



AGENDA

City Future Committee Workshop Tuesday, 13 October 2026

**I hereby give notice that a City Future Committee Workshop will be held
on:**

Date: Tuesday, 13 October 2026

Time: 3:00 pm

**Location: Tauranga City Council Chambers
L1, 90 Devonport Road
Tauranga**

**Gareth Green
Acting Chief Executive**

Order of Business

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1 BUSINESS

1.1 134 Durham Street Project scoping, design and investment workshop

File Number: A21104723

Author: Ana Hancock, Team Leader: Design
Emily McLean, Recovery Business & Community Manager

Authoriser: Reneke van Soest, General Manager: Operations & Infrastructure

Please note that this report contains confidential attachments.

Public Excluded Attachment	Reason why Public Excluded
Item 1.1 - 134 Durham Street Project scoping, design and investment workshop - Attachment 2 - Some Commentary on Pricing	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.
Item 1.1 - 134 Durham Street Project scoping, design and investment workshop - Attachment 3 - Cost comparison from four sources	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.
Item 1.1 - 134 Durham Street Project scoping, design and investment workshop - Attachment 4 - Public Excluded Presentation	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.

Attachment 2, 3 and 4 can be transferred into the open When the Construction contract is awarded

- Presenter(s):
- External presenter(s):

Ana Hancock, Team Leader: Design **Nil**

**Emily McLean, Manager Urban Centres
Development (on secondment to
Recovery)**

• Workshop information

• Purpose of workshop

1. This workshop was requested at the 21 July 2026 Council meeting. Resolution CO/26/0/3 states:
“The Council holds a workshop to discuss and scope a solution to deliver value for money, including developing a minimum viable product option compared to a developer option.”
2. The purpose of the workshop is to work with the Mayor and Councillors to:

- (a) confirm the problems to be solved and desired outcomes for the site;
- (b) understand the key opportunities, constraints and site context;
- (c) identify the design moves and project elements that influence scope and outcomes;
- (d) explore value-for-money investment options, including a minimum viable project (MVP); and
- (e) provide direction to staff on a preferred project scope and budget to guide the next stage of project development.

• Executive summary

- 3. The 134 Durham Street Laneway Project seeks to improve accessibility and connectivity between Durham Street, Grey Street, the public transport interchange, the University of Waikato city campus and the wider city centre. The key issue is determining the level of investment required to achieve these outcomes while delivering value for money. The site is constrained by topography, contamination, stormwater, and property-related obligations. Staff have created a range of possible project responses with different costs and levels of service.
- 4. Council has been progressing the project over a number of years through land acquisition, site investigations, concept development, and cost refinement. Cost estimates have reduced significantly as better information has become available and alternative design and delivery approaches have been explored. More recently, Council received a lower-cost proposal from the adjacent developer, creating an opportunity to revisit the project scope and compare what could be delivered through a minimum viable project approach versus a developer-led outcome.
- 5. Consistent with Council Resolution CO/26/0/3, direction is sought from the Mayor and Councillors on the problems to be solved, desired project outcomes, and the preferred balance between cost, accessibility, amenity and user experience. The workshop will test a range of investment options, including a minimum viable project and outcomes that could be achieved through the developer-led approach, to establish a preferred project scope and indicative investment envelope.
- 6. Following the workshop, staff will consolidate feedback, refine a preferred concept based on the agreed scope and investment parameters, undertake further design and cost refinement as required. Staff may need to report back to Council with recommendations on a preferred concept, procurement, delivery approach and funding requirements.

• Background information

- 7. The 134 Durham Street Laneway Project is a long-standing city centre project that aims to improve connectivity between Durham Street, Grey Street, the public transport interchange, the knowledge precinct and University of Waikato campus and the wider city centre, including the retail and commercial precinct. The project is identified in the 2022 City Centre Action and Investment Plan as a priority city centre connection and supports broader objectives relating to accessibility, connectivity, safety and city centre activation. Council purchased 134 Durham Street and 79 Grey Street in 2024 to enable delivery of the laneway connection.
- 8. The Durham Street site presents a number of significant constraints including approximately four metres of level change, contaminated land, stormwater and flooding requirements, archaeological considerations, accessibility requirements and obligations contained within the sale and purchase agreement associated with the adjoining development.
- 9. Over a number of years staff have progressively refined the project through site investigations, concept development, accessibility and urban design assessments, and cost reviews. Cost estimates have reduced significantly as better information has become

available regarding contamination and remediation options, constructability, and delivery options.

10. The workshop has been designed to mirror the approach successfully used for the Aspen Reserve project with a focus on establishing an agreed scope and investment envelope before further design development is undertaken. The workshop will consider project outcomes, key constraints and opportunities, and a range of investment options to inform future project development.

• Issues

11. The key issue is determining the appropriate balance between:
 - (a) accessibility and connectivity outcomes;
 - (b) public amenity and placemaking outcomes;
 - (c) project affordability and value for money; and
 - (d) ongoing operational and maintenance costs.
12. While there is broad support for improving access through the site, there are multiple ways to achieve this outcome, ranging from a minimum viable product focused on basic accessibility and compliance requirements through to enhanced options that provide additional public realm and placemaking benefits.
13. Council needs to determine the appropriate level of accessibility, amenity and investment required to deliver a value-for-money outcome for the community.
14. A budget of \$1M is available in the current financial year to design, procure and deliver the project. Given the limited timeframe, staff recommend that, following direction received from this Workshop, a report be presented to Council seeking approval for an exemption from open competition procurement requirements.

• Outcomes sought

15. The desired outcome is direction from the Mayor and Councillors on:
 - (a) confirmation of the key problems to be solved and desired outcomes for 134 Durham Street;
 - (b) confirmation of the relative importance of accessibility, connectivity, public amenity and value for money objectives;
 - (c) the preferred project scope and level of investment to be explored further; and
 - (d) an indicative budget (or budget envelope) to guide development of a preferred concept and future Council reporting.

• Options

16. The following investment options have been developed to inform the workshop discussion:

• Option	• Description	• Pros	• Cons
Option 1: Minimum Viable Project (MVP)	Delivers the essential function or compliance requirement	• Lowest capital cost. • Provides a permanent connection.	• Limited amenity. Reduced user experience. Lower public realm

• Option	• Description	• Pros	• Cons
	t only. Little or no enhancement beyond the core need.	• Simpler scope.	• outcomes. • May represent poor long-term value compared with higher-performing options.
Option 2: Basic Level of Service	Addresses the primary problem with a modest level of quality, amenity, and durability.	• Balances affordability and functionality. • Improves user experience. • Delivers core project objectives.	• More limited public realm and placemaking outcomes than higher investment options.
Option 3: Universal Design	Delivers an inclusive and accessible solution designed to support the widest possible range of users.	• Strong accessibility outcomes. • Supports Inclusive City objectives. • Maximises usability and long-term community benefit.	• Higher capital cost than MVP and Basic Service options.
Option 4: Enhanced Value	Provides additional benefits, resilience, amenity, or place outcomes that justify a moderate increase in cost.	• Highest place-making and activation outcomes. • Supports broader city centre objectives. • Creates additional community value.	• Highest capital cost and ongoing maintenance requirements.

17. More detail about these options, and the pricing of these options is available in Attachments 1 - 4.

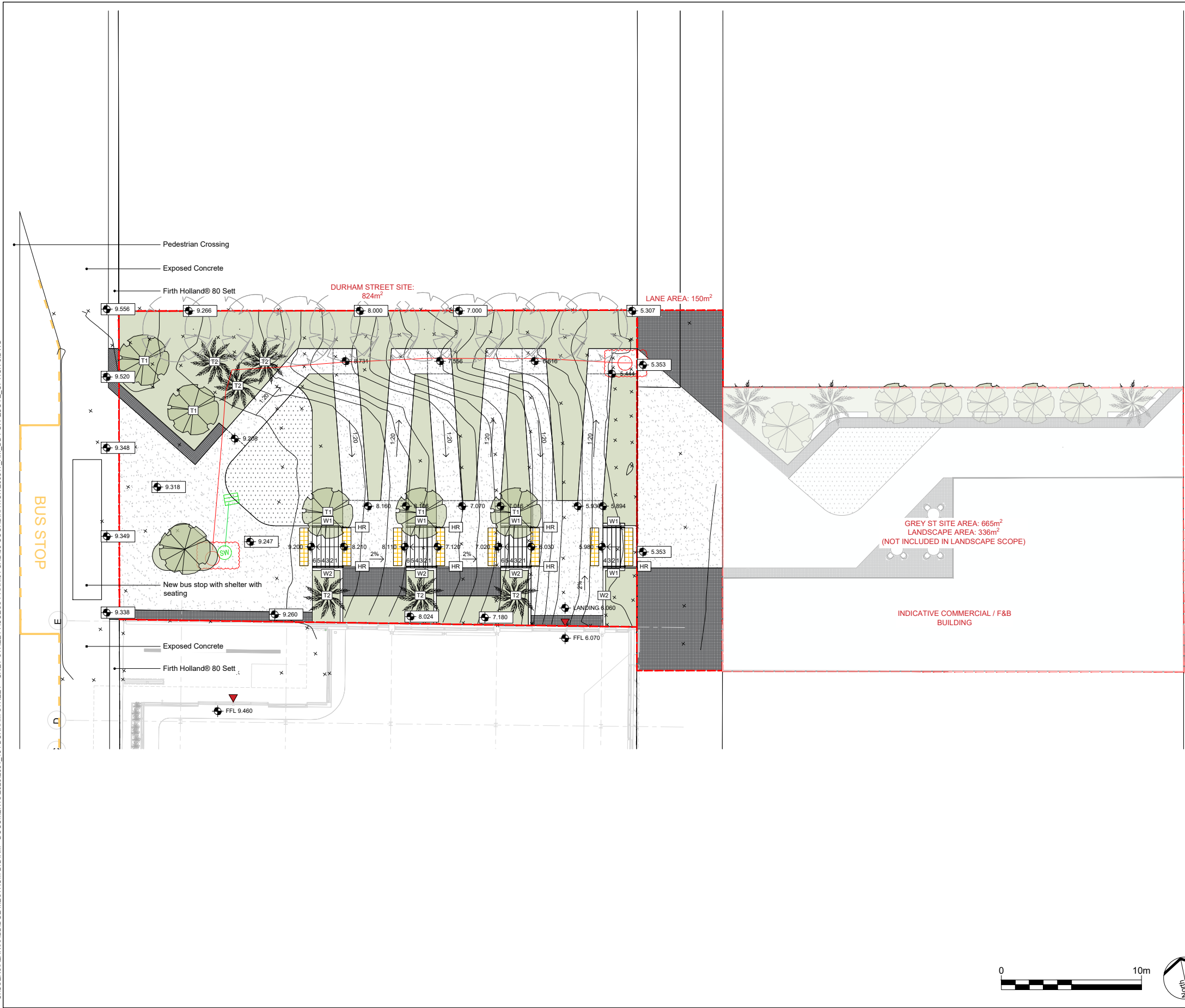
- **Next steps**

18. Following the workshop, staff will review and consolidate feedback received from the Mayor and Councillors.
19. Subject to the direction provided, staff will:
 - (a) develop a preferred concept consistent with the agreed project scope, outcomes and budget envelope;
 - (b) undertake further design, cost refinement and implementation planning as required;
 - (c) continue engagement with Mana Whenua, accessibility representatives, adjacent landowners and other key stakeholders; and
 - (d) report back to Council with recommendations regarding a preferred concept, delivery approach and funding requirements.

Attachments

1. **Landscape Design for 134 Durham Street used for costing - A21242910** [↓](#) 
2. **Some Commentary on Pricing - A21242909 - Public Excluded**
3. **Cost comparison from four sources - A21242911 - Public Excluded**
4. **Public Excluded Presentation - A21253239 - Public Excluded**
5. **Presentation of options - A21253238** [↓](#) 

C:\USERS\LANRABIDGE\MESTROM\LTD\RM - DOCUMENTS\2026\2631_134 DURHAM STREET - GREY STREET ACCESS PARK\01 CAD\03 COORDINATION\50817_RM_DD FOR QUOTE_OPTION 3.DWG



No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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LEGEND	
	Site Boundary
Soft Landscape	
	Existing Tree Retained
	Proposed Feature Tree 6no. T1: 400 ltr
	Proposed Small Tree or Palm 6no. T2: 80-150L
	Proposed Amenity Planting 358m ²
	Proposed Lawn 45m ²
Hard Landscape	
	Exposed Aggregate Concrete To match Durham St 424m ²
	Holland® 80 Sett 119.5m ²
	20series Block Wall Rake with steps 9.65LM
	20series Block Wall Exposed height 0.99m max 23.65LM
Furniture	
	Stainless Steel Hand Rail To Steps (incl. 300mm projections) 16.1LM total
	Steps (22 risers total), 3no. runs of 6 steps, 1no. run of 4 steps. Allow for 5-10mm radius on leading edge & contrasting nosing
	144no. Concrete Tactile Pavers - Hazard 60mm thick to AS/NZS 1428.4:2009 and RTS14:2007

C	SEATING REMOVED	23.06.2026
B	1:12 RAMP REMOVED	17.06.2026
A	FOR PRICING	16.06.2026
-	FOR INFORMATION	18.08.2025
Rev	Description	Date

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e: office@rmlandscape.co.nz
w: rmlandscape.co.nz

Tauranga
Workco Studio, 359 Cameron Rd
m: +64 (0) 21 624 552

Christchurch
Awly Building, 293 Durham St
m: +64 (0) 21 1411 690

Client
NATURAL SPACES

Project title
GREY STREET ACCESS PARK

Drawing title
DD FOR PRICE ESTIMATE - OPTION 1

Issued By	RM Landscape	Drawn	RM
Scale	1:250 @ A3	Checked	AM
Status	SKETCH	Approved	MR
Date	18.08.2025		
Drawing number	RM_GSAP_SK001	Revision	C



Tauranga City

134 Durham Street Laneway Project Options

City Future Committee Workshop |

13 October 2026



Workshop purpose and agenda

Agenda:

1. Project Background – where did we get to?
2. The Site – Opportunities, constraints and project context
3. Check-in on problems to solve and project objectives
4. Intervention Options (Key Design Moves)
5. Discussion on Investment Options
6. Direction & next steps

Workshop Purpose:

To provide Councillors with an opportunity to discuss and agree a preferred scope and investment envelope for the Durham Street Laneway project that delivers value for money, including consideration of a minimum viable project (MVP) and developer-led options.



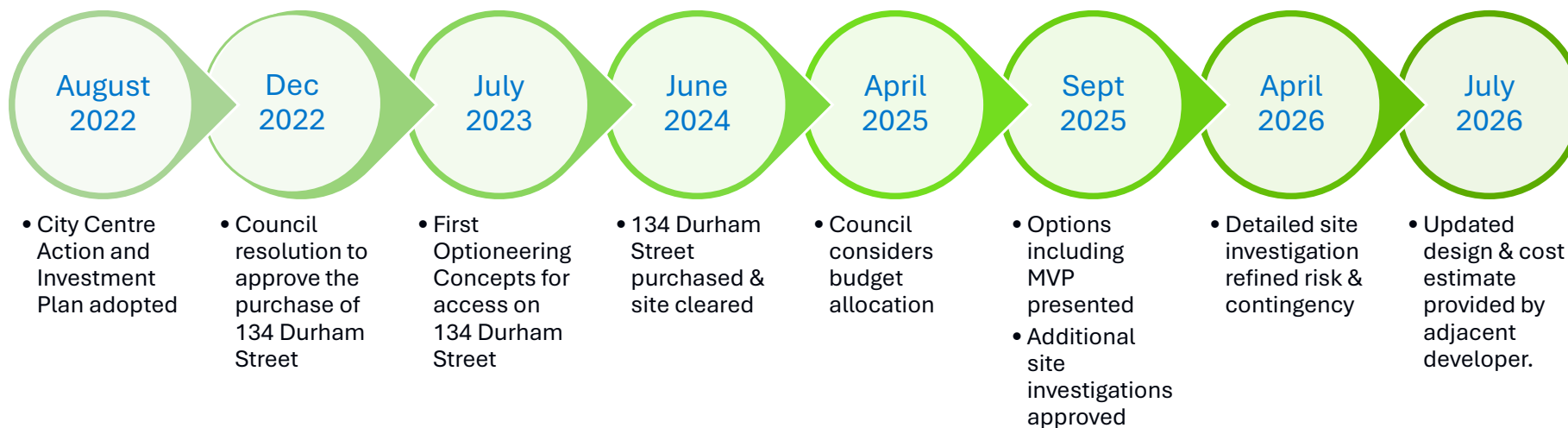


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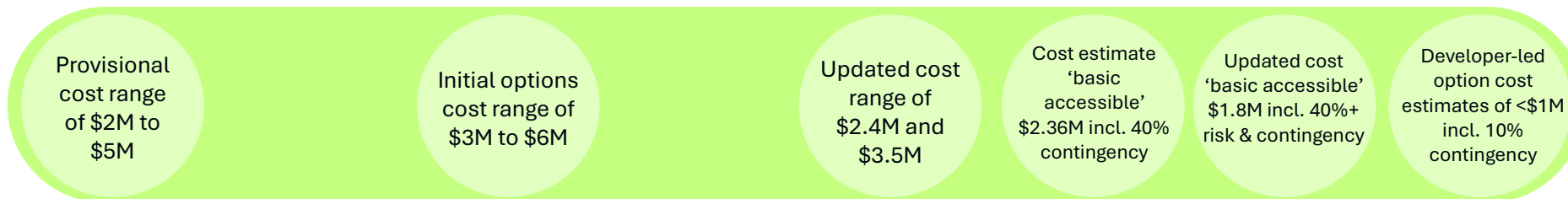
Project background



Project Background



Cost estimate refinement over time:



Where did we get to?

Cost estimates from **four sources** range from
\$840k - \$1.220M

Or \$1.029 M - \$1.511M
 including contingency

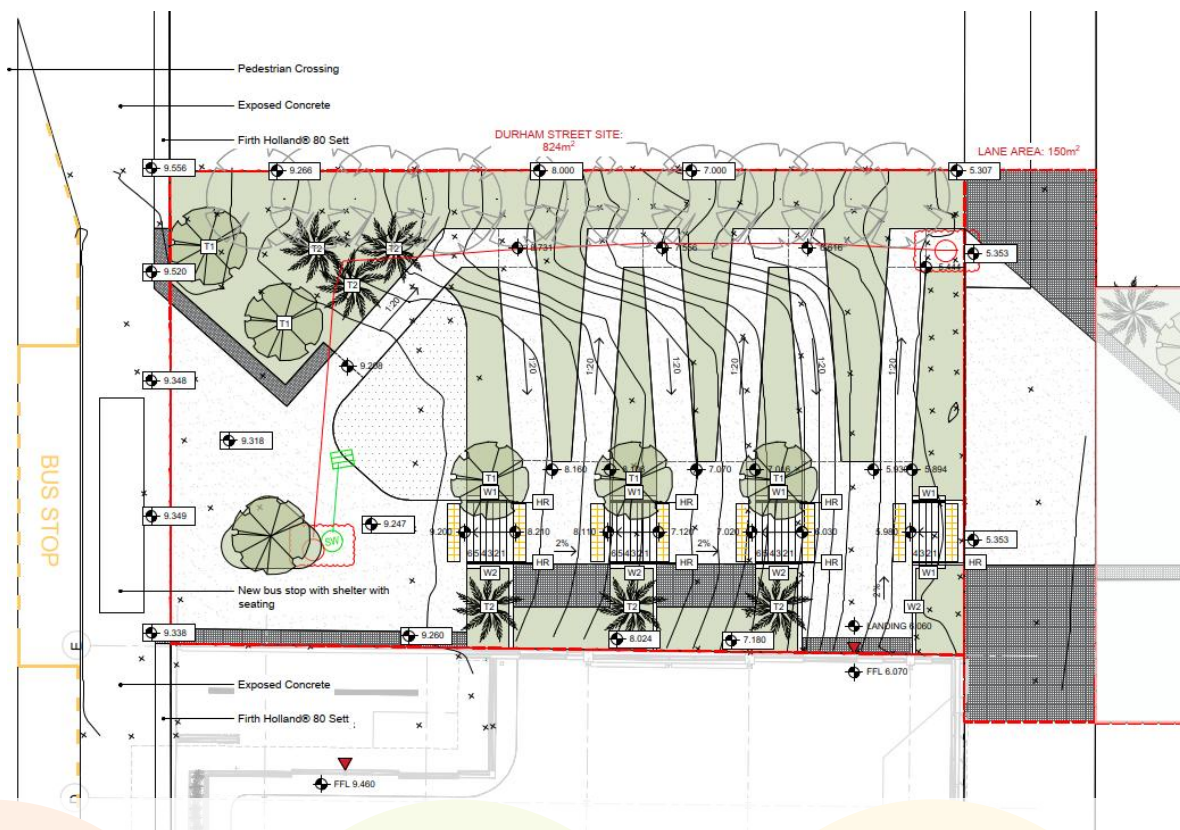
Annual opex for this design is
 approx. \$15k

Engineers Estimate

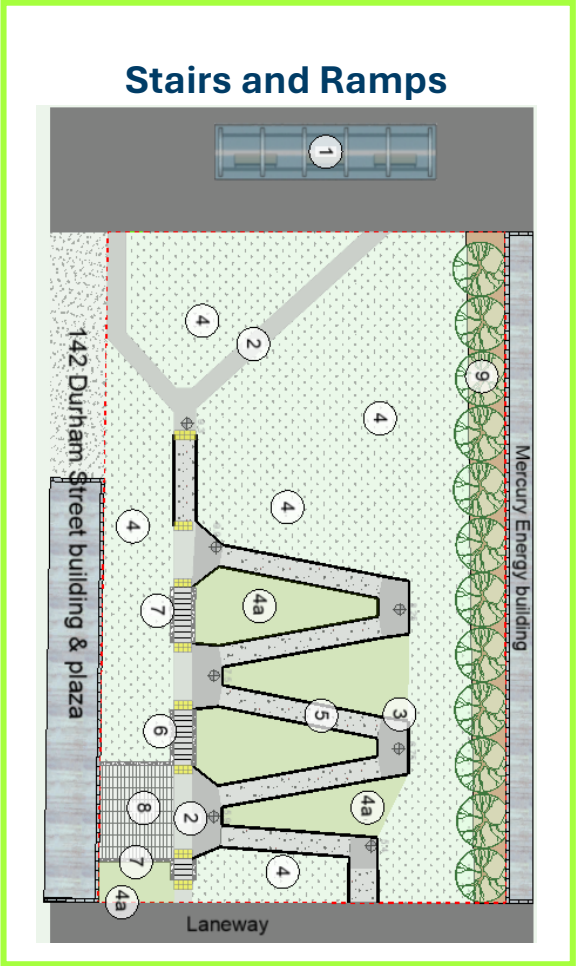
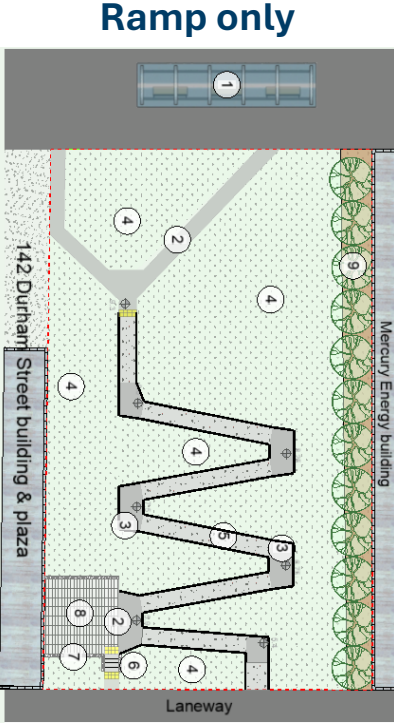
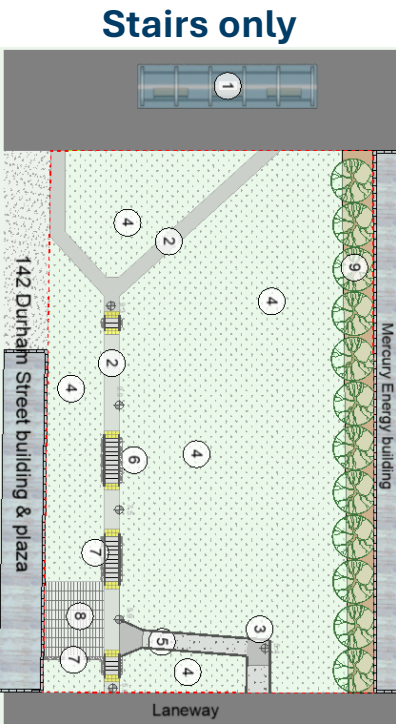
Developers Estimate

Quantity Surveyor
 Estimate

Local Contractor
 Estimate



Taster – Minimum Viable Product

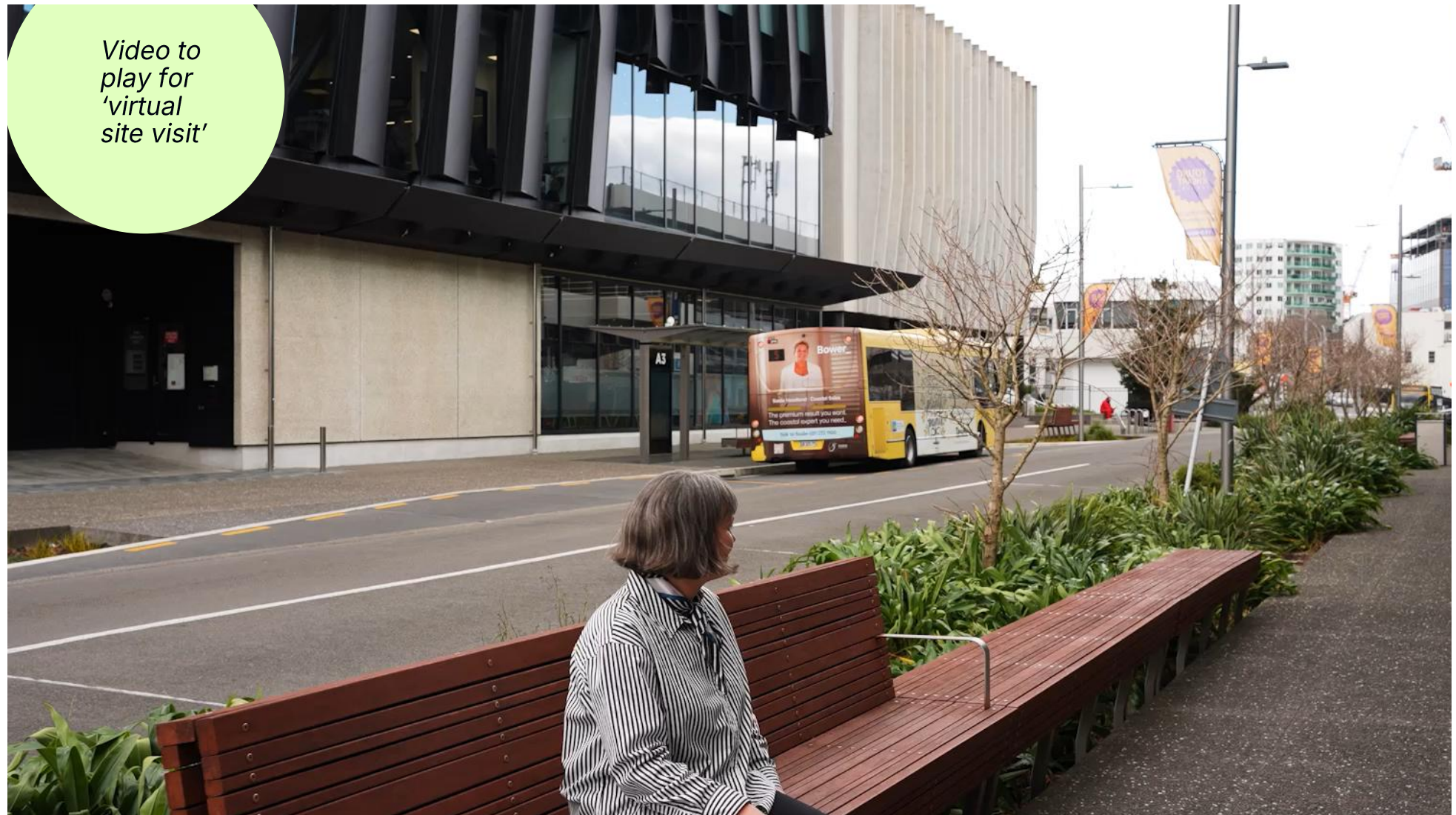


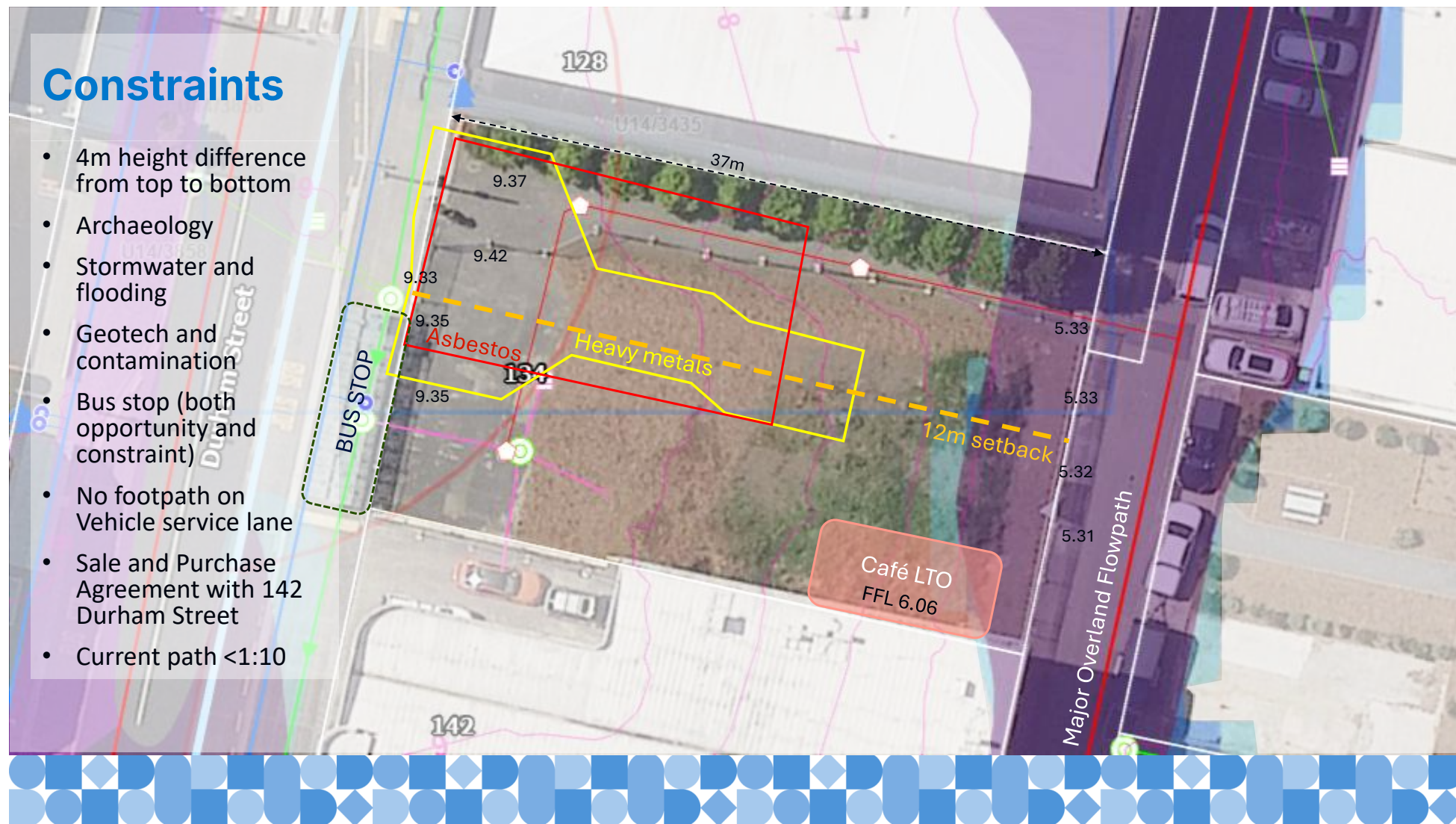


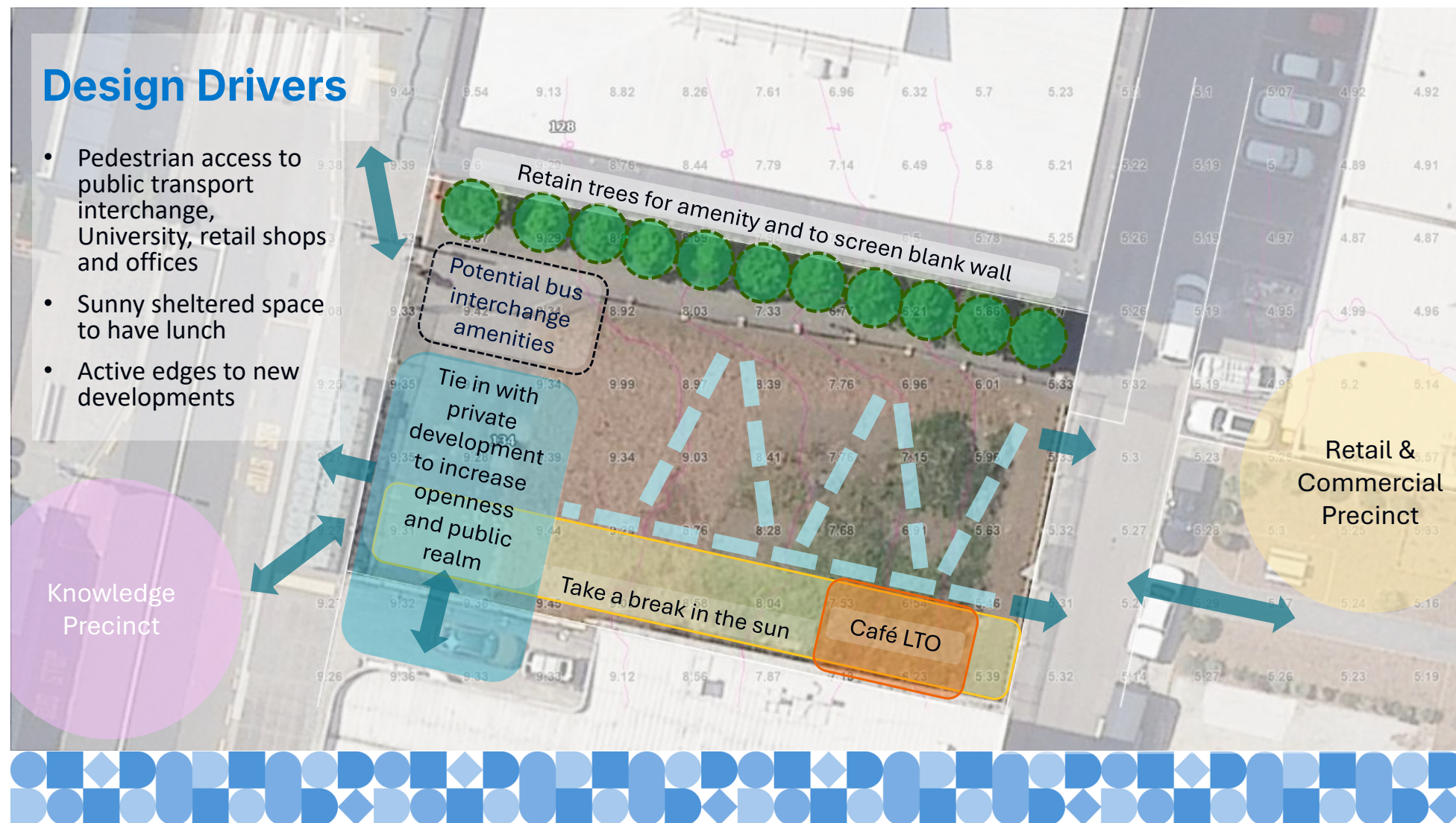
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Site Opportunities, Constraints and Context





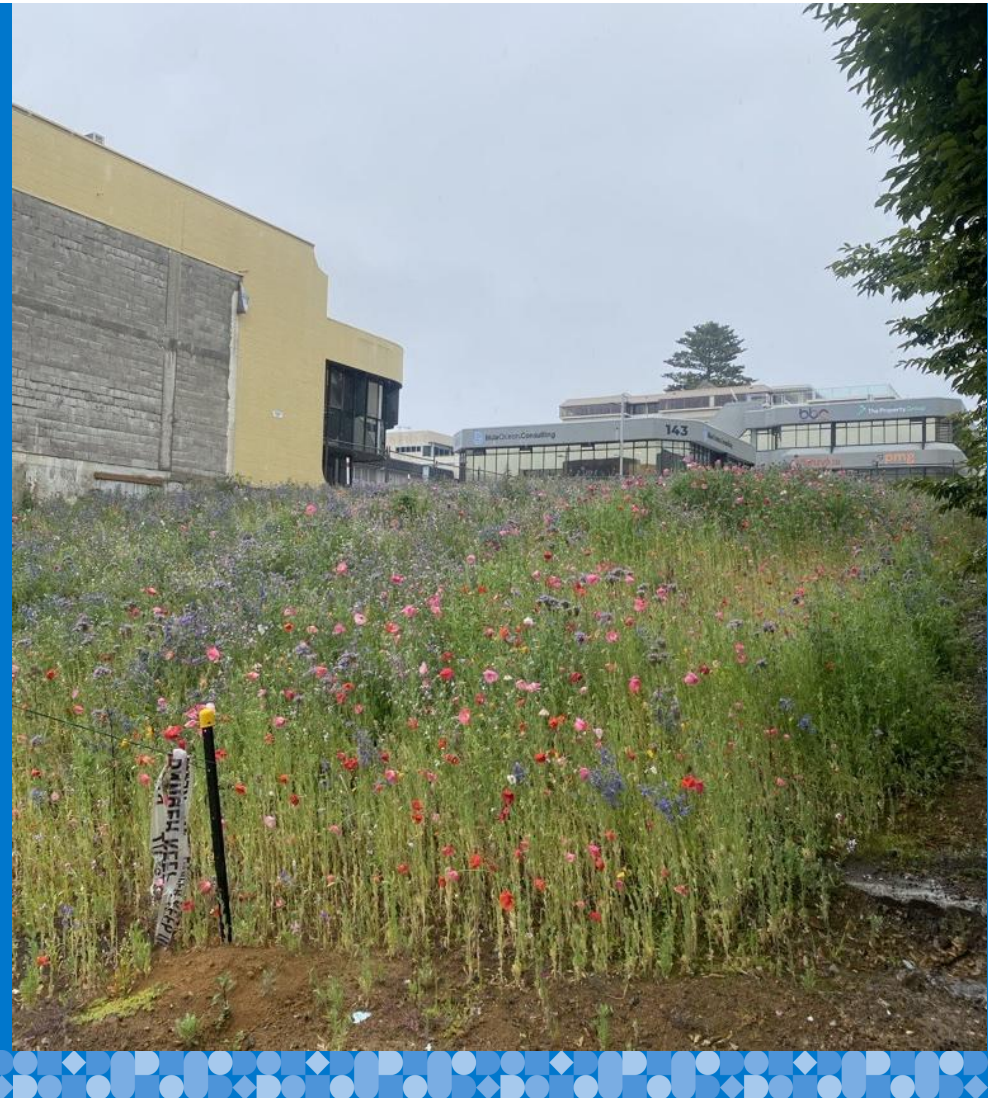






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Problems to solve & Project Objectives



Check-in on Problem Statements and Objectives

*Feedback
to staff*

Draft Problem Statements:

Accessibility and Connectivity

Access between Durham Street, Grey Street, the university precinct and the public transport interchange is indirect, steep and not fully accessible, creating barriers to movement through the city centre.

Underutilised Strategic Land

134 Durham Street was purchased to deliver a key city centre connection, but the site currently offers limited public benefit and little connectivity, activation or placemaking value.

Delivering Value Amid Significant Constraints

The site is complex: a 4-metre level change, contaminated land, flooding and stormwater, archaeology and accessibility barriers, making an affordable, fit-for-purpose solution challenging.

Draft Objectives:

Improve Access and Movement

Create a safe, legible and inclusive connection between Durham Street, Grey Street, the city centre and public transport interchange, usable by people of all ages and abilities.

Deliver Public Value from the Site

Transform 134 Durham Street into a welcoming public space that supports activity and amenity and reflects community and mana whenua aspirations.

Achieve a Practical and Affordable Outcome

Balance accessibility, urban design, cultural outcomes, environmental constraints, whole-of-life costs and funding to deliver value for money for the community.





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Intervention Options (Key design moves):

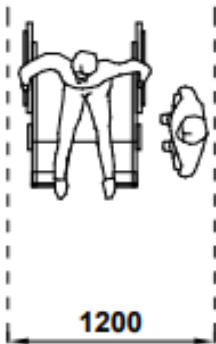
1. Access
2. Public Space
3. Amenity



1. Access – Ramp width options



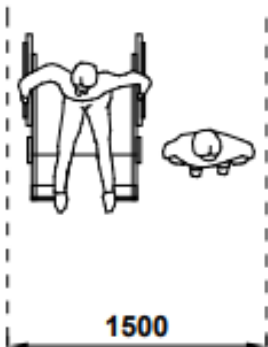
1.2 m wide



Minimum requirement

Person using a wheelchair with not quite enough room for a person to pass comfortably

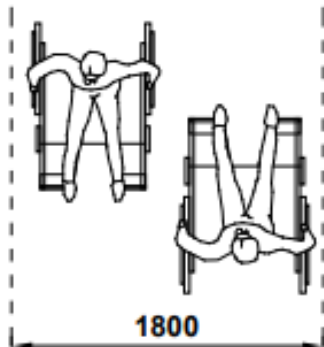
1.5 m wide



Preferred minimum

Person using a wheelchair with enough room for someone to walk beside them

1.8 m wide



Universal design

Person using a wheelchair with enough room for another person using a wheelchair, or someone pushing a pram

Lower cost

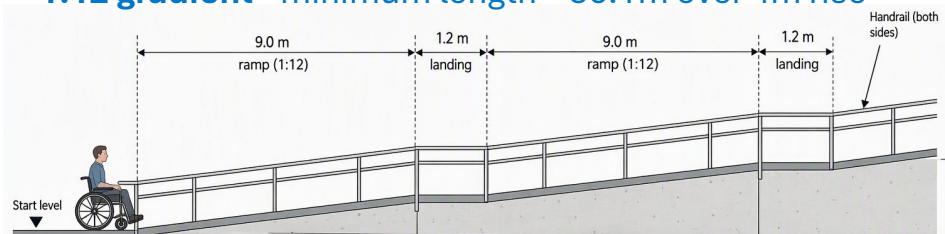
Higher cost



1. Access – Ramp gradient options

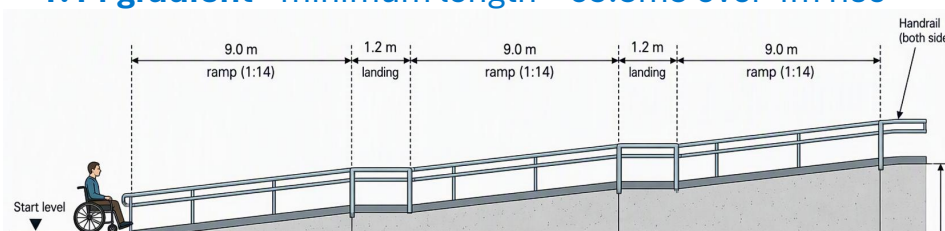
1:12 Ramp - Absolute minimum. - Suitable over very short distances for people in manual wheel chairs	Landings required Every 9 m NZS4121 – 6.2.3 & 6.5.1	Handrails Required Yes
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1:12 gradient - minimum length – 56.1m over 4m rise



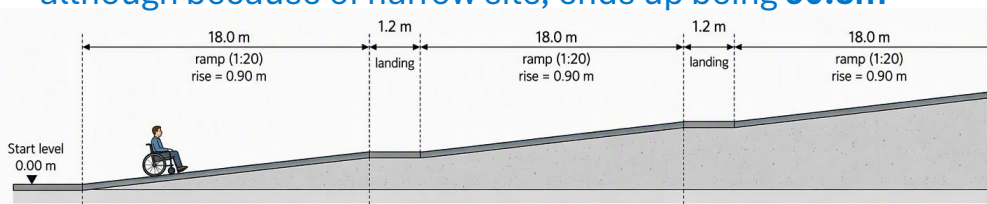
1:14 Ramp - Preferred minimum. - Too steep for longer distances	Landings required Every 9 m NZS4121 – 6.2.3 & 6.5.1	Handrails Required Yes
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1:14 gradient - minimum length – 65.8m over 4m rise



1:20 Ramp - Universal Design - Suitable over longer distances - Most accessible option	Landings required Every 18 m NZS4121 – 6.2.2	Handrails Required No
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1:20 gradient - minimum length – 87.2m over 4m rise although because of narrow site, ends up being 90.8m



1. Access – Stair Options



Minimum requirement NZS 4121
Suitable for one person at a time. No room to pass another comfortably

IDC Minimum requirement 1.8m wide
Suitable for two people to pass each other comfortably

Public space appropriate
Suitable for two people to pass another comfortably



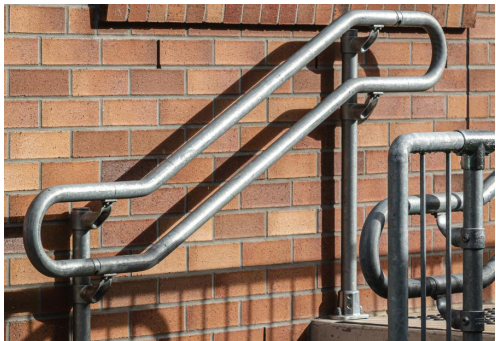
1. Access options – Handrail price options

Handrail Options
Stainless steel 20 year warranty
Painted HDG Steel 10 year warranty
Moddex handrails

Stainless steel



Moddex

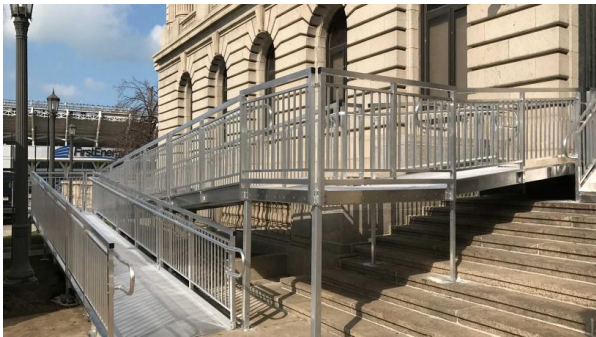


1. Access - Innovation options

Playful



Metal ramp (approx. \$300k)



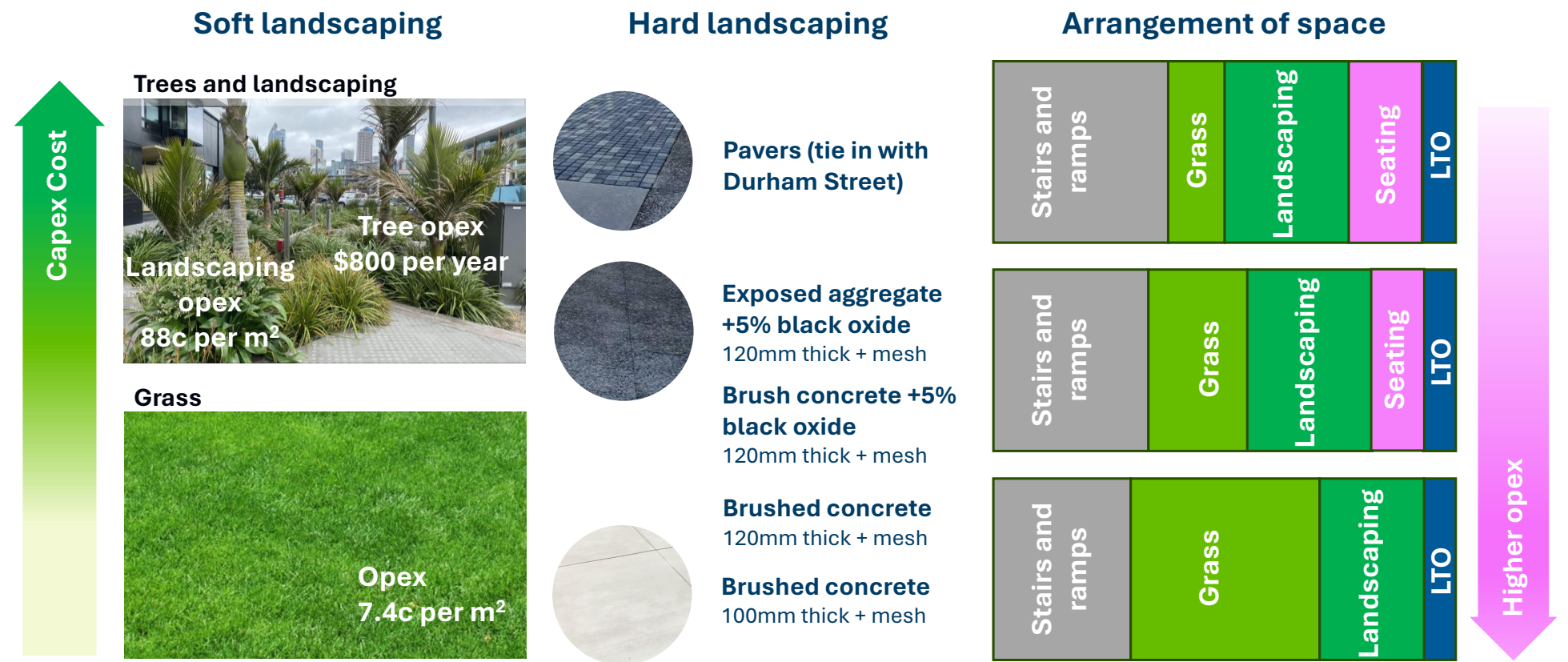
Elevator



Funicular (approx. \$600k)



2. Public space surface ingredients



3. Amenity options

Capex Cost

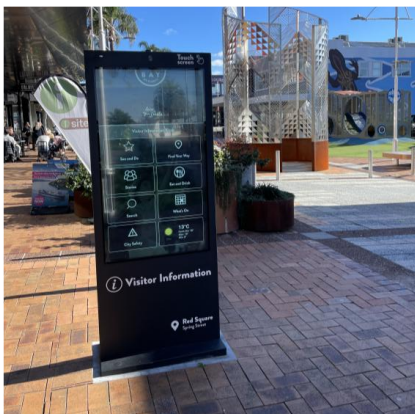
Lighting



Seating



Mahi Toi / Activation



Shelter

Public Toilets



Bus lounge



Canopy



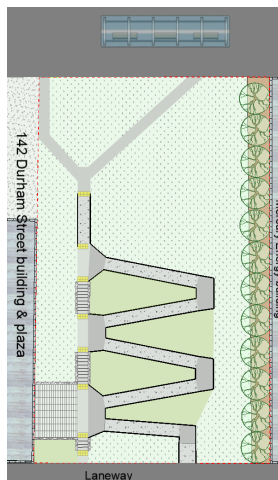
Must have...

Nice to have...

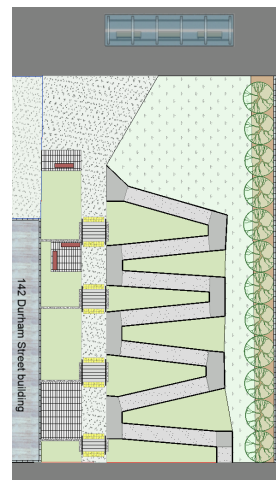


Investment Options

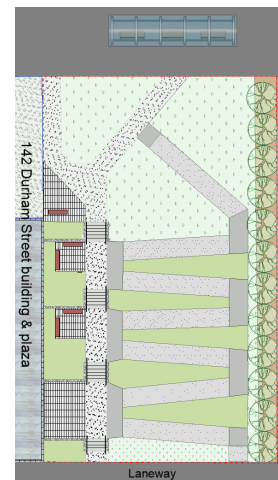
Minimum Viable Product



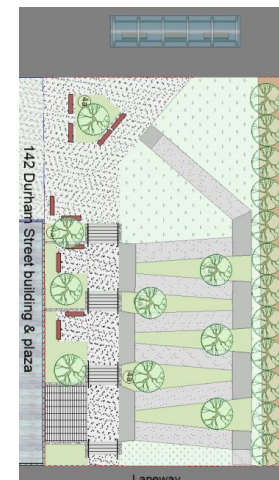
Basic Level of Service



Universal Design



Enhanced Value



Investment Options

Investment Option	Principles	Scope
Minimal viable product	Focus on delivering essential connection and core compliance requirements with no enhancement beyond the core needs.	Stairs + ramp + lighting (Sub-option 1 – stairs only) (Sub-option 2 – ramp only)
Basic Level of Service	Focus on solving the primary access and connectivity challenges while providing a reasonable level of comfort and amenity.	Stairs + ramp + lighting + seating
Universal design	Focus on creating a space that is welcoming, comfortable and usable for the widest range of people, reducing barriers wherever reasonably possible.	Stairs + ramp + lighting + seating
Enhanced Value	Focus on creating a destination as well as a connection, providing broader public realm, placemaking, cultural, amenity and resilience benefits.	Stairs + ramp + lighting + seating + cultural representation (Mahi Toi) + other amenity (Toilets etc.)
All options assume connection to LTO at 142 Durham Street.		

A note on cost estimates

- High-level estimates only as design is not yet confirmed
- Additional contingency applied to reflect current uncertainty
- Most cost and risk sits below ground; investment choices primarily affect above ground accessibility, amenity and user experience.

Project scope options

Access + Amenity +
Landscaping + Activation



Base Cost

Design + consenting + ground
works + risk & contingency

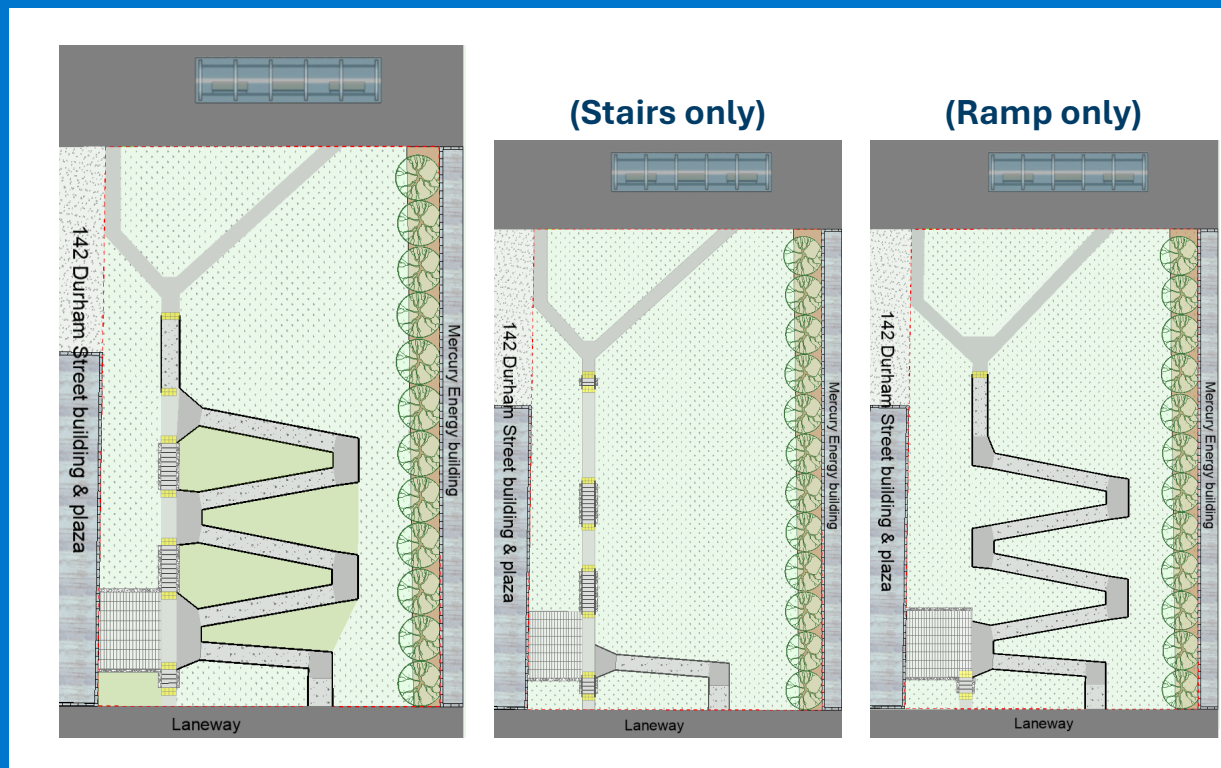


Base cost - range from four sources

Cost category	Range	Assumptions
Preliminaries & General & Traffic Management	\$125,000 - \$220,000	Incl. site setup, temporary facilities and services, site supervision and traffic and pedestrian management.
Earthworks & contamination	\$105,000 - \$200,000	Through detailed design, there may be opportunities to cap or bind some of the contaminants which could potentially reduce cost
Stormwater	\$45,000 - \$185,000	The amount of hard surfaces will have a direct influence on the stormwater design and the level of stormwater retention required.
Lighting	\$15,000 - \$120,000	Solar lighting not appropriate for this space
Design, Engineering, MSQA, consenting, cultural & archaeology costs	\$85,000 - \$330,000	Note consenting alone estimated at \$51k - \$62k
Base price - design, consenting and below ground construction	\$505,000 – \$840,000	
Risk and contingency 30%	\$150,000 - \$250,000	The engineers estimate recommended a contingency of 40%, whereas the developers estimate included a contingency of 10%. For the purposes of this table a standard rate of contingency has been applied



Investment Options – Minimum Viable Product (MVP)



What is the Minimal Viable Product for 134 Durham Street?

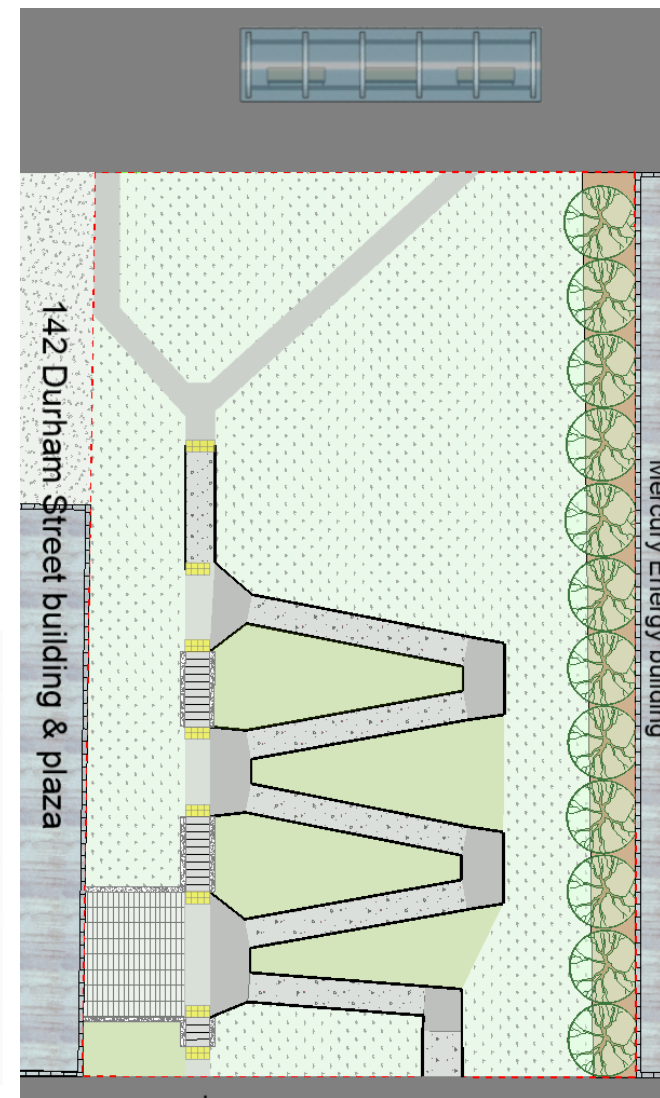
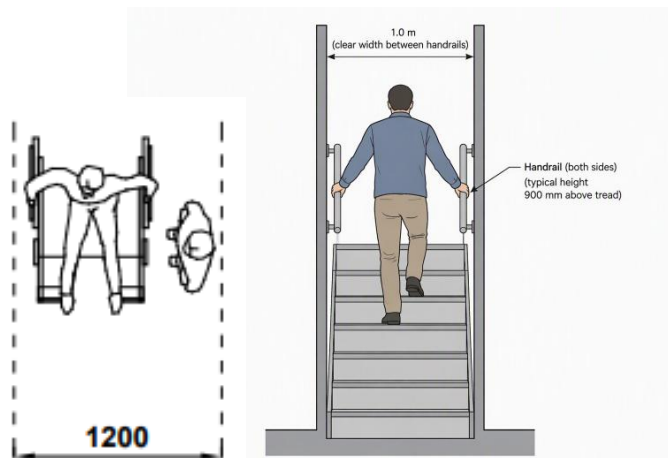
"Focuses on delivering essential connection and core compliance requirements with no enhancement beyond the core needs."

Ramp width	1.2m wide	NZS4121 - 4.5.3
Ramp gradient	1:12 (1:14 is preferred in NZS4121)	NZS4121 – 6.4.2.2
Ramps - Handrails	Ramps steeper than 1:20 need a hand rail, a kick rail and a safety rail on both sides of the ramp.	NZS4121 – 6.4.2.5.3
Ramps - Landings - frequency	Maximum of every 9m	NZS4121 – 6.2.3 & 6.5.1
Ramps - Landings - dimensions	Not less than 1.2m long (1.5m is preferred in NZS4121).	NZS4121 - 6.5.2 & C6.5.2, NZS4121 – 8.3.6.1
Landings - handrails	Landings need handrails at all open sides.	NZS4121 – 6.5.3
Surface	Brushed concrete	NZS4121 - 4.6
Stair width	Minimum – 900mm between handrails	NZS4121 – 8.4.1
Directional indicators	Tactile pavers required	NZS4121 - 4.7
Visibility	Lighting, visual/textural contrast, contrast between rise and tread, Transitions between stairs and landings at top and bottom should be signalled by strong colour contrast	NZS4121 – 6.4.2.3 NZS4121 - 4.10.5 IDC DS-8.7.2
Public space	Not required	

Minimal Viable Product

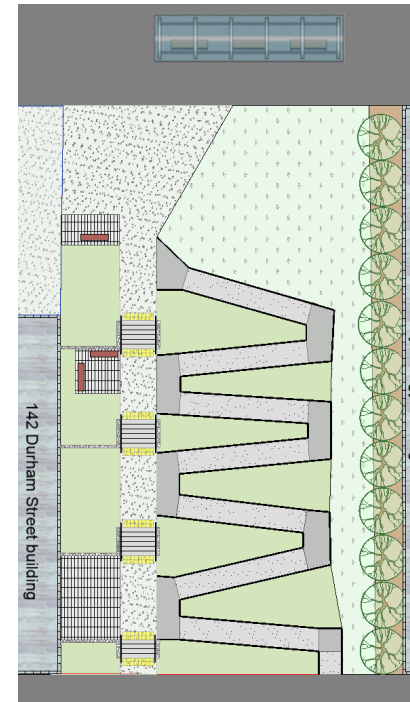
Stairs + ramp + lighting:

- 1:12 gradient, 1.2m wide ramps
- Moddex handrails
- 1m wide stairs
- 100mm thick Brushed concrete surface (Cost saving option – IDC non compliant)
- Seats not included
- Primarily grass with basic landscaping in areas hard to mow
- No additional trees





Investment Options – Basic Level of Service



What is the Basic Level of Service for 134 Durham Street?

"Focuses on solving the primary access and connectivity challenges while providing a reasonable level of comfort and amenity."

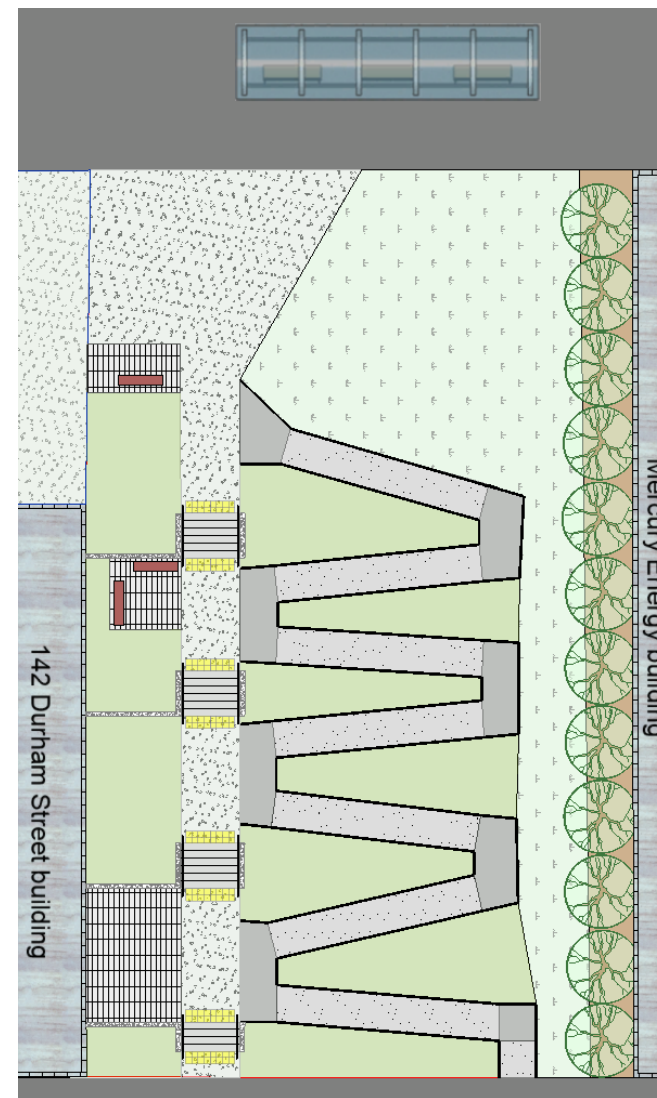
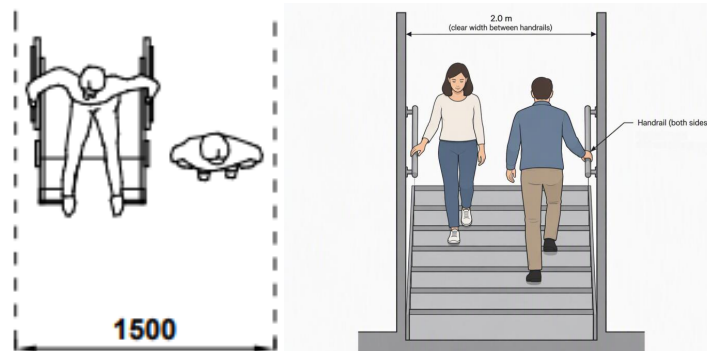
Ramp width	1.5m wide
Ramp gradient	1:14
Ramps - Handrails	Ramps steeper than 1:20 need a hand rail, a kick rail and a safety rail on both sides of the ramp.
Ramps - Landings - frequency	Maximum of every 9m
Ramps - Landings - dimensions	1.5m long
Landings - handrails	Landings need handrails at all open sides.
Surface	IDC compliant – 120mm thick brushed concrete with 2% black oxide
Stair width	2m wide
Directional indicators	Tactile pavers
Visibility	Lighting, visual/textural contrast, contrast between rise and tread, Transitions between stairs and landings at top and bottom should be signalled by strong colour contrast
Public space	Minimal



Basic Level of Service

Stairs + ramp + lighting + seating:

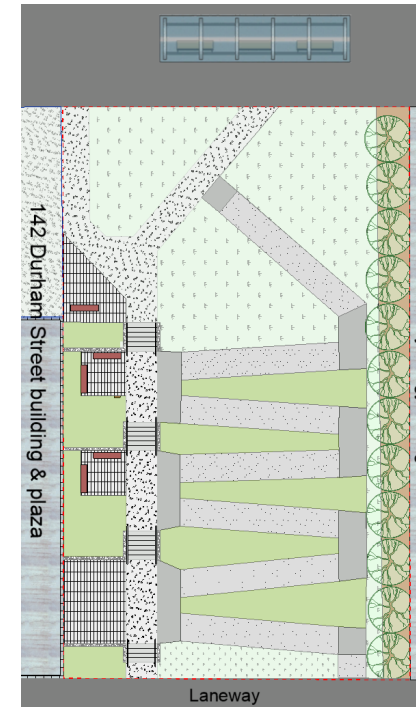
- 1:14 gradient, 1.5m wide ramps
- Painted handrails
- 2m wide Stairs
- 120mm thick brushed concrete surface with black oxide (IDC Compliant)
- 3 seats
- Landscaping focused in areas hard to mow.
- No additional trees





Tauranga City

Investment Options – Universal Design



What is Universal Design for 134 Durham Street?

"Focuses on creating a space that is welcoming, comfortable and usable for the widest range of people, reducing barriers wherever reasonably possible."

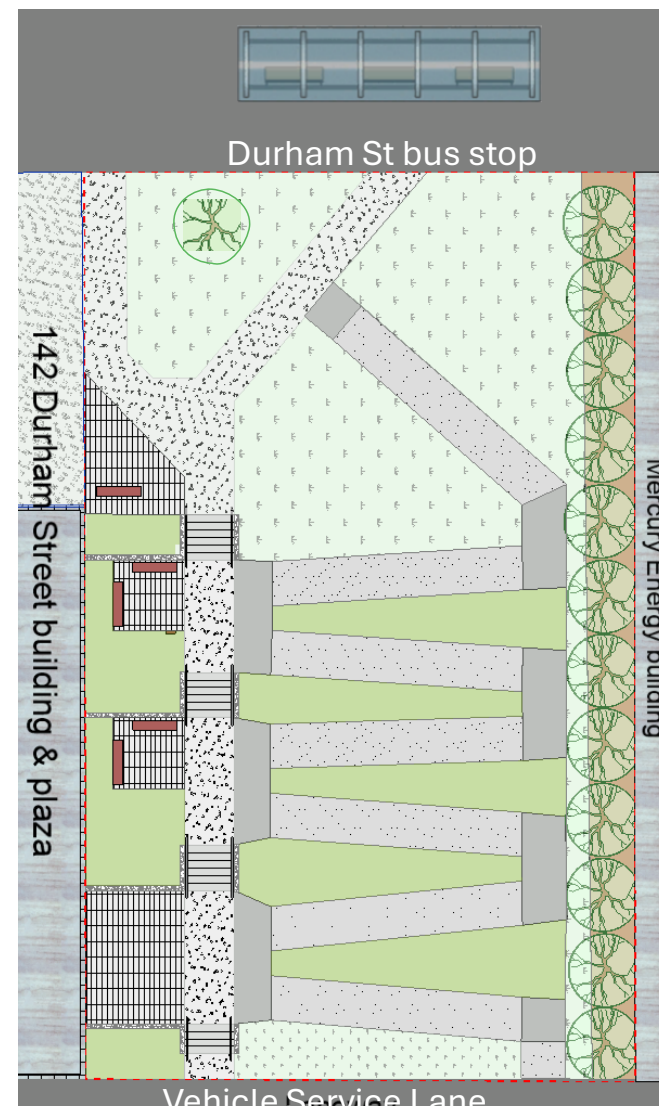
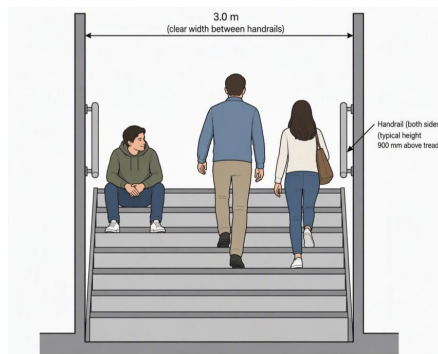
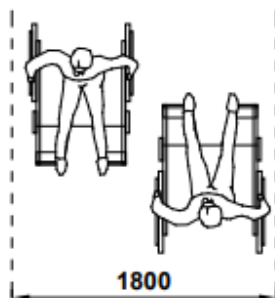
Ramp width	1.8m wide minimum
Ramp gradient	1:20 minimum
Ramps - Handrails	Not required but preferred
Ramps - Landings - frequency	Maximum of every 18m
Ramps - Landings - dimensions	1.5m long
Surface	Brushed concrete with 2% black oxide
Stair width	2m wide
Directional indicators	Tactile pavers
Visibility	Lighting, visual/textural contrast, contrast between rise and tread, Transitions between stairs and landings at top and bottom should be signalled by strong colour contrast
Public space	More seating options



Universal Design

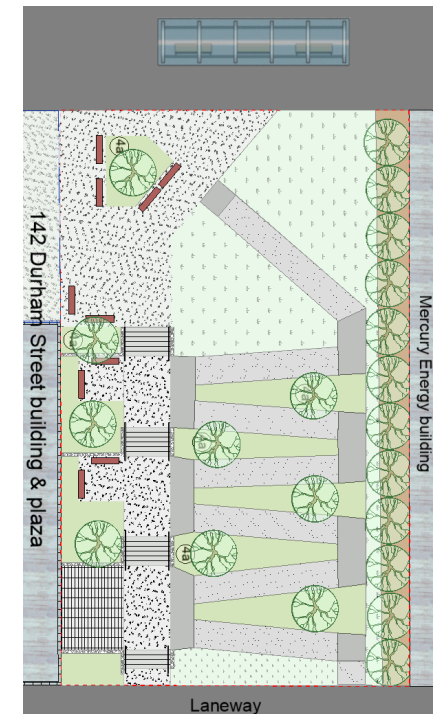
Stairs + ramp + lighting + seating:

- 1:20 gradient, 1.8m wide ramps
- Stainless steel handrails
- 3m wide Stairs
- Exposed aggregate in plaza area next to Durham Street otherwise brushed concrete surface with black oxide (IDC Compliant) for remainder of the site
- 5 seats
- Improved lighting





Investment Options – Enhanced Value



What is Enhanced Value for 134 Durham Street?

"Focuses on creating a destination as well as a connection, providing broader public realm, placemaking, cultural, amenity and resilience benefits."

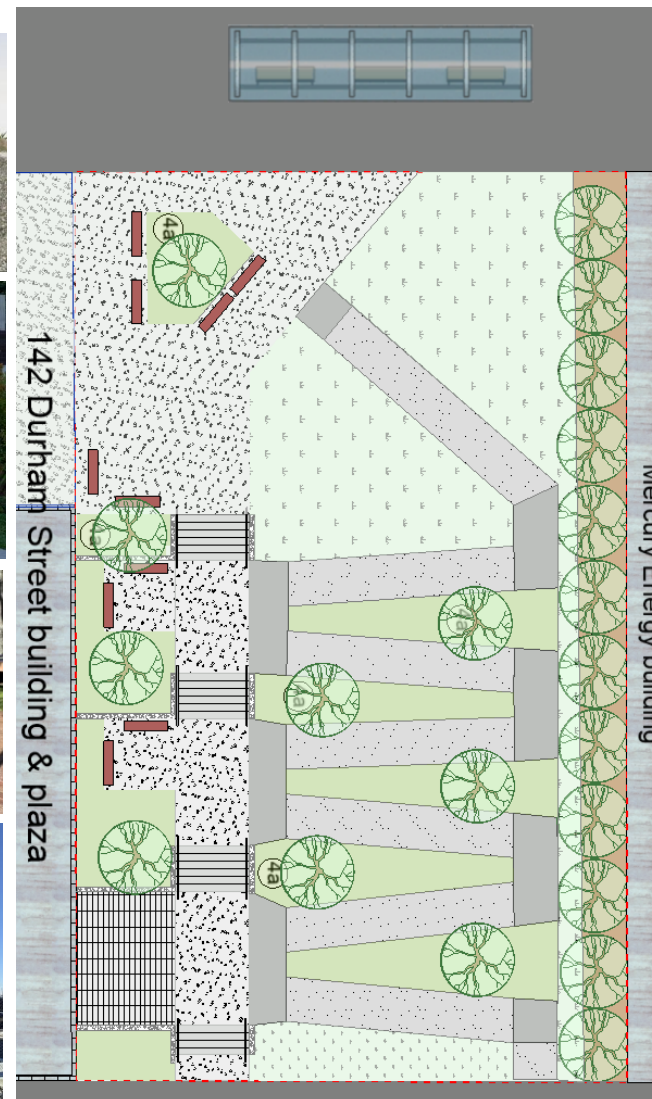
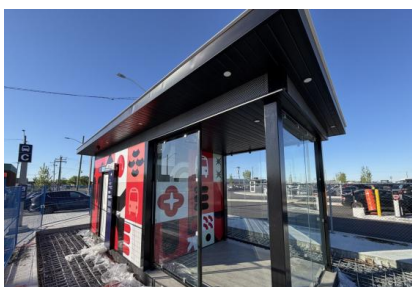
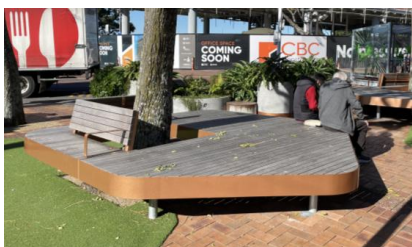
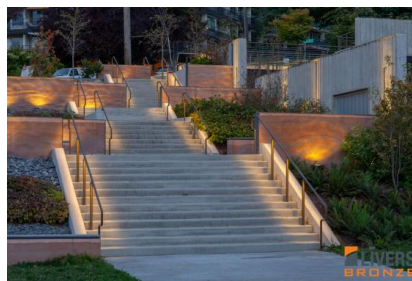
Ramp width	1.8m wide minimum
Ramp gradient	1:20 minimum
Ramps - Handrails	Not required but preferred
Ramps - Landings - frequency	Maximum of every 18m
Ramps - Landings - dimensions	1.5m long
Surface	Exposed aggregate with 2% black oxide
Stair width	3m wide
Directional indicators	Tactile pavers
Visibility	Lighting, visual/textural contrast, contrast between rise and tread, Transitions between stairs and landings at top and bottom should be signalled by strong colour contrast
Public space	Generous seating



Enhanced Value

Stairs + ramp + lighting + seating + cultural representation (Mahi Toi) + other amenity:

- 1:20 gradient, 1.8m wide ramps
- 3m wide stairs
- Exposed aggregate
- Generous seating opportunities
- Additional trees for shade
- Mahi Toi and other opportunities for public art
- Feature lighting
- Possible add-ons for increased amenity including enclosed bus shelter, public toilets, covered bike parking, shelter from weather etc.



Investment Options Comparison

*Feedback
to staff*

	Improve Access and Movement	Deliver Public Value	Provide value for money
Minimal Viable Product	Meets minimum compliance requirements but remains difficult for many users.	No other public space amenity; No seating; People cannot pass each other easily on the ramps and stairs;	Lowest cost but lowest community benefit.
Basic Service Level	Ramp too long and steep for some	Some seating and amenity.	Good balance of cost and outcomes.
Universal Design	Accessible to the widest range of users.	Welcoming and inclusive public space.	Best overall value and greatest community benefit.
Enhanced Value	Same accessibility outcomes to Universal Design.	Highest placemaking and activation outcomes.	Higher cost for incremental improvements beyond core outcomes.



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Next steps



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Next steps

Subject to the direction provided, staff will:

1. develop a preferred concept consistent with the agreed project scope, outcomes and budget envelope;
2. undertake further design, cost refinement and implementation planning as required;
3. continue engagement with Mana Whenua, accessibility representatives, adjacent landowners and other key stakeholders; and
4. report back to Council with recommendations regarding a preferred concept, delivery approach and funding requirements.



Feedback to staff



2 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RECOMMENDATIONS

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

The general subject matter 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 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
Confidential Attachment 2 - 1.1 - 134 Durham Street Project scoping, design and investment workshop	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) 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 under section 6 or section 7
Confidential Attachment 3 - 1.1 - 134 Durham Street Project scoping, design and investment workshop	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) 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 under section 6 or section 7
Confidential Attachment 4 - 1.1 - 134 Durham Street Project scoping, design and investment workshop	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) 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 under section 6 or section 7