

13. 10. 2005

**BURWOOD/PEGASUS COMMUNITY BOARD  
21 SEPTEMBER 2005**

**A meeting of the Burwood/Pegasus Community Board  
was held on Wednesday 21 September 2005 at 5.00 pm**

**PRESENT:** Glenda Burt (Chairperson), Carole Evans, Carmen Hammond, Caroline Kellaway, Tina Lomax, Don Rowlands and Gail Sheriff.

**APOLOGIES:** An apology for lateness was received from Caroline Kellaway, who arrived at 5.30 pm and was absent for agenda clauses 1 to 5 and part of clause 6.

An apology for early departure was received from Tina Lomax, who left at 6.05 pm and was absent for part of agenda clause 12 and clauses 13 to 15.

The Board reports that:

**PART A – MATTERS REQUIRING A COUNCIL DECISION**

**1. BEXLEY WETLAND - PETITION RE STOPBANK REMOVAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	David Sissons, Parks and Waterways Planner, DDI 941-8490

**PURPOSE OF REPORT**

1. To enable a decision to be made in response to a petition received by the Burwood/Pegasus Community Board in December 2004.

**EXECUTIVE SUMMARY**

2. The Burwood/Pegasus Community Board has been presented with a petition that "We the undersigned want the Bexley Wetland stopbank walkway retained either in its present form or with bridges/culverts spanning any cut-aways".
3. This walkway runs along the present stopbank separating the Bexley Wetland from the estuarine wetland running along the shore of the Avon River upstream from where it flows into the estuary.
4. Removal of the stopbank has been a key element of the proposal since it was first drawn up in 1995, and since then it has been confirmed through three city-wide public consultation exercises, a decision of the full Council and a resource consent hearing. Accordingly, to decide now that it should not be removed would be a major change to the planned, agreed, and widely anticipated development of the reserve, and therefore it would require a fourth full process of city-wide consultation, which may or may not lead to the reversal of the current Development Plan.
5. Ending the disturbance caused by people and dogs walking along the line of the removed stopbank will effectively double the undisturbed area of salt-marsh habitat for the birds to live and breed in, by combining the existing salt-marsh between the bank and the Avon with the area being restored, as one continuous undisturbed habitat. Thus the development now well underway will restore valuable coastal habitat in order to provide a safe and appealing haven for wildlife, as well as making significantly more public access and opportunities for viewing the marshland from around the edges.
6. Retaining the walkway, as proposed by the petitioners, would enable walkers, joggers and dogs on leashes to continue to go through the middle of the restored wetland area, but it would also reduce the potential value of the area for wildlife, because many of the types of birds that are anticipated to use the restored wetland would be disturbed by the human and canine activities.

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**FINANCIAL AND LEGAL CONSIDERATIONS**

7. A financial comparison of the two options depends on the detailed design of each.
8. Retention of the stopbank as at present would save the cost of earthworks to change it into a string of islands but would involve the additional costs of a new public consultation process to seek support for amending the Development Plan.
9. Altering the stopbank to enable tidal flushing of the restored wetland as well as keeping walking access would save some of the cost of earthworks to change it into a string of islands, and would involve the additional costs of a new public consultation process to seek support for amending the Development Plan, and, if the Plan is then amended, the obtaining of any appropriate consents for new bridges/culverts and the costs of constructing and subsequently maintaining the bridges/culverts.
10. Legal considerations are nil, provided that any proposed change to the Development Plan goes through the Council's public consultation process and gains public support.

**BACKGROUND ON BEXLEY WETLAND STOPBANK: PETITION TO COMMUNITY BOARD**

11. The Burwood/Pegasus Community Board has been presented with a petition that "We the undersigned want the Bexley Wetland stop bank walkway retained either in its present form or with bridges/culverts spanning any cut-aways".
12. One of the main purposes of the wetland identified in the Development Plan is to encourage the recovery of breeding populations of coastal birds such as pied stilt, banded dotterel, grey duck, New Zealand shoveler, as well as the rare and shy bittern and marsh crake, by providing a continuous tract of high quality wetland habitat incorporating the Bexley Wetland and the lower Avon salt/river marshes.
13. The stopbank removal has been a key element of the proposal since it was first drawn up in 1995, and has since been confirmed through three city-wide public consultation exercises, a decision of the full Council and a resource consent hearing.
14. The wildlife is being given priority over human activities as a direct result of the history of the protection of the area, which sprang from a protracted public campaign including a 1984 petition signed by 2044 Christchurch residents and subsequent successful appeals in 1992 that turned down its use for human activities in preference for restoration as a haven for wildlife.
15. One of the first things proposed at the time of initial planning for conservation use of the area in 1995 was the removal of the stopbank and its reshaping to form a series of low islands that could be used as high-tide roosting areas and undisturbed nesting areas for coastal wading birds. This has been carried through consistently to the present day, and has been confirmed both in the October 2000 Development Plan and in the Resource Consents issued following a hearing in 2002.

**Development Plan**

16. The stopbank removal was approved, as an integral part of the Development Plan, by the full Council on 22 March 2001, following two opportunities for public input, the first being a public meeting in February 2000 when community views were canvassed, and the second being over the summer of 2000-2001, when the resultant draft plan was released for public comment.
17. Seven submissions on the draft plan were received. Six supported the plan. One submitter who was not altogether in agreement with the plan made a number of suggestions for changes, one of which was that the stopbank be retained for flood protection.
18. The Parks and Recreation Committee's report to the full Council states: "*however, it is considered that both individually and in total these (suggestions) would not provide any benefits in respect of the goal to 'restore lost or damaged plant communities and wetland bird feeding, nesting and roosting habitat' and the objectives relating to the restoration of landscape character, plant and aquatic communities.*" For this reason these submissions were not supported by the Committee.

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19. The officers' recommendation to the Parks and Recreation Committee meeting of 7 March 2001 discussed the matter in detail, and this advice was supported by the committee and subsequently the full Council:

*"This submission suggested the stopbank be retained for flood prevention. The retention of the stopbank is, however, not necessary because the neighbouring subdivision of "Pacific Park" has levels set to avoid inundation. The Parks and Waterways Unit recognises the stopbank is of no real benefit, and can be removed. Its partial removal is a fundamental aspect of the restoration of the wetland. Re-directing people and particularly dogs from this central corridor will substantially increase the core area for habitat restoration. The reintroduction of tidal waters will improve and restore salt marsh, salt meadow and brackish sandpiper pools/inlets and mudflats..... the fundamental premise is very simple and that is to restore the Bexley Wetland in context, balance and harmony with the adjacent estuary of the Heathcote and Aron (sic) Rivers/Ihutai. The plan is about reconnecting, re-establishing and restoring, not about continued artificial barriers and artificial communities."*

### Resource Consent

20. The matter was subsequently discussed and a similar conclusion reached in the Assessment of Effects prepared for the resource consent application for the stopbank removal in 2002.
21. The February 2003, consent to breach the stopbank (CRC021167) had a condition (11) that

*"prior to breaching the stopbank, the consent holder shall construct a walkway parallel to Bexley Road, similar in nature to, and linking the existing pathway ending near the Pacific Park subdivision with the point where the stopbank meets Bexley Road"*

to ensure that public walking access will be kept. This track is currently under construction.

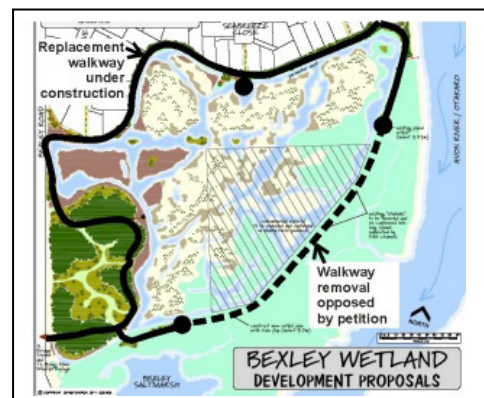
22. To decide now that the stopbank walkway should not be removed would be a major change to the planned, agreed, and widely anticipated development of the reserve, and therefore it would require another full process of city-wide consultation, which may or may not lead to the reversal of the current Development Plan.

### Habitat Integrity

23. Ending the disturbance caused by people and dogs walking along the line of the removed stopbank will effectively double the undisturbed area of salt-marsh habitat for wildlife to live and breed in. It will combine the existing salt-marsh between the bank and the Avon with the area being restored, as one continuous undisturbed habitat, separated from human and canine activities by the moat around the northern side and the river to the east.
24. This will enable the re-establishment of a natural habitat continuum, grading from the estuary waters, through inter-tidal mudflats, high tide roosting shellbanks and salt-marsh meadows, to fresh-water wetland, and providing the full range of habitat niches that will attract bird species that are at present reluctant to re-colonise the estuary foreshores.

### Replacement Walkway

25. An early project of the wetland restoration was the excavation of a moat around its northern boundary, and a public walkway was constructed along its northern bank specifically to provide for the public to walk around the reserve, with their dogs, and yet to be physically separated from it and prevented from causing disturbance to the wildlife by getting too close to roosting and nesting areas.



## 1 Cont'd

26. The new walkway over the new mounds alongside Bexley Road is under construction and was due to be completed in June 2005. Once completed it would provide a new walkway around the northern and western sides of the wetland, put in for the purpose of replacing the stopbank walkway with a path that overlooks but is separated from the wildlife area. Three new tracks are proposed, running in from its edges, leading to bird viewing hides. The partly constructed walkway already gives a good overview of the saltmarsh and is being used by the public as a vantage point for bird watching.

**OPTIONS**

27. The Council can
- either: continue to implement the Bexley Wetland Development Plan,
- or: carry out a public consultation exercise to gauge public support for an amendment to the Development Plan that would provide for the existing stopbank walkway to be retained.

**PREFERRED OPTION**

28. The preferred option is to continue to implement the Bexley Wetland Development Plan.

**ASSESSMENT OF OPTIONS****Maintain The Status Quo (The Preferred Option)**

Continue with implementation of the Bexley Wetland Development Plan.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Walkers, joggers and dogs on leashes will get views over a large area of undisturbed wildlife habitat.	Instead of being able to walk through the middle of the wildlife areas, walkers, joggers and dogs on leashes will have to walk around one side of it.
<b>Cultural</b>	There will be a satisfactory completion of a project to replace a degraded industrial site into an estuarine wildlife habitat.	
<b>Environmental</b>	Restoration of undisturbed wildlife habitat.	
<b>Economic</b>	Viewing coastal wildlife is a tourist attraction. This experience will be optimised.	
<p><b>Extent to which community outcomes are achieved:</b>            Primary alignment with community outcome A Sustainable Natural Environment is achieved. Also contributes to A Well Governed City, A City of Healthy and Active People, A Cultural and Fun City, and A Liveable City.</p> <p><b>Impact on Council's capacity and responsibilities:</b>            It demonstrates consistency of decision making for the benefit of the wider community using a democratic, consultative process.</p> <p><b>Effects on Maori:</b>            Potential restoration of mahinga kai.</p> <p><b>Consistency with existing Council policies:</b>            Implementation of Bexley Wetland Development Plan.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b>            Those who value wildlife in the city can be expected to be supportive. Those who wish to have views to the mountains from the Bexley wetlands can be expected to object.</p> <p><b>Other relevant matters:</b></p>		

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**Option 2**

Carry out a public consultation exercise to gauge public support for an amendment to the Development Plan that would provide for the existing stopbank walkway to be retained.

This table assesses the benefits and costs of retaining the walkway:

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Walkers, joggers and dogs on leashes will be able to go through the middle of the wildlife area and have views to the mountains.	Viewing of wildlife is likely to be reduced by disturbance caused by humans and dogs.
<b>Cultural</b>	Allowing humans and dogs on leashes to get close to wildlife could be said to improve the integration of people and nature.	However it is likely to result in less wildlife use of the wetland, since much of the wildlife would not want or tolerate such integration.
<b>Environmental</b>		Reduced value of wildlife habitat.
<b>Economic</b>		Reduced appeal of the area for wildlife tourism. Additional costs of new public consultation.
<b>Extent to which community outcomes are achieved:</b> None.		
<b>Impact on Council's capacity and responsibilities:</b> Demonstrates Council preparedness to accept new information and community wishes.		
<b>Effects on Maori:</b> Potential reduction of mahinga kai potential.		
<b>Consistency with existing Council policies:</b> Implementation will require amendment of Bexley Wetland Development Plan to alter current policy.		
<b>Views and preferences of persons affected or likely to have an interest:</b> Those who wish to have views to the mountains from the Bexley wetland can be expected to be supportive. Those who value wildlife in the city can be expected to object. (Dog walkers will be unaffected, since they will be able to use the replacement walkway)		
<b>Other relevant matters:</b>		

**STAFF RECOMMENDATIONS**

Staff recommended that the Council:

- (a) Continue with the development programme set out in the Bexley Wetland Development Plan.
- (b) Decline the request of the petitioners to retain a walkway along the line of the stopbank.

**BOARD DISCUSSION**

Moved by Don Rowlands, seconded Glenda Burt, *"That the abovementioned staff recommendations be adopted and that the Board write to Aileen Trist to thank her for her interest and the petition on the Bexley Wetland walkway and to advise her of the Board's decision on this matter."*

Carole Evans moved by way of amendment *"That the Council request its Environmental Diversity Portfolio Group to re-evaluate the stopbank element of the Bexley Wetland Development Plan prior to work commencing on the removal of the stopbank"*. The amendment was seconded by Caroline Kellaway.

When put to the meeting the amendment was declared **carried** as the substantive motion.

(Note: Don Rowlands requested that his vote against the amendment be recorded.)

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**2. NEW BRIGHTON MALL SLOW ROAD ONE-WAY BYLAW CHANGES**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Jeanette Ward, Project Manager (Streets Capital Programme), DDI 941-8876

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Council's approval of the associated one-way bylaw changes.

**EXECUTIVE SUMMARY**

2. The New Brighton Slow Road Project involves the introduction of a one-way slow road in Seaview Road between Union Street and Oram Avenue (New Brighton Mall). To complement the slow road, Union Street between Seaview Road and Beresford Street, and Seaview Road between Shaw Avenue and Union Street which are both currently one-way, require conversion to two-way flow.
3. The project involves changes to the Christchurch City Traffic and Parking Bylaw 1991 with respect to one-way travel.
4. Recent consultation on the project was undertaken in two stages; the slow road in June 2005 and the Seaview Road/Hardy Street intersection in August 2005. The consultation on the 'detail' of the projects was undertaken on an 'inform' basis with the opportunity for feedback. Reports on the consultation were submitted to the Burwood/Pegasus Community Board previously.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The estimated total costs for this project, including the implementation of the traffic restrictions, is \$1,350,000, inclusive of all consultation, design and project management.
6. The New Brighton Mall Slow Road is part of the Major Amenity Budget for the New Brighton Commercial Area, and funding of \$1,339,143 (in total) has been allocated in the 2004/05, 2005/06 and 2006/07 years.
7. The 1978 Special Order declaring a pedestrian mall in New Brighton has been revoked.
8. The principal legal consideration associated with the approvals sought, is that without the approval of these resolutions the new and changed traffic restrictions will not be legally enforceable upon implementation.

**BOARD RECOMMENDATIONS**

It is recommended that the Council resolve as follows:

1. That the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by adding a new paragraph:

**Seaview Road**

Seaview Road easterly from its intersection with Union Street to Beresford Street.

2. That the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by deleting the following paragraphs:

**Seaview Road**

Seaview Road easterly from Shaw Avenue to Union Street.

**Union Street**

Union Street southerly from Seaview Road to Beresford Street.

2 Cont'd

**BACKGROUND ON NEW BRIGHTON MALL PROJECT**

9. The New Brighton Mall Upgrade Project involves the introduction of a one-way slow road in Seaview Road between Union Street and Oram Avenue (the legal description of this road is Brighton Mall). A one-way restriction will be required to ensure the safe and legal operation of the road.
10. To ensure the one-way slow road complements the surrounding network some changes to the traffic operations are required at the following locations:
  - Union Street between Seaview Road and Beresford Street is currently one-way; this will require conversion to two-way flow. This conversion would involve a kerb build-out and lane marking amendments. The existing pedestrian crossing would also be removed. A new give-way control will be installed at the Seaview Road intersection.
  - Seaview Road between Shaw Avenue and Union Street is currently one-way this requires conversion to two-way flow. This involves some lane marking changes.
11. The default speed limit of the slow road is 50 km/h. However, the road has been designed to encourage slower vehicle speeds therefore the speed limit is being reviewed as part of the current speed limit review, this may result in a lower speed limit.

**CONSULTATION**

12. Consultation on the slow road was initiated in 1998 when the concept was proposed. A number of the businesses in the area initiated the concept, and supported the reintroduction of a road through the mall. A concentrated consultation effort was undertaken during preparation of the New Brighton Master Plan, released in September 2002. This consultation involved a series of public meetings and presentations to the elected members. The outcome appeared to be support for the one-way slow road.
13. When the Council advertised the proposed legal reintroduction of traffic into the mall in 2003, some objections were raised. The proposed slow road was finally approved in May 2004 following an Environment Court Hearing. Retail Consulting Group then undertook consultation with the businesses as part of the concept plan finalisation.
14. Consultation on the slow road final plan was undertaken in June and July 2005, and the Seaview/Hardy intersection on August 2005, both on an 'Inform' only with the opportunity for feedback. The consultation involved the following:
  - Contacting the directly affected businesses within the mall area with an information letter and the final concept plan. Members of the project team made themselves available at a location in the mall to answer any queries and receive any feedback.
  - Informing the wider community via a City Scene article and display boards in the Mall.
  - A start work notice detailing changes made since the initial plan was sent out.
  - CCC 'Have you say' website.
15. The consultation displayed the proposed traffic restrictions. There was no negative feedback regarding the proposals with respect to one-way travel.

**PROGRAMME**

16. Construction of the slow road is underway and due to be completed by the end of November 2005. It is intended that the majority of the work at the intersection of Seaview Road and Hardy Street be carried out in the September school holidays due to the close proximity of the school. The restrictions will be effective upon completion of the works.

**PREFERRED OPTION**

17. The slow road was always intended to be a one-way road and the narrow width reflects this. Therefore the one-way proposal is the only available option.

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**PART B - REPORTS FOR INFORMATION**

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 PARKLANDS RESERVE GUM TREES**

**Ms D Quinn, Ms L Mules, Ms R Rogers and Mr P Meenhorst** were in attendance to outline their concerns on gum trees in Parklands Reserve causing shading and falling leaf problems on adjacent properties.

The Board **decided**:

1. To request that officers report back with recommendations for the removal of the two major problem trees identified by the deputation, any necessary remedial work or pruning of the remaining trees and possible replanting of the site with appropriate mature trees.
2. To request that officers consider reviewing the overall landscaping on Parklands Reserve.

**3.2 BEXLEY WETLAND PETITION RE STOPBANK REMOVAL**

**Mrs A Trist** was in attendance to outline her concerns about the proposal to remove the Bexley Wetlands Stopbank. Mrs Trist requested that the stopbank be retained and explained the reasons why she thought the removal of the stopbank was unnecessary.

The Board's decision in relation to this matter is recorded in clause 1 of this report.

**4. RESIDENTS' ASSOCIATIONS**

**Mr Geoff Cox, representing the Bexley Residents' Association**, was in attendance to outline the group's activities and highlight particular issues of concern. Mr Cox asked if there was any progress to report on the Farnborough Street Reserve and any update on the public liability insurance issue. The Community Board Principal Adviser agreed to investigate these issues and report back to Mr Cox.

**5. JANE CARTWRIGHT - COMMUNITY OUTCOMES**

This item was deferred until the next meeting.

**6. 2004/05 GREENSPACE CAPITAL WORKS - END OF YEAR STATUS BURWOOD/PEGASUS**

The Team Manager (Capital Projects) and Parks and Waterways Area Advocate (Burwood/Pegasus) informed the Board on the end of year financial position and status of the Greenspace Capital Projects within the Board area for 2004/05. A draft list of planned 2005/06 Greenspace projects was also tabled and discussed with the Board. The Committee Secretary was asked to investigate the Board's priority list for siting of half-court facilities, given that there is funding allocated in 2005/06 for a half-court in the ward.

The Board **decided** to receive the information and thanked the officers for their excellent work.

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

The Board **received** items of information under the Community Board Principal Adviser's Update. The Board noted that a seminar for all elected members is scheduled for 25 October 2005 that will address the Civil Defence Emergency Management Plan, including the specific issues raised by the Board in its submission made earlier in the year.



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**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**8. CONFIRMATION OF REPORT**

The Board **resolved** that the report of the ordinary meeting (both open and public excluded) held on Wednesday 7 September 2005 be confirmed.

**9. ROAD NAMING**

The Subdivisions Officer sought the approval of the Board for new road names.

The Board **resolved** to approve the names "Ben Rarere Avenue", "Schumacher Place" and "Falconwood Grove" as detailed in the report.

**10. NEW BRIGHTON MALL SLOW ROAD AND SEAVIEW/HARDY INTERSECTION - TRAFFIC RESTRICTIONS**

The Project Manager (Streets Capital Programme) sought the approval of the Board for the traffic restrictions associated with the New Brighton Mall Slow Road and the Seaview Road/Hardy Street intersection.

The Board **resolved**:

**1. Slow Road Restrictions**

- (a) That a "loading zone (goods vehicles only)" with a time limit of 5 minutes be created on the north side of Seaview Road commencing at a point 15.5 metres from its intersection with Shaw Avenue and extending in an easterly direction of 11.5 metres.
- (b) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of Seaview Road commencing at a point 27 metres from its intersection with Shaw Avenue and extending in an easterly direction for a distance of 5.5 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Brighton Mall commencing at a point 11.6 metres from its intersection with Union Street and extending in an easterly direction for a distance of 13 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Brighton Mall commencing at a point 29.5 metres from its intersection with Union Street and extending in an easterly direction for a distance of 13 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of Brighton Mall commencing at a point 47.5 metres from its intersection with Union Street and extending in an easterly direction for a distance of 19.6 metres.
- (f) That the parking of vehicles be restricted to "Holders of mobility cards only" on the northern side of Brighton Mall commencing at a point 75.4 metres from its intersection with Union Street and extending in an easterly direction for a distance of 8.5 metres.
- (g) That a "Motorcycle Stand" be installed on the northern side of the Brighton Mall commencing at a point 90 metres from its intersection with Union Street and extending in an easterly direction for a distance of 4.8 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of the Brighton Mall commencing at a point 100 metres from its intersection with Union Street and extending in an easterly direction for a distance of 13 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of the Brighton Mall commencing at a point 123 metres from its intersection with Union Street and extending in an easterly direction for a distance of 19.6 metres.

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- (j) That a "loading zone (goods vehicles only)" with a time limit of 5 minutes be created on the north side of Brighton Mall commencing at a point 147.5 metres from its intersection with Union Street and extending in an easterly direction for a distance of 13 metres.
- (k) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of the Brighton Mall commencing at a point 160 metres from its intersection with Union Street and extending in an easterly direction for a distance of 5.5 metres.
- (l) That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of the Brighton Mall commencing at a point 25.5 metres from its intersection with Beresford Street and extending in a northerly direction for a distance of 19.6 metres.
- (m) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of the Brighton Mall commencing at a point 27 metres from its intersection with Beresford Street and extending in a northerly direction for a distance of 13 metres.
- (n) That the stopping of vehicles be prohibited on the north side of Beresford Street commencing at its intersection with Seaview Road and extending in an easterly direction for a distance of 9 metres.
- (o) That the stopping of vehicles be prohibited on the north side of Beresford Street commencing at its intersection with Seaview Road and extending in a westerly direction for a distance of 15 metres.
- (p) That a taxi stand be created on the north side of Beresford Street commencing at a point 9 metres from its intersection with Seaview Road and extending in an easterly direction for a distance of 11 metres.

**2. Slow Road Intersection Controls**

- (a) That a 'give way' control be placed against Oram Avenue at the Beresford Street intersection.
- (b) That a 'give way' control be placed against the Brighton Mall (slow road) at the Beresford Street intersection.
- (c) That a 'give way' control be placed against Union Street at the Seaview Road intersection.

**3. Seaview Road/Hardy Street Intersection Controls**

- (a) That a 'give way' control be placed against Hardy Street at the Seaview Road intersection.
- (b) To revoke and remove the 'give way' control against the eastern side of Seaview Road at Hardy Street.

**4. Removal of Pedestrian Crossing on Union Street**

- (a) To revoke and remove the pedestrian (zebra) crossing on Union Street at the intersection of Seaview Road.

The meeting concluded at 6.40 pm.

**CONSIDERED THIS 5TH DAY OF OCTOBER 2005**

**GLENDIA BURT  
CHAIRPERSON**