The orientation of the flightpath/run way for One Tree Point West is expected to be broadly north west to south east, allowing for some variation due to mountains and other factors.





GIVING US YOUR FEEDBACK

HOW TO RESPOND

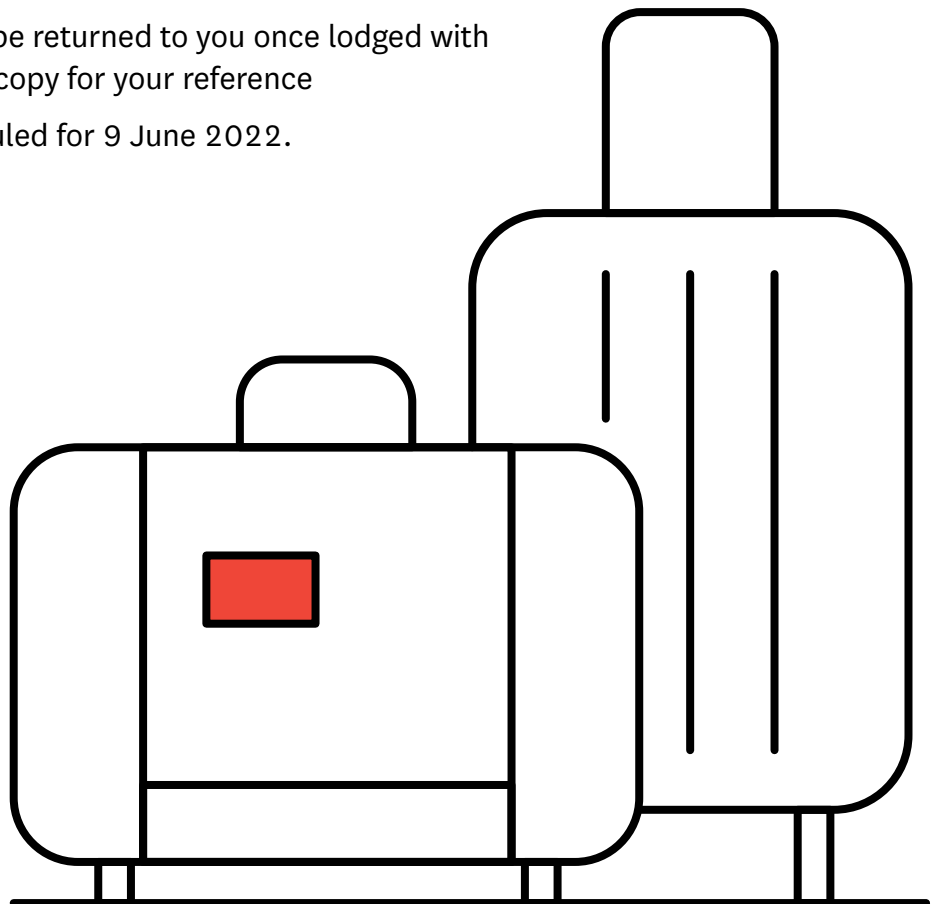
Feedback is due on Wednesday 25 May 2022

You can:

- Give us your feedback online at www.wdc.govt.nz/HaveYourSay
- Mail this form to:
Whangarei District Council Airport Location Consultation
Private Bag 9023, Te Mai, Whangārei 0143
- Scan and email this feedback form to mailroom@wdc.govt.nz

Points to remember when submitting your feedback:

- Please print clearly. Make sure it can be easily photocopied, read and understood.
- All feedback is considered public under the Local Government Official Information and Meetings Act, so it may be published and made available to elected members and the public.
- Your feedback will not be returned to you once lodged with Council. Please keep a copy for your reference
- Hearings will be scheduled for 9 June 2022.





FEEDBACK FORM



WHANGĀREI AIRPORT LOCATION STUDY CONSULTATION

Your details

Name

I am making this submission as: An individual On behalf of an organisation

Organisation name

Postal address

Best number to contact you on

Email

Do you wish to be heard in support of your submission at a hearing on 9 June 2022? Yes No

Your feedback

Now is your opportunity to help us identify a possible future location for the Whangārei Airport.

From a long list of options, Council has identified three locations which could replace the Whangārei Airport at Onerahi if it is no longer able to meet Civil Aviation Authority (CAA) rules and requirements at its current location in future. The three preferred locations are:

- Ruatangata West
- Ruatangata
- One Tree Point West

The community knows these three sites best. We want to hear about what you think about each of the sites and what's important to you when it comes to choosing a future airport site.

Ruatangata West

What do you think are the benefits of this site?

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?



Ruatangata

What do you think are the benefits of this site?

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?



One Tree Point West

What do you think are the benefits of this site?

What are your key concerns about this site?

If we progressed investigations on this site, what else do we need to consider?





Have your say on this, or check out our
other consultations

www.wdc.govt.nz/HaveYourSay



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Ruakākā Service Centre, Takutai Place, Ruakākā

P +64 9 430 4200 | 0800 932 463

mailroom@wdc.govt.nz | www.wdc.govt.nz

[Facebook.com/WhangareiDC](https://www.facebook.com/WhangareiDC)

RESOLUTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each 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:

| | |
|----|---|
| 1. | The making available of information would be likely to unreasonably prejudice the commercial position of persons who are the subject of the information. {Section 7(2)(c)} |
| 2. | To enable the council (the committee) to carry on without prejudice or disadvantage commercial negotiations. {(Section 7(2)(i))}. |
| 3. | To protect the privacy of natural persons. {Section 7(2)(a)}. |
| 4. | Publicity prior to successful prosecution of the individuals named would be contrary to the laws of natural justice and may constitute contempt of court. {Section 48(1)(b)}. |
| 5. | To protect information which is the subject to an obligation of confidence, the publication of such information would be likely to prejudice the supply of information from the same source and it is in the public interest that such information should continue to be supplied. {Section7(2)(c)(i)}. |
| 6. | In order to maintain legal professional privilege. {Section 2(g)}. |
| 7. | To enable the council to carry on without prejudice or disadvantage, negotiations {Section 7(2)(i)}. |

Resolution to allow members of the public to remain

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

Move/Second

"That _____ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item _____.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because _____.

Note:

Every resolution to exclude the public shall be put at a time when the meeting is open to the public.