



## Christchurch City Council

# HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

22 MARCH 2006

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE  
180 SMITH STREET

**Community Board:** Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

**Community Board Principal Adviser**

Clare Sullivan

Telephone: 941-6601

Fax: 941-6604

Email: [clare.sullivan@ccc.govt.nz](mailto:clare.sullivan@ccc.govt.nz)

**Community Secretary**

Tony McKendry

Telephone: 941-6615

Fax: 941-6604

Email: [tony.mckendry@ccc.govt.nz](mailto:tony.mckendry@ccc.govt.nz)

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

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**1. APOLOGIES**

**2. CONFIRMATION OF REPORT**

The report of the ordinary meeting held on Wednesday 8 March 2006 has been circulated to Board members.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the ordinary meeting held on Wednesday 8 March 2006 be confirmed.

**3. CORRESPONDENCE**

**4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**

**4.1 2005/06 PROJECT AND DISCRETIONARY FUND**

The attached schedule shows the allocations in the Board's Discretionary and Project Funds, since 1 July 2005.

**4.2 BOARD SUBMISSION ON THE ISSUES AND OPTIONS PAPER: CITY PLAN HERITAGE PROVISIONS**

Attached is a draft submission that the Board considered at a seminar meeting on 8 March 2006. The Board is requested to approve the submission to be forwarded to Council.

**5. COMMUNITY ENGAGEMENT ADVISER'S UPDATE**

Verbal update from the Hagley/Ferrymead Community Engagement Adviser.

**6. QUESTIONS FROM MEMBERS**

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

**7. DEPUTATIONS BY APPOINTMENT**

**7.1 MOORHOUSE AVENUE TRAFFIC MANAGEMENT AND SAFETY IMPROVEMENTS**

Arnold Kremer, Popular Cars Ltd, will be in attendance to speak about the above matter. (Refer Agenda Clause 9)

**8. RESIDENTS' GROUPS**

Time is allocated at Board meetings for representatives of residents' groups to address the Board on local matters. Each residents' group is invited to do this on a rotational basis.

**Axel Wilke, representing the MOA Neighbourhood Committee** will be in attendance to outline the group's activities. Supporting information is attached.

**9. MOORHOUSE AVENUE TRAFFIC MANAGEMENT AND SAFETY IMPROVEMENTS  
(HAGLEY AVENUE TO BARBADOES STREET)**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Katherine Eveleigh, Project Manager, DDI 941-8667

**PURPOSE OF REPORT**

1. The purpose of this report is to:
  - (a) Seek Hagley/Ferrymead Community Board support for the Moorhouse Avenue Traffic Management and Safety Improvements project to proceed to implementation.
  - (b) Seek the Council's approval to proceed this project to implementation.
  - (c) Seek the Council's approval for resolutions for new traffic restrictions associated with the Moorhouse Avenue Traffic Management and Safety Improvements project.

**EXECUTIVE SUMMARY**

2. In 2003 the Council funded a Crash Reduction Study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the City that had a higher than average crash rate. Moorhouse Avenue, specifically at the intersections, was identified in the study as requiring remedial work. The study recommended that overhead signal mast arm poles be installed at each intersection on Moorhouse Avenue to improve the visibility of the intersections for motorists.
3. The Council is also proposing to implement a safer crossing facility on Moorhouse Avenue adjacent to the Science Alive complex and to install cycle lanes along Moorhouse Avenue.
4. This project is located in two Community Board areas, Hagley/Ferrymead and Spreydon/Heathcote. Hence, this Board report is being presented at both Boards for support prior to seeking Council approval.
5. Consultation has included seminars with the Hagley/Ferrymead and the Spreydon/Heathcote Community Boards to introduce the project to them and to invite feedback.
6. One to one consultation was then undertaken with business and organisations that would be impacted by the removal of on-street parks. The plan was then amended where possible before it was formally publicised in January 2006.
7. Several amendments to the plan have been made to address the concern raised by business operators and property owners in Moorhouse Avenue, in particular issues relating to parking.
8. Submissions were also received specifically in response to the proposal along Barbadoes Street. Consequentially additional investigations are being undertaken for the Barbadoes Street section of the project. The Barbadoes Street section has therefore not been detailed or discussed in this report, and will be presented in a separate report to the Hagley/Ferrymead Community Board in April 2006.

9. Two options have been outlined in this report. The preferred option includes the following:
  - (a) Signalised pedestrian crossing adjacent to Science Alive.
  - (b) Cycle lanes along both sides of Moorhouse Avenue between Lincoln Road and Barbadoes Street.
  - (c) Signal improvements at the intersections of Selwyn Street, Durham Street, Colombo Street, Manchester Street and Gasson Street/Madras Street.
10. The project team is confident that the project as it stands is justified and addresses the majority of consultation issues raised. Additionally, the proposed option will address the serious safety concerns identified in the Crash Reduction Study.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

11. The estimated total costs for the Moorhouse Avenue Traffic Management and Safety Improvements project is approximately \$700,000, inclusive of all consultation, design, construction and project management (excluding Barbadoes Street section of works).
12. The Moorhouse Avenue project is part of the Safety Improvement Programme and Cycleway Programme and is programmed for construction in the 2005/06 and 2006/07 financial years.
13. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Hagley/Ferrymead Community Board recommends to Council:

- (a) That the Council approves the Moorhouse Avenue Traffic Management & Safety Improvements project to proceed to final design, tender and construction.
- (b) That the Council approves the following new traffic restrictions associated with the Moorhouse Avenue Traffic Management & Safety Improvements project:

1. **New No Stopping:**

##### **Moorhouse Avenue North Side**

- (i) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with the east side of Selwyn Street and extending 21 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 48 metres west of its intersection with Montreal Street and extending 21 metres in a westerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with the east side of Durham Street and extending 13 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 115 metres west of its intersection with Madras Street and extending 28 metres in a westerly direction.

##### **Moorhouse Avenue South Side**

- (v) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with the west side of Selwyn Street and extending 22 metres in a westerly direction.

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- (vi) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 33 metres east of its intersection with Antigua Street and extending 21 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 15 metres east of its intersection with Montreal Street and extending 43 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 20 metres east of its intersection with Durham Street and extending 27 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with the west side of Pilgrim Place and extending 25 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue, commencing at a point 102 metres east of its intersection with Pilgrim Place and extending 24 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue, commencing at the intersection with Gasson Street and extending 16 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue, commencing at the intersection with Waltham Road and extending 22 metres in an easterly direction.

### **Durham Street East Side**

- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Durham Street commencing at its intersection with the south side of Moorhouse Avenue and extending 6 metres in a southerly direction.

### **Durham Street East Side**

- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Durham Street commencing at its intersection with the north side of Moorhouse Avenue and extending 7 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the east side of Durham Street commencing at its intersection with the south side of Moorhouse Avenue and extending 6 metres in a southerly direction.

### **Durham Street West Side**

- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Durham Street commencing at its intersection with the north side of Moorhouse Avenue and extending 7 metres in a northerly direction.

### **Pilgrim Place West Side**

- (xvii) That the stopping of vehicles be prohibited at any time on the west side of Pilgrim Place commencing at its intersection with Moorhouse Avenue and extending 10 metres in a southerly direction.

## 2. **Remove Existing No Stopping Restriction:**

### **Moorhouse Avenue South Side**

- (i) That the no stopping restriction on the south side of Moorhouse Avenue commencing at its intersection with the west side of Durham Street and extending 32 metres in a westerly direction be removed.

- (ii) That the no stopping restriction on the south side of Moorhouse Avenue commencing at its intersection with the west side of Gasson Street and extending 26 metres in a westerly direction be removed.

3. **New Parking Restriction:**

**Moorhouse Avenue North Side**

- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Moorhouse Avenue commencing at a point 16 metres east of its intersection with Waller Terrace and extending in an easterly direction for a distance of 6.5 metres.

**Moorhouse Avenue south side**

- (ii) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing at a point 46 metres east of its intersection with Grove Road and extending in an easterly direction for a distance of 30 metres.
- (iii) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing at a point 8 metres west of its intersection with Durham Street and extending in a westerly direction for a distance of 17 metres.
- (iv) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing at a point 46.5 metres east of its intersection with Durham Street and extending in an easterly direction for a distance of 41 metres.
- (v) That the parking of vehicles be restricted to a maximum period of 10 minutes at any time on the south side of Moorhouse Avenue commencing at a point 76 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 26 metres.

4. **Move Existing Parking Restriction to New Location:**

**Moorhouse Avenue North Side**

- (i) That the existing P60 parking restriction be revoked from the north side of Moorhouse Avenue at its present position commencing 11.5 metres west of the intersection with Durham Street and extending 10 metres in a westerly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 15 metres west of its intersection with Durham Street and extending in a westerly direction for a distance of 6 metres.
- (ii) That the existing P60 parking restriction be revoked from the north side of Moorhouse Avenue at its present position commencing 5 metres east of the intersection with Durham Street and extending 19 metres in an easterly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 13 metres east of its intersection with Durham Street and extending in an easterly direction for a distance of 11 metres.
- (iii) That the existing P60 parking restriction be revoked from the north side of Moorhouse Avenue at its present position commencing 49 metres east of the intersection with Manchester Street and extending 31 metres in an easterly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 49 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 36.5 metres.

**Moorhouse Avenue South Side**

- (iv) That the existing P60 parking restriction be revoked from the south side of Moorhouse Avenue at its present position commencing 57 metres east of the intersection with Antigua Street and extending 23 metres in an easterly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 53 metres east of its intersection with Antigua Street and extending in an easterly direction for a distance of 27 metres.

5. **Remove Existing Parking Restriction:**

**Moorhouse Avenue North Side**

- (i) That the existing P60 parking restriction be removed on the north side of Moorhouse Avenue at its present position commencing at a point 16 metres east of its intersection with Waller Terrace and extending in an easterly direction for a distance of 6.5 metres.
- (ii) That the existing P60 parking restriction be removed on the north side of Moorhouse Avenue at its present position commencing at a point 128 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 20 metres

**Moorhouse Avenue South Side**

- (iii) That all the parking restriction be removed from the south side of Moorhouse Avenue commencing at a point 76 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 123 metres.

6. **Loading Zone:**

**Moorhouse Avenue South Side**

- (i) That a "loading zone (goods vehicles only) time limit 5 minutes" be created on the south side of Moorhouse Avenue commencing at a point 182 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 13 metres.

7. **Taxi Stand:**

**Moorhouse Avenue South Side**

- (i) That a "taxi stand" be created on the south side of Moorhouse Avenue commencing at a point 15 metres west of its intersection with Gasson Street and extending in a westerly direction for a distance of 11 metres.

8. **Move Existing Bus Stop to New Location:**

**Moorhouse Avenue North Side**

- (i) That the existing bus stop be revoked from the north side of Moorhouse Avenue at its present position commencing 86 metres east of the intersection with Manchester Street and extending 27 metres in an easterly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 128 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 20 metres.

**Moorhouse Avenue South Side**

- (ii) That the existing bus stop be revoked from the south side of Moorhouse Avenue at its present position commencing 17 metres west of its intersection with Montreal Street and extending 15 metres in a westerly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 34.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 20 metres.
- (iii) That the existing bus stop be revoked from the south side of Moorhouse Avenue at its present position commencing 32 metres west of its intersection with Durham Street and extending 28.5 metres in a westerly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 25 metres west of its intersection with Durham Street and extending in a westerly direction for a distance of 31 metres.



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- (iv) That the existing bus stop be revoked from the south side of Moorhouse Avenue at its present position commencing 132 metres east of its intersection with Pilgrim Place and extending 37 metres in an easterly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 125 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 56 metres.

**9. Remove Existing Bus Stop:**

**Moorhouse Avenue North Side**

- (i) That the existing bus stop be removed from the north side of Moorhouse Avenue at its present position commencing at a point 53 metres west of its intersection with Durham Street and extending 20 metres in a westerly direction.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## **BACKGROUND ON THE MOORHOUSE AVENUE TRAFFIC MANAGEMENT AND SAFETY IMPROVEMENTS PROJECT**

### **Description of Site**

14. The study area relating to this report includes the length of Moorhouse Avenue from Hagley Avenue to Barbadoes Street. Note an additional study is being undertaken for the section of Barbadoes Street between Moorhouse Avenue and Ferry Road, the outcomes of which will be detailed in a separate Board Report for reasons as outlined in sections 29 and 30 of this report.
15. Moorhouse Avenue is a six lane median divided arterial route that carries approximately 40,000 vehicles per day and has a poor accident history.
16. The surrounding area consists of a number of businesses including Science Alive, Hoyts 8, Pak'N'Save, Moorhouse Central and a number of car sale yards. Additionally, Christchurch Polytechnic Institute of Technology (CPIT) and Catholic Cathedral College are located at the intersection of Moorhouse Avenue and Barbadoes Street.
17. Note the project is located in two Community Board areas, Hagley/Ferrymead and Spreydon/Heathcote, as detailed in Attachment 4. Hence, this Board report is being presented at both relevant Boards for support prior to seeking Council approval.

### **Project Initiation and Development**

18. In 2003 the Council funded a Crash Reduction Study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the City that had a higher than average crash rate.
19. The study identified Moorhouse Avenue as an area that required remedial safety work, specifically at the intersections. The study indicated that by installing overhead signal mast arm poles the visibility of the intersections for motorists would be improved and result in a decrease of crashes.
20. The Council is also proposing to implement a safer crossing facility on Moorhouse Avenue adjacent to Science Alive and to install cycle lanes along Moorhouse Avenue.

### **Consultation**

21. Due to the project being safety driven initial external consultation was not undertaken. However, internal consultation resulted in the following project objectives being identified:
  - Improve the visibility of traffic signals for traffic on Moorhouse Avenue.
  - Improve lane marking and signal phasing at the Moorhouse/Barbadoes/Waltham intersection.
  - Improve the safety of cyclists.
  - Address the safety issue of pedestrians crossing Moorhouse Avenue outside Science Alive.
  - Maintain the capacity of Moorhouse Avenue and its intersections, including all bus movements.
  - Ensure adequate provision is made for vision-impaired pedestrians.
22. Once the draft preferred scheme options were developed, based on the objectives identified above, consultation was undertaken with the surrounding community and interested stakeholders.
23. The aim of the consultation was to implement an 'inform' consultation, that is, to provide interested and affected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised, albeit, within a project that has set engineering requirements. It was also proposed that one-on-one consultation was undertaken with business operators and property owners within the proposed area that are directly affected by the proposal before the proposal was delivered to the wider community (reference consultation plan Attachment 1).
24. The scheme plan and consultation plan for the 'Moorhouse Avenue/Barbadoes Street Traffic Management and Safety Improvements' project was presented in seminars to the Hagley/Ferrymead Community Board on 24 August 2005 and the Spreydon/Heathcote Community Board on 6 September 2005.

25. Following the Board seminars, consultation was undertaken directly with those property owners and business operators who were potentially affected by the proposed loss of parking. Feedback received during this time showed significant concerns for the loss of parking, along Moorhouse Avenue, and, in particular, those on-street parks proposed to be removed from adjacent to the Basilica in Barbadoes Street.
26. Consequentially, prior to wider consultation the project team met to discuss the issues raised and the Barbadoes Street plan was amended prior to consultation. The updated plan was then presented to both Boards in October 2005, prior to being delivered for formal consultation.
27. Formal consultation was implemented in January 2006 with the release of the 'Moorhouse Avenue/Barbadoes Street Traffic Management and Safety Improvements' booklet (see Attachment 2). The submission close-off date was Friday 3 February 2006. The formal publicity was delivered to every business along Moorhouse Avenue from Lincoln Road to Ferry Road and to the Music Centre, the Catholic Cathedral School, the Catholic Diocese and the CPIT in Barbadoes Street. Approximately 1,500 consultation booklets were delivered.

### Feedback From Consultation

28. Thirteen written submissions were made in support of the project, all from cyclists supporting the proposed cycle lanes. Four written submissions were received, requesting amendments to the proposal with regards to on street parking.
29. Submissions were also received specifically in response to the proposal along Barbadoes Street. Consequentially the project team decided that additional investigations were required for the Barbadoes Street section of the project.
30. The remainder of this Board report has therefore been written with respect to the Moorhouse Avenue project between Hagley Avenue and Barbadoes Street. The Barbadoes Street project will be progressed separately and discussed in a separate Board Report, which is expected to be presented to the Hagley/Ferrymead Community Board in April 2006.
31. The amendments made to the plan after the formal consultation are outlined as follows:
  - Property owner at 192 Moorhouse Avenue (Madisons Hotel) has requested that the existing bus stop located adjacent to his business be swapped with the car park location.  
**This amendment has been made.**
  - Business operator at 175 Moorhouse Avenue (Popular Cars) has requested that all three on-street parks proposed to be removed to provide an extended left turn lane on Moorhouse Avenue into Montreal Street, be reinstated.  
**The project team has agreed to reinstate one on-street park:** This decision is based on the results of a video survey undertaken in November 2005. Analysis was undertaken in regard to the number of parked vehicles and queuing issues, which concluded that the western-most car park could be reinstated without a significant negative effect on queuing.
  - Property owner of 231 and 237 Moorhouse Avenue has requested that the kerb build-outs proposed adjacent to his properties be shortened to provided space for one on-street park outside each property.  
**This amendment has been made.**
  - Business operator at 85a Moorhouse has requested that with the existing P60 area adjacent to her business that one short-term car park or loading zone be installed.  
**One P10 car park will be installed.**

### OPTIONS

32. Two options for the Moorhouse Avenue Traffic Management and Safety Improvements project have been investigated:
  - (a) Option A - Retain the status quo.
  - (b) Option B - Implement the proposed option (Attachment 3) to install a pedestrian crossing, upgrade traffic signals and cycle lanes.

33. Note that developing the proposed option, Option B, was an iterative process. Hence, no other standalone corridor options for Moorhouse Avenue have been identified or discussed in this report.

**Option A - The Status Quo:**

34. Maintaining the status quo will not result in any social, environmental or economic benefit. Maintaining the status quo is not consistent with the Road Safety Strategy and it does not meet the needs raised through the 2003 Crash Reduction Study.

**Option B - Install a signalised pedestrian crossing, upgrade traffic signals and cycle lanes:**

35. The Moorhouse Avenue proposal is detailed in Attachment 2 and consists of the following elements:
- (a) **Cycle Lanes:** New cycle lanes are proposed along Moorhouse Avenue between Hagley Avenue and Colombo Street. Additionally, the existing cycle lanes between Barbadoes street and Colombo Street are to be upgraded to a minimum width of 1.7 metres. It is proposed to install cycle advance stop boxes at the Selwyn Street, Antigua Street, Montreal Street and Durham Street South intersections. The use of red coloured surface at intersection has been included to highlight the potential conflict areas.
  - (b) **Signal Upgrade:** Overhead signal mast arm signals are proposed at the Madras Street, Manchester Street, Durham Street and Selwyn Street intersections. Build-outs are proposed at these intersections to accommodate the signals. Additionally, the existing signals at the Colombo Street intersection are to be relocated into a proposed new build-out.
  - (c) **Signalised Pedestrian Crossing:** A signalised pedestrian crossing is proposed adjacent to Science Alive. This will be a two staged signalised crossing to ensure coordination with the adjacent signalised intersections.
  - (d) **Moorhouse Avenue/Barbadoes Street/Waltham Road:** It is proposed to modify the existing build-outs and to upgrade the lane markings and cycle lanes on the Moorhouse Avenue and Waltham Road approaches at this intersection. Any signal upgrades, including phasing modifications and changes to the Barbadoes Street approach will be detailed separately for the reasons described in sections 29 and 30 of this report.
  - (e) **Hagley Avenue Slip Lane:** The left turn slip lane from Hagley Avenue to Moorhouse Avenue will be realigned, with the control changed from a free left turn to a 'Give Way' control.
  - (f) **Landscaping:** Trees have been included in a number of build-outs, including those at the Selwyn Street, Colombo Street and Manchester Street intersections. Trees are also proposed on the southern side of Moorhouse Avenue just east of Grove Road, on the south east corner of the Moorhouse Avenue/Durham Street south intersection, at the Moorhouse Avenue/Barbadoes Street intersection and along the median island adjacent to Science Alive.
  - (g) **Central Islands:** To adhere to current best practice the median island have been trimmed on the west and south sides at Moorhouse Avenue/Madras Street/Gasson Street intersection.
  - (h) **Lane markings:** Stop control lines have been upgraded to current best practice (300 mm wide) at all intersections. Additionally, lane markings, pedestrian crosswalk markings and lane arrows have been remarked where required to ensure correct alignment.
  - (i) **Reduced P60 Parking:** The proposed work will require the removal of a minimal amount of existing on street parks so that kerb build-outs can be installed to accommodate the new traffic signals. Additionally, two parks will be removed on the north west side of Durham Street south intersection to accommodate a lengthened left turn lane to improve capacity. The locations of the car parks to be removed are detailed on the recommended plans (Attachment 3).

- (j) **Restricted Parking and Bus Stop Rationalisation:** The bus stop west of Montreal Street, adjacent to the Madisons Hotel, is to be swapped in location with the adjacent P60 parking, as requested by the adjacent property owner. The existing bus stop and shelter currently adjacent to 343 Moorhouse Avenue, east of Madras Street, will be relocated further east and the restricted parking rationalised adjacent to Science Alive. Bus stop rationalisation has also resulted in the loss of the existing bus stop adjacent to 223 Moorhouse Avenue, west of Durham Street south. In addition, a P10 parking zone is to be installed adjacent to 85 Moorhouse Avenue as requested by the business owner.

36. This option will fulfil the shortcomings identified through the 2002 Crash Reduction Study and will result in the following social, environmental and economic benefits:
- (a) **Social:** Improvement to safety for all road users, including pedestrians and cyclists.
  - (b) **Economic:** Improvement of a Council infrastructure asset and accident savings.
  - (c) **Environmental:** Improvement of the landscape with the installation of trees and landscaping.

#### PREFERRED OPTION

37. Option B has been selected as the preferred option, as outlined in Attachment 2. This option is comprehensively detailed in the options section of this report. In summary this option includes the following aspects:
- (a) Pedestrian crossing adjacent to Science Alive.
  - (b) Cycle lanes along both sides of Moorhouse Avenue between Lincoln Road and Barbadoes Street.
  - (c) Signal improvements at:
    - Moorhouse Avenue/Selwyn Street
    - Moorhouse Avenue/Durham Street
    - Moorhouse Avenue/Colombo Street
    - Moorhouse Avenue/Manchester Street
    - Moorhouse Avenue/Gasson Street/Madras Street
    - Moorhouse Avenue/Barbadoes Street
38. The preferred option has been selected because:
- (a) It best satisfies the project's aims and objectives from the options considered.
  - (b) The option will fulfil the shortcomings identified through the 2002 Crash Reduction Study.
  - (c) The option will result in social, environmental and economic benefits.
  - (d) The option will upgrade Moorhouse Avenue with current standard linemarking treatments.
  - (e) The option has full support of the project team.
  - (f) The option is expected to have a good degree of community support and addresses the majority of concerns, in particular parking issues, raised during consultation.

## 10. CHAIRPERSON'S REPORT ON BROWNLEE RESERVE

### PURPOSE OF REPORT

1. The purpose of this report is to present to the Board the resolution of Council on 1 December 2005.
2. On 1 December 2005 the Council **resolved** that the Chairperson of the Board be requested to make arrangements pursuant to Standing Order 2.18.17 for the Board to reconsider its decision in respect of the amended development plan.
3. Standing order 2.18.17 reads:

*Any local authority meeting may, on a recommendation contained in a report by the Chairperson or chief executive, or the report of any committee, revoke or alter all or part of any resolution previously passed by the local authority or committee thereof, provided that notification of such recommendation shall have been given to the Chairperson and members at least two clear days before the meeting at which such recommendation is to be considered.*

### BACKGROUND

4. At a seminar on 9 February 2005 the Board heard from Globe Holdings about their proposed development adjoining part of Brownlee Reserve. They requested that 51 trees be removed and replanted. At that stage no development concept plan existed for Brownlee Reserve. A concept plan was prepared and this went out for consultation, 108 submissions were received.
5. On 23 March 2005 the Board declined the application as presented but resolved that a plan for Brownlee Reserve be prepared for the staging of any further work and/or enhancement. A second draft Development Concept Plan was prepared which included a revised (reduced) number of trees to be removed. This plan was open for submissions again until early September as the revised plan initially did not clearly identify the trees to be removed.
6. The Board considered a comprehensive staff report on 26 October 2005, which incorporated the following recommendations:

*"It is recommended that the Board:*

- (a) *Approve the readvertised and amended Development Concept Plan as requested by the Board and policy recommendations in this report for Brownlee Reserve.*
- (b)
  - (i) *Note that if the proposed subdivision by Globe Holdings Ltd of land adjoining Brownlee Reserve goes ahead Globe Holdings Ltd has undertaken to pay to the Council upon resource consent being granted the sum of \$98,000 to cover the cost of removing 36 trees generally from the boundary between 116-118 Panorama Road and the Reserve and the replanting of this area as shown in the Development Concept Plan.*
  - (ii) *Approve the carrying out of the work referred to above.*
  - (iii) *Note that the payment of \$98,000 by Globe Holdings Ltd is in addition to any reserve contributions required to be paid under the Council's Development Contributions Policy.*
- (c) *If the funding from Globe Holdings Ltd and Reserve Contribution is not available, approve the Brownlee Reserve Concept Plan for implementation in accordance with the Council's current programme for enhancing reserves.*
- (d) *Adopt the policy recommendations following the public consultation process.*

*It is recommended that the Council:*

- (e) *Approve the expenditure of the reserve contribution funds payable from any subdivision of neighbouring property at 116-118 Clifton Terrace on implementing the Brownlee Reserve Development Concept Plan, excluding (b) above and subject to all work and estimates being approved by the Greenspace Manager."*

**The Board resolved:**

- (a) To approve the readvertised and amended Development Concept Plan for Brownlee Reserve minus "the trees to be removed" on the concept plan as marked in red and blue.
- (b) That in accordance with Council policy the approximate 15 to 20 unsafe and hazardous trees, identified by the City Arborist, be removed.
- (c) That the Brownlee Reserve Concept Plan be the basis for a management plan in accordance with the Council's current programme for enhancing reserves.
- (d) To adopt the policy recommendations following the public consultation process.

The Board also decided to recommend to the Council that it approve the expenditure of reserve contribution funds payable from any subdivision of neighbouring property at 116-118 Clifton Terrace on implementing the Brownlee Reserve Development Concept Plan subject to all work and estimates being approved by the Greenspace Manager (this recommendation is separately recorded in clause 2 of the Board's report).

**CONSIDERATION**

7. In order to give effect to the Council resolution of 1 December 2005 the Board will need to consider revoking its decision made at the Board meeting of 26 October 2005.
8. When considering the Board's resolution Council noted that as a result of over six months consultation on this issue over 80% of the respondents were in favour of supporting the development concept plan as identified in the report of 26 October.
9. Further that the number of trees that were proposed to be removed (36) represents only 13 % of the total number of the pine/gum plantation and that the large core of pine trees will be retained.
10. Therefore as a requirement of the council resolution I make the following recommendations.

**CHAIRPERSON'S RECOMMENDATION**

1. That the Board revoke its decision made at the Board meeting on 26 October 2005.
2. That staff provide a report for the Board on Brownlee Reserve for its meeting on 12 April 2006.

**11. APPLICATION BY CONNELL WAGNER ON BEHALF OF MR J S FAIRHALL FOR EASEMENTS TO PROVIDE POWER AND TELEPHONIC CONNECTIONS, AND TO CONVEY WATER AND STORMWATER ACROSS NICHOLSON PARK TO SERVE 35 WHITEWASH HEAD ROAD**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager, DDI 941-8701
<b>Author:</b>	Tony Hallams, Policy and Leasing Officer, DDI 941-8320

**PURPOSE OF REPORT**

1. The purpose of this report is to enable the Board to consider a staff recommendation to grant easement rights to Mr J S Fairhall over part of Nicholson Park, being Lot 1 on Deposited Plan 76130 of 3,5979 hectares held under the Local Government Act to convey water, stormwater, power, and telecommunications, through the installation of the necessary services connecting to those, which already exists within Nicholson Park to service the proposed subdivision of Lot 1 DP 12625.

**EXECUTIVE SUMMARY**

2. Mr J S Fairhall has recently purchased the property at 38 Whitewash Head Road. The land area is 2,261m<sup>2</sup>, which the applicant wishes to subdivide into two allotments as shown on Attachment One. The existing stormwater and water supply mains that serve the existing and intended dwelling are already located in Nicholson Park. The mains are part of the Council's network.

It is necessary to grant easement rights over the alignment of the proposed private services which will be laid through Nicholson Park to connect to the Council mains as requested to service the proposed dwelling to be constructed some time in the future on the proposed Lot 2. It will be necessary for these easements to be recorded on the title for the park, these easements being for the conveyance of electricity, telephonic communications, water and stormwater.

#### FINANCIAL AND LEGAL CONSIDERATIONS

3. The Board has delegated authority from Council (16 December 2004) to make the decision on behalf of Council whether to grant the easements or not.
4. Nicholson Park is a held as fee simple land, under the Local Government Act, the original proprietor being the Christchurch City Council.
5. The applicant has indicated -  
  
*"There are considerable financial considerations in terms of the proposals. For example the existing power supply which services at least one other property, being Lot 1 DP 16146, is to be upgraded at our client's cost. There is also the cost of the connections for sewer and water."*
6. In accordance with Council Policy (12 July 2001) the applicant is required to pay all costs associated with the establishment of the easements, which will include Council staff time spent preparing reports, attending council meetings, and preparing and registering the required legal documentation.
7. The applicant will be responsible for ensuring the survey plans are compiled, and the easement registered with Land Information New Zealand, with the Christchurch City Council noted as the servient tenement. Survey plans will also need to be provided to the City Water and Waste Manager for noting on Council records within three months of the granting of the easement.

#### STAFF RECOMMENDATIONS

1. It is recommended that the Board under delegated authority from Council grant registered easements to Mr J S Fairhall as dominant tenement for specified services through Nicholson Park as outlined below:
  - (a) Approximately 30m<sup>2</sup> for stormwater disposal, (the easement being approximately 2m wide by 15m long).
  - (b) Approximately 44m<sup>2</sup> for electrical and telephonic services, (the easement being approximately 2m wide by 22m long).
  - (c) Approximately 20m<sup>2</sup> for high pressure water supply, (the easement being approximately 2m wide by 10 m long).
2. That the granting of the easements be subject to:
  - (a) A bond of \$2,000 being lodged by the contractor with the Council via the Policy and Leasing Officer, Greenspace Unit, prior to work commencing in Nicholson Park. The bond is to be returned to the applicant at the end of the contract period less any costs incurred by the Council to reinstate the area.
  - (b) The applicant is to ensure that all contractors carrying out works on Nicholson Park carry and produce evidence of having adequate public liability insurance with a minimum of \$1,000,000 cover.
  - (c) The applicant ensuring that the affected part of Nicholson Park is reinstated to the satisfaction of the Council's Greenspace Unit's Field Supervisor (Parks).
  - (d) That the contractor will ensure any work in Nicholson Park is physically separated from the adjoining park, or private property, during the installation of services, and that full Health and Safety requirements for the work are in place.



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- (e) That any excavated material is temporarily stockpiled in an appropriate area of the Park that does not effect the existing vegetation or ecosystem. All excavated material after the completion of works must be removed off the Park.
- (f) The contractor is responsible for locating any above and underground services (eg electricity, water, telephonic, stormwater and sewage lines) in Nicholson Park and protect them from damage.
- (g) That the applicant pays to the Council a sum as decided by independent valuation for the privilege of placing the encumbrances (easements) on the Council's title for the new services required for the subdivision only.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**BACKGROUND ON THE APPLICATION BY CONNELL WAGNER ON BEHALF OF MR J S FAIRHALL FOR EASEMENTS TO PROVIDE POWER AND TELEPHONIC CONNECTIONS, AND TO CONVEY WATER, AND STORMWATER ACROSS NICHOLSON PARK TO SERVE PROPOSED LOT 1 AND LOT 2, BEING THE SUBDIVISION OF LOT 1 OF D P 12625, AT 35 WHITE WASH HEAD ROAD**

8. Mr J S Fairhall has recently purchased a property at 38 Whitewash Head Road. The land area is 2,261m<sup>2</sup>, which the applicant wishes to subdivide into two allotments. This will require alterations to be made to the existing services which service the present property to be subdivided, namely, high pressure water and stormwater, electrical and telephonic services are required to serve the existing and intended dwelling, these services presently being available in Nicholson Park.
9. The applicant has indicated that the Council has already granted subdivision consent for the proposed subdivision subject to all services required being put in place to service the proposed subdivision. These requirements will be met by the laying of services through the proposed easements as alluded to above.

**OPTIONS THAT HAVE BEEN CONSIDERED BY THE APPLICANT**

10. The applicant has indicated their requirements are connections for power and telephone, stormwater, and high pressure water, for which two options were considered.

**Power and Telephone**

- 10.1 One option is to connect to the existing line in Nicholson Park, while the other option is to obtain an easement through the neighbouring properties, being lots 5 or 6 of DP 55982 and obtain connections to Searidge Lane.

**Power and Telephone (preferred Option)**

- 10.2 The matter has been investigated by the applicant, and the best practicable option for the applicant is to upgrade the line in Nicholson Park and connect to the power pole as shown on Attachment One.

**Stormwater Disposal**

- 10.3 The applicant has indicated, "*There are really no other options bearing in mind there is no other pipe outfall in this area. There is (was) an existing stormwater pipe laid in Nicholson Park at the time of the Searidge Lane subdivision and this is the logical outfall for the connection for these two allotments.*"

**Water Supply**

- 10.4 The applicant has indicated there is an existing water pipe laid in Nicholson Park conveying high pressure water to the applicant's boundary, "*and it is logical for this to be used as the connection point for both Lots 1 and 2.*"

## ASSESSMENT OF OPTIONS BY THE APPLICANT

## The Preferred Option

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	No detrimental effect to the social amenity of park users with reinstatement of any fill initially removed	Nil
<b>Cultural</b>	N/A	N/A
<b>Environmental</b>	No detrimental effect to the environment from the proposal	N/A
<b>Economic</b>	Lower cost to applicant to run power and telephone connections through Nicholson Park	The applicant will pay the cost of establishing easements
<p><b>Extent to which community outcomes are achieved:</b> N/A</p> <p><b>Impact on Council's capacity and responsibilities:</b> Minor impact through stormwater connection</p> <p><b>Effects on Maori:</b> Nil</p> <p><b>Consistency with existing Council policies:</b> Yes. The applicant is endeavouring to comply with the requirements of the subdivision process</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> N/A, as services will be underground</p> <p><b>Other relevant matters:</b></p>		

**Maintain The Status Quo**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	N/A	N/A
<b>Cultural</b>	N/A	N/A
<b>Environmental</b>	N/A	N/A
<b>Economic</b>	Will affect the viability of the proposal	Difficulties for the applicant in a building a residential dwelling on Lot 2
<p><b>Extent to which community outcomes are achieved:</b> N/A</p> <p><b>Impact on Council's capacity and responsibilities:</b> Will not be able to satisfactorily assist the subdivision process</p> <p><b>Effects on Maori:</b> Nil</p> <p><b>Consistency with existing Council policies:</b> The subdivision process administered by the ESU Unit</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> N/A</p> <p><b>Other relevant matters:</b></p>		

## 12. UPDATE ON 2005/06 PROJECT AND DISCRETIONARY FUNDING

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Community Board Principal Adviser
<b>Author:</b>	Graham Sutherland, Community Secretary, DDI 941-6615

**PURPOSE OF REPORT**

1. The purpose of this report is to provide the Board with an update on its 2005/06 Project and Discretionary funding allocations and expenditure.

**EXECUTIVE SUMMARY**

2. The funding available to the Board for the 2005/06 financial year was \$390,000, made up of:

Project and Discretionary	\$300,000
Community Development Workers	50,000
Strengthening Communities Action Plan (SCAP)	40,000
	<u>\$390,000</u>

**DISCRETIONARY FUNDING**

3. At its allocation meeting on 1 April 2005, the Board retained \$36,616 in Discretionary funding for allocation to projects during the year. This was later increased to \$40,922 due to reallocations.
4. A total of \$27,015 has been allocated to date, leaving a balance of \$13,907 available for allocation up to 30 June 2006.
5. The following table details expenditure of the Discretionary Fund to date:

<b>Discretionary Project</b>	<b>Sum Allocated (\$)</b>
Charleston Neighbourhood Assn (Consent - Leopard Coachlines)	2,800
Sumner Out of School Care & Recreation	3,000
Waltham Overbridge Artwork	5,000
Kimihia Youth Trust (Operational Shortfall)	11,500
Sumner Amateur Swimming Club (Cleaning costs)	4,715
Neighbourhood Week Events – top-up	786
Christchurch Estuary Association – legal costs (Decision made on 8/3/06 and conditional upon further advice.)	3,000
TOTAL ALLOCATED	30,801
<b>BALANCE (as at 10 March 2006)</b>	<b>\$10,121</b>

**PROJECT FUNDING**

6. On 1 April 2005, the Board allocated specific Project funding totalling \$353,384.
7. The matrix **(to be circulated)** provides detail of each project and staff comment on progress to date with expenditure of the specific funding allocations.

**FINANCIAL AND LEGAL CONSIDERATIONS**

8. Unspent Project and Discretionary funds cannot be carried over into the next financial year and therefore any unspent funds need to be reallocated and spent before 30 June 2006. A further report will be presented to the Board if there is likely to be unspent funding that requires reallocation.
9. A final 2005/06 Project and Discretionary funding accountability report will be presented to the Board after the end of the 2005/06 financial year.

**STAFF RECOMMENDATION**

That the Project and Discretionary funding update information be received.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**13. APPLICATION FOR YOUTH DEVELOPMENT FUNDING**

<b>General Manager responsible:</b>	General Manager Community Services
<b>Officer responsible:</b>	Recreation & Sports Manager
<b>Author:</b>	Diana Saxton, Community Recreation Adviser, DDI 941-6628

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Community Board approval for a funding application to the Board's 2005/06 Discretionary Fund.

**EXECUTIVE SUMMARY**

2. Funding is being sought by Brooke Williams to attend the New York Film Academy's four week intensive 'acting for screen' course in New York City in May 2006. Raised in Christchurch, Brooke is 22 years old and a second year student at the elite Toi Whakaari, New Zealand Drama School in Wellington.
3. Brooke has an extensive and proven background in amateur and professional theatre. She has more recently discovered a love for film and has demonstrated an enormous talent and passion for on-screen acting, devising and writing at Toi Whakaari. She is extremely motivated and determined to succeed in this tough industry and is committed to producing work of the highest standards especially new, New Zealand work whether it be through acting, devising or preferably both. Brooke is convinced that it is necessary to collect skills from other cultures in order to help feed and develop our own artistic identity in New Zealand and to empower us to tell our own stories knowing that they are backed by world class training and technique.
4. Brooke has been identified as being an outstanding woman of her year at Toi Whakaari for both talent, depth of preparation and professional discipline. She is considered to be one of the most talented aspiring actors in the country and is highly regarded for possessing the rare combination of humility and earnest sense of application in her work ethic.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. There are no legal considerations in relation to this application.
6. The cost to attend the course is \$10,456. Brooke has been working as a professional actor over the summer and teaching youth drama workshops. She also has cleaning and babysitting jobs during the year and takes any opportunity to raise extra funds through garage sales, sausage sizzles and raffles. Brooke has also been successful in receiving \$2,000 from the New Zealand Performing Arts Fund.

**STAFF RECOMMENDATION**

It is recommended that the Board agree to allocate up to \$1,000 from the 2005/06 Discretionary Fund for youth development towards the cost of Brooke attending New York Film Academy's four week intensive 'acting for screen' course in New York City in May 2006.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**14. 2006-09 HAGLEY/FERRYMEAD COMMUNITY BOARD OBJECTIVES**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Clare Sullivan, Community Board Principal Adviser, DDI 941-6601

**PURPOSE OF REPORT**

1. The purpose of this report is to present to the Board its draft objectives for consideration and adoption (attached).

**EXECUTIVE SUMMARY**

2. The Board's objectives have not only been developed to align with the community outcomes as detailed in the Long Term Council Community Plan and the Council's Strategic Directions; they have also been drafted by the Board in order to set out what its priorities are for the Hagley/Ferrymead ward for the years 2006-09.
3. The Board will have an opportunity to review these objectives on an annual basis.

**FINANCIAL AND LEGAL CONSIDERATIONS**

4. There are no financial or legal considerations.

**STAFF RECOMMENDATIONS**

That the Board consider the draft objectives and resolve whether or not to adopt them.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

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15. RESOLUTION TO EXCLUDE THE PUBLIC

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WEDNESDAY 22 MARCH 2006

AT 3.00 PM

HAGLEY/FERRYMEAD COMMUNITY BOARD

RESOLUTION TO EXCLUDE THE PUBLIC

*Section 48, Local Government Official Information and Meetings Act 1987.*

I move that the public be excluded from the following parts of the proceedings of this meeting, namely Clause 16, "Notice of Intention to Take Land for Ferry Road/Humphreys Drive Intersection Improvement".

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:

	<b>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>	<b>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER</b>	<b>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
Part A 16.	<b>NOTICE OF INTENTION TO TAKE LAND FOR FERRY ROAD/HUMPHREYS DRIVE INTERSECTION IMPROVEMENT</b>	<b>) GOOD REASON TO WITHHOLD EXISTS UNDER SECTION 7</b>	<b>SECTION 48(1)(a)</b>

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

**Item 16. Negotiations (Section 7(2)(i))**

**Recommendation:** That the foregoing motion be adopted.

**Note**

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- "(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
  - (b) Shall form part of the minutes of the local authority."