

**SPREYDON/HEATHCOTE COMMUNITY BOARD**

**AGENDA**

**FRIDAY 1 MAY 2009**

**AT 8.00AM**

**AT BECKENHAM SERVICE CENTRE**

**IN THE BOARDROOM,  
66 COLOMBO STREET, CHRISTCHURCH**

**Community Board:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells.

**Community Board Adviser**  
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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

**INDEX**

	<b>PAGE NO</b>	<b>CLAUSE</b>	
<b>PART B</b>	<b>3</b>	<b>1.</b>	<b>APOLOGIES</b>
<b>PART C</b>	<b>3</b>	<b>2.</b>	<b>CONFIRMATION OF MEETING MINUTES – 14 APRIL 2009</b>
<b>PART B</b>	<b>3</b>	<b>3.</b>	<b>DEPUTATIONS BY APPOINTMENT</b>
<b>PART B</b>	<b>3</b>	<b>4.</b>	<b>PETITIONS</b>
<b>PART B</b>	<b>3</b>	<b>5.</b>	<b>NOTICE OF MOTIONS</b>
<b>PART B</b>	<b>3</b>	<b>6.</b>	<b>CORRESPONDENCE</b>
<b>PART B</b>	<b>3</b>	<b>7.</b>	<b>BRIEFINGS</b>

	<b>PAGE NO</b>	<b>CLAUSE</b>	
<b>PART C</b>	<b>14</b>	<b>8.</b>	<b>KIDSFIRST KINDERGARTEN EDIBLE AND NATIVE GARDEN</b>
<b>PART B</b>	<b>17</b>	<b>9.</b>	<b>APPROVAL OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD SUBMISSION TO THE DRAFT CHRISTCHURCH CITY COUNCIL DRAFT LONG TERM COUNCIL COMMUNITY PLAN (LTCCP) 2009-19</b>
<b>PART B</b>	<b>23</b>	<b>10.</b>	<b>COMMUNITY BOARD ADVISERS' UPDATE</b>
<b>PART B</b>	<b>23</b>	<b>11.</b>	<b>ELECTED MEMBERS INFORMATION EXCHANGE</b>
<b>PART B</b>	<b>23</b>	<b>12.</b>	<b>MEMBERS QUESTIONS</b>

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 14 APRIL 2009**

The minutes of the Board's ordinary meeting of Tuesday 14 April 2009 are **attached**.

**CHAIRPERSON'S RECOMMENDATION**

That the minutes of the Board's meeting of 14 April 2009 be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

**SPREYDON/HEATHCOTE COMMUNITY BOARD  
14 APRIL 2009**

**Minutes of a meeting of the Spreydon/Heathcote Community Board  
held on Tuesday 14 April 2009 at 5.05pm  
in the Boardroom, Beckenham Service Centre**

**PRESENT:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, and Sue Wells.

**APOLOGY** An apology for absence was received and accepted from Tim Scandrett.  
  
Barry Corbett and Sue Wells retired at 7.49pm and were absent for part of clause 26.

The Board reports that:

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

**1. ELECTED MEMBER EXPENSES AND ALLOWANCES 2009/10**

The Board considered a report on the proposed Elected Member Expenses and Allowances 2009/10.

A report with recommendations from all eight Community Boards will be submitted to a later Council meeting in 2009.

The Board **resolved** that;

- (i) The Board has no strong view in relation to the Remuneration Authority proposal.
- (ii) The Board expresses concern and support for the situation of elected members where time and travel are an issue for elected members.
- (iii) The Board believes that it would be better to leave elected members travel entitlements until the end of the current term and make any changes close to that time.

**PART B – REPORTS FOR INFORMATION**

**2. DEPUTATIONS BY APPOINTMENT**

Scared Heart Parish, represented by Rob Hundleby, Chairperson of the Parish Council spoke to the Board regarding concerns with the Spencer Street, Addington Cluster Street Renewal Project and possible reduced parking in the area and removal of cabbage trees. Mr Hundleby advised that after speaking to staff and reviewing the report he was satisfied with the proposed plan for Spencer Street Renewal.

**3. REPORT OF THE REGULATORY AND PLANNING COMMITTEE HEARING PANEL ON THE DRAFT SOUTH-WEST CHRISTCHURCH AREA PLAN**

The Draft South-West Christchurch Area Plan Hearing Panel Report with the Board's recommendation is to be submitted to the 23 April 2009 Council meeting.

**4. PETITIONS**

Nil.

**5. NOTICE OF MOTION**

Nil.

**6. CORRESPONDENCE**

Nil.

**7. BRIEFINGS**

Nil.

**8. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** updates from the Community Board Adviser on forthcoming Board related activity over the coming weeks.

Clause 12 (Part C) of these minutes records a Board decision regarding the cancellation of a Board meeting on 7 August 2009 and setting a new meeting date.

**9. ELECTED MEMBERS' INFORMATION EXCHANGE**

- Congratulations to staff for the work undertaken in developing the Mid-Heathcote River/Opāwaho Linear Park Masterplan and to the ward Councillors for the acceptance of the Masterplan in the Draft LTCCP.
- Matter of transparency in relation to Public Excluded status of some Council meetings.

**10. MEMBERS QUESTIONS UNDER STANDING ORDERS**

Nil.

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

**11. CONFIRMATION OF MEETING REPORT – 31 MARCH 2009**

The Board **resolved** that the Minutes of the ordinary meeting of the Board held on 31 March 2009 be confirmed.

**12. COMMUNITY BOARD ADVISERS UPDATE –CONT'D**

Further to clause 8 (Part B) of these minutes the Board considered changing the Board meeting date of 7 August 2009, due to the majority of Board members attending a Local Government training course.

The Board **resolved** to:

- (a) Cancel the Board meeting scheduled for Friday 7 August 2009.
- (b) Hold a Board meeting on Friday 14 August 2009 at 8am in the Boardroom of the Beckenham Service Centre.

**13. APPLICATION TO SPREYDON/HEATHCOTE COMMUNITY BOARD YOUTH ACHIEVEMENT SCHEME – ANDREW MCCRACKEN**

The Board considered a report seeking approval for funding Andrew McCracken from the 2008/09 Youth Achievement Scheme.

The Board **resolved** to allocate \$300 from the 2008/2009 Youth Achievement Scheme to Andrew McCracken, to go towards costs for Andrew to participate in a cricket exchange to Giggleswick School, Yorkshire, England from April – July 2009.

**14. SPREYDON YOUTH COMMUNITY TRUST NEW 24-7 YOUTH WORK AT SOUTH INTERMEDIATE**

The Board considered a report seeking funding of \$14,000 for the Spreydon Youth Community Trust from the Board's 2008/09 Discretionary Response Fund.

The Board **resolved** to approve funding of \$14,000 to the Spreydon Youth Community Trust towards the new 24-7 youth work at South Intermediate School from the Board's 2008/09 Discretionary Response Fund.

**15. CAPACITY BUILDING FOR MANUKA COTTAGE, ADDINGTON COMMUNITY HOUSE**

The Board considered a report seeking funding from the Addington Community House Trust Incorporated from the Board's 2008/09 Discretionary Response Fund.

The Board **resolved** to approve funding of \$1,450 to Addington Community House Trust Incorporated to be utilised towards the cost of a dishwasher for Manuka Cottage, from the Board's 2008/09 Discretionary Response Fund.

**16. CHAPMANS ROAD – PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on the west side of Chapmans Road.

The Board **resolved** that the stopping of vehicles be prohibited at any time on the west side of Chapmans Road commencing at a point 23 metres north from its northern most intersection with Lock Crescent and extending in a northerly direction for a distance of 49 metres.

**17. SOMERFIELD STREET – PROPOSED P30 PARKING RESTRICTIONS**

The Board considered a report seeking approval that two P30 Parking Restrictions be installed and one existing P10 changed to a P30 Parking Restriction on the south-east side of Somerfield Street.

The Board **resolved** to:

Revoke the following parking restrictions:

- (a) The parking of vehicles currently restricted to a maximum period of ten minutes on the south-east side of Somerfield Street commencing at a point 317 metres in a north-easterly direction from its intersection with Selwyn Street and extending in a north-easterly direction for a distance of six metres.

Approve the following on Somerfield Street:

- (b) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south-east side of Somerfield Street commencing at a point 292 metres in a north-easterly direction from its intersection with Selwyn Street and extending in a north-easterly direction for a distance of five metres.

**17 Cont'd.**

- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south-east side of Somerfield Street commencing at a point 304 metres in a north-easterly direction from its intersection with Selwyn Street and extending in a north-easterly direction for a distance of five metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south-east side of Somerfield Street commencing at a point 317 metres in a north-easterly direction from its intersection with Selwyn Street and extending in a north-easterly direction for a distance of six metres.
- (e) That staff facilitate discussions with property and business owners in the vicinity of the Somerfield/Strickland/Colombo Street intersection, to look into creating additional parking at the rear of the shops on that intersection area.
- (f) That staff provide a report to the Board reviewing the location of the taxi stand in Somerfield Street, located near the Strickland Street corner.

**18. HUTCHESON STREET – PROPOSED P120 PARKING RESTRICTION**

The Board considered a report seeking approval that a P120 Parking Restriction be installed on the north side of Hutcheson Street, operating from 8am to 10pm.

The Board **resolved** to:

Revoke the following parking restrictions:

- (a) Any existing parking restrictions on the north side of Hutcheson Street commencing at a point 109 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 33 metres.

Approve the following on Hutcheson Street:

- (b) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Hutcheson Street commencing at a point 114 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 28 metres. This restriction is to apply from 8am to 10pm.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Hutcheson Street commencing at a point 109 metres east of its intersection with Colombo Street and extending in a north-easterly direction for a distance of four metres.

**19. ENSORS ROAD – PROPOSED BUS STOP EXTENSIONS**

The Board considered a report seeking approval that two existing bus stops on Ensors Road, located south of its intersection with Opawa Road, be re-marked to meet the current bus stop standard.

The Board **resolved** to:

Revoke the following parking restrictions:

- (a) Revoke the existing bus stop on the south-east side of Ensors Road commencing at a point 73 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of 14 metres.
- (b) Revoke the existing bus stop on the north-west side of Ensors Road commencing at a point 73 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of 12 metres.

**19 Cont'd.**

Approve the following parking restrictions on Ensors Road:

- (c) That a bus stop be installed on the south-east side of Ensors Road commencing at a point 68 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of 14 metres.
- (d) That a bus stop be installed on the north-west side of Ensors Road commencing at a point 69 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of 14 metres.
- (e) That the stopping of vehicles be prohibited at any time on the south-east side of Ensors Road commencing at a point 64 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of four metres.
- (f) That the stopping of vehicles be prohibited at any time on the south-east side of Ensors Road commencing at a point 82 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of four metres.
- (g) That the stopping of vehicles be prohibited at any time on the north-west side of Ensors Road commencing at a point 65 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of four metres.
- (h) That the stopping of vehicles be prohibited at any time on the north-west side of Ensors Road commencing at a point 83 metres south-west of its intersection with Opawa Road and extending in a south-westerly direction for a distance of three metres.

**20. MEREDITH STREET – ADDINGTON CLUSTER II STAGE 2 STREET RENEWAL**

The Board considered a report seeking approval for the proposed Street Renewal in Meredith Street, Addington to proceed to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the attached plans for the Meredith Street Renewal cluster for final design, tender and construction.
- (b) Revoke the following parking restrictions:
  - (i) That any existing parking restrictions at any time on both sides of Meredith Street be revoked.
- (c) Approve the following parking restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the east side of Meredith Street, commencing at its intersection with Spencer Street and extending in a southerly direction for a distance of 12 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the west side of Meredith Street, commencing at its intersection with Spencer Street and extending in a southerly direction for a distance of ten metres.
  - (iii) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Meredith Street commencing on the east side of Meredith Street at a point 80 metres south from its intersection with Spencer Street and extending in a clockwise direction around the head of the cul-de-sac for a distance of 60 metres, finishing on the west side of Meredith Street, 80 metres from the intersection with Spencer Street.

**21. FIELDING STREET – ADDINGTON CLUSTER II STAGE 2 STREET RENEWAL**

The Board considered a report seeking approval for the proposed Street Renewal in Fielding Street, Addington to proceed to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the attached plans for Fielding Street for final design, tender and construction;
- (b) Revoke the following parking restrictions:
  - (i) That any existing parking restrictions at any time on both sides of Fielding Street be revoked.
- (c) Approve the following parking restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the south-east side of Fielding Street, commencing at its intersection with Spencer Street and extending in a north easterly direction for a distance of eight metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the north west side of Fielding Street, commencing at its intersection with Spencer Street and extending in a north easterly direction for a distance of eight metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the south-east side of Fielding Street, commencing at a point 72 metres north-east of its intersection with Spencer Street and extending in a north-easterly direction for a distance of 12 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the north-west side of Fielding Street, commencing at a point 67 metres north-east of its intersection with Spencer Street and extending in a north-easterly direction for a distance of 14 metres.
  - (v) That the stopping of vehicles be prohibited at any time on the south-east side of Fielding Street, commencing at its intersection with Parlane Street and extending in a south westerly direction for a distance of 11 metres.
  - (vi) That the stopping of vehicles be prohibited at any time on the north-west side of Fielding Street, commencing at its intersection with Parlane Street and extending in a south-westerly direction for a distance of 11 metres.

**22. SPENCER STREET – ADDINGTON CLUSTER II STAGE 2 STREET RENEWAL**

The Board considered a report seeking approval for the proposed Street Renewal in Spencer Street, Addington to proceed to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the attached plans for the Spencer Street Renewal cluster for final design, tender and construction;
- (b) Revoke the following parking restrictions:
  - (i) That any existing parking restrictions on Spencer Street commencing at a point 15 metres west of its intersection with Meredith Street extending in a predominantly north -easterly direction to its intersection with Jerrold Street North be revoked.
  - (ii) That the bus stop situated on the south-west side of Spencer Street commencing at a point ten metres south-west of the intersection with Poulson Street and extending in a south-easterly direction for a distance of 12 metres be revoked.

**22 Cont'd**

- (c) Approve the following parking restrictions:
- (i) That the stopping of vehicles be prohibited at any time on the south-west side of Spencer Street, commencing at its intersection with Meredith Street and extending in a north-westerly direction for 12 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the south side of Spencer Street, commencing at its intersection with Meredith Street and extending in an easterly direction for seven metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the north side of Spencer Street, commencing at its intersection with Fielding Street and extending in a westerly direction for five metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the north side of Spencer Street, commencing at its intersection with Fielding Street and extending in an easterly direction for 20 metres.
  - (v) That the stopping of vehicles be prohibited at any time on the north side of Spencer Street, commencing at a point 40 metres west of its intersection with Fielding Street and extending in a westerly direction for 20 metres.
  - (vi) That the stopping of vehicles be prohibited at any time on the south side of Spencer Street, commencing at a point 47 metres east of its intersection with Meredith Street and extending in an easterly direction for 40 metres.
  - (vii) That the stopping of vehicles be prohibited at any time on the north-east side of Spencer Street, commencing at its intersection with Poulson Street and extending in a north westerly direction for 16 metres.
  - (viii) That the stopping of vehicles be prohibited at any time on the north-east side of Spencer Street, commencing at its intersection with Poulson Street and extending in a south easterly direction for 14 metres.
  - (ix) That the stopping of vehicles be prohibited at any time on the north-east side of Spencer Street, commencing at its intersection with Macaulay Street and extending in a north westerly direction for 12 metres.
  - (x) That the stopping of vehicles be prohibited at any time on the north-east side of Spencer Street, commencing at its intersection with Macaulay Street and extending in a south-easterly direction for 12 metres.
  - (xi) That the stopping of vehicles be prohibited at any time on the south-west side of Spencer Street, commencing at a point 181 metres north west of its intersection with Jerrold Street North and extending in a north-westerly direction for 41 metres.
  - (xii) That the stopping of vehicles be prohibited at any time on the south-west side of Spencer Street, commencing at a point 107 metres north-west of its intersection with Jerrold Street North and extending in a north-westerly direction for 30 metres.
  - (xiii) That the stopping of vehicles be prohibited at any time on the south-west side of Spencer Street, commencing at its intersection with Jerrold Street North and extending in a north-westerly direction for 25 metres.
  - (xiv) That the stopping of vehicles be prohibited at any time on the north-east side of Spencer Street, commencing at its intersection with Jerrold Street North and extending in a north-westerly direction for nine metres.

**22 Cont'd**

- (xv) That a part time Bus Stop be installed on the south-west side of Spencer Street commencing at a point 42 metres north-west from its intersection with Poulson Street and extending in a north-westerly direction for a distance of 16 metres. This restriction is to apply from 8am to 4pm Monday to Friday.

**23. MACAULAY STREET – ADDINGTON CLUSTER II STAGE 2 STREET RENEWAL**

The Board considered a report seeking approval for the proposed Street Renewal in Macaulay Street, Addington to proceed to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the attached plans for the Macaulay Street Renewal cluster for final design, tender and construction.
- (b) Revoke the following parking restrictions:
  - (i) That any existing parking restrictions at any time on both sides of Macaulay Street be revoked.
- (c) Approve the following parking restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the north-westerly side of Macaulay Street, commencing at its intersection with Spencer Street and extending in a predominantly north-easterly direction for a distance of 22 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the south-easterly side of Macaulay Street, commencing at its intersection with Spencer Street and extending in a predominantly north-easterly direction for a distance of 16 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the south side of Macaulay Street, commencing at a point 68 metres west from its intersection with Collins Street and extending in a westerly direction for a distance of 14 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the north side of Macaulay Street, commencing at a point 70 metres west from its intersection with Collins Street and extending in a westerly direction for a distance of 15 metres.
  - (v) That the stopping of vehicles be prohibited at any time on the south side of Macaulay Street, commencing at its intersection with Collins Street and extending in a westerly direction for a distance of 16 metres.
  - (vi) That the stopping of vehicles be prohibited at any time on the north side of Macaulay Street, commencing at its intersection with Collins Street and extending in a westerly direction for a distance of 16 metres.
  - (vii) That the stopping of vehicles be prohibited at any time on the south side of Macaulay Street, commencing 154 metres from its intersection with Collins Street and extending in a westerly direction for a distance of 17 metres.
  - (viii) That the stopping of vehicles be prohibited at any time on the north side of Macaulay Street, commencing 162 metres from its intersection with Collins Street and extending in a westerly direction for 13 metres.

**24. EMERSON STREET – ADDINGTON CLUSTER II STAGE 2 STREET RENEWAL**

The Board considered a report seeking approval for the proposed Kerb and Channel Renewal in Emerson Street, Addington to proceed to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the attached plan for Emerson Street for final design, tender and construction.
- (b) Revoke the following parking restrictions:
  - (i) That any existing parking restrictions at any time on both sides of Emerson Street be revoked.
- (c) Approve the following parking restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the eastern side of Emerson Street, commencing at its intersection with Poulson Street and extending in a southerly direction for a distance of nine metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Emerson Street, commencing at its intersection with Collins Street and extending in a predominantly westerly direction around the corner for a distance of nine metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the western side of Emerson Street, commencing at its intersection with Collins Street and extending in a northerly direction for the entire length of the street to its intersection with Poulson Street.

**25. WARD STREET – ADDINGTON CLUSTER II STAGE 2 STREET RENEWAL**

The Board considered a report seeking approval for the proposed Street Renewal in Ward Street to proceed to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the attached plans for the Ward Street Renewal cluster for final design, tender and construction.
- (b) Revoke the following parking restrictions
  - (i) That any existing parking restrictions at any time on both sides of Ward Street be revoked.
- (c) Approve the following parking restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the north side of Ward Street, commencing at its intersection with Selwyn Street and extending in a predominantly westerly direction for a distance of 15 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the south side of Ward Street, commencing at its intersection with Selwyn Street and extending in a westerly direction for a distance of 14 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the north side of Ward Street, commencing at a point 46 metres west from its intersection with Selwyn Street and extending in a predominantly westerly direction for a distance of 19 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the south side of Ward Street, commencing at a point 47 metres west from its intersection with Selwyn Street and extending in a westerly direction for a distance of 13 metres.

25 Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of Ward Street, commencing at a point 160 metres west from its intersection with Selwyn Street and extending in a predominantly westerly direction for a distance of seven metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Ward Street, commencing at a point 152 metres west from its intersection with Selwyn Street and extending in a predominantly westerly direction for a distance of 22 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Ward Street, commencing at a point 231 metres west from its intersection with Selwyn Street and extending in a predominantly westerly direction for a distance of eight metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Ward Street, commencing at a point 227 metres west from its intersection with Selwyn Street and extending in a predominantly westerly direction for a distance of 21 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south-west side of Ward Street, commencing at a point 243 metres west from its intersection with Selwyn Street and extending in a predominantly north-westerly direction for a distance of 73 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north-east side of Ward Street, commencing at a point 248 metres west from its intersection with Selwyn Street and extending in a predominantly north-westerly direction for a distance of 63 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the west side of Ward Street, commencing at a point 58 metres south from its intersection with Church Square and extending in a predominantly southerly direction for a distance of 22 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the east side of Ward Street, commencing at a point 53 metres south from its intersection with Church Square and extending in a predominantly southerly direction for a distance of 27 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Ward Street, commencing at its intersection with Church Square and extending in a southerly direction for a distance of 19 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Ward Street, commencing at its intersection with Church Square and extending in a southerly direction for a distance of 19 metres.

**26. APPROVAL OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD SUBMISSION TO THE CHRISTCHURCH CITY COUNCIL**

The Board considered a draft proposed submission to the Long Term Community Council Plan.

The Board **resolved** that the Chairperson finalise the submission on behalf of the Board.

The meeting concluded at 8.06pm.

**CONSIDERED THIS 1<sup>ST</sup> DAY OF MAY 2009**

**PHIL CLEARWATER**  
Chairperson

**8. KIDSFIRST KINDERGARTEN EDIBLE AND NATIVE GARDEN**

<b>General Manager responsible:</b>	General Manager, Community Services Group DDI 941 8607
<b>Officer responsible:</b>	Unit Manager, Community Support Unit
<b>Author:</b>	Lynda Jeffs, Community Development Adviser DDI 941 5102

**PURPOSE OF REPORT**

1. The purpose of this report is to present a request for funding of \$3,395 from the Kidsfirst Kindergarten Hoon Hay to the Spreydon/Heathcote Community Board from its Discretionary Response Fund.
2. The request is for \$3,395 towards the cost of development of an edible and native garden at the Kidsfirst Kindergarten Hoon Hay.
3. There is currently a balance of \$24,899 remaining in the Boards Discretionary Response Fund.

**EXECUTIVE SUMMARY**

4. The Hoon Hay Kidsfirst Kindergarten provide Early Childhood Education to children three to five years of age based on the Te Whariki – Early Childhood Curriculum which focuses on empowerment, contribution, family and community, belonging, relationships and well being. They encourage family and community involvement in their child/ren's learning and their contribution to the programme is welcomed. Community Development Adviser staff have visited the Kindergarten on two occasions and met some of the parents, children and staff. It is a warm and happy place.
5. The Kindergarten services a very diverse multicultural community which mainly consists of lower socio-economic families.
6. This group last applied to the Board for funding in 2005.
7. The Kindergarten have been focussing on introducing healthy eating habits to the children and their families. They have been discussing the development of an edible garden and a revitalisation of their native garden area. Recently parents have expressed an interest in the project and have taken it upon themselves to initiate Working Bees to begin the project in earnest. The Kindergarten parents, staff and children want to grow vegetables, herbs and small fruit trees. They are also hoping to plant a magnolia tree surrounded by circular seating, in the middle of the native garden area that will allow parents and children a quiet space to enjoy this.
8. The children who attend this Kindergarten come from socio economically disadvantaged families and the project aims to make healthy fresh food available to the children and their families. The parents and children will learn the skills and gain knowledge of growing fruit and vegetables in Christchurch, skills that they can transfer to the establishment of gardens in their own homes. The project also promotes a sense of belonging and community achievement and the native garden will provide opportunities for the children and families to explore and learn about the world of New Zealand plants. The seat around the magnolia tree will provide a shady area for those seeking a time for quiet reflection. Twenty two families and three staff will be the direct beneficiaries of this project but as the Kindergarten intend this project to be ongoing there will be many more families and children that benefit from this project.
9. This project has been set up by parents in partnership with the Kindergarten staff to increase the skills and capabilities of people to act on their own behalf to transform their community through participation and collaboration.

## 8 Cont'd.

## FINANCIAL IMPLICATIONS

10.

Expenditure	Total Cost	Amount Requested
Soil and fertilizer	\$170	\$170
Plants and seeds	\$400	Provided by Kindergarten
Tools	\$300	\$300
Trees	\$250	\$250
Wooden Seat	\$2,600	\$2,600
Miscellaneous garden supplies	\$75	\$75
<b>Total</b>	<b>\$3,795</b>	<b>\$3,395</b>
Less Funding from CDHB	\$350	\$3,045

11. The Kindergarten have requested funds from the Canterbury District Health Board (CDHB) who have indicated that they will provide \$350. The Kindergarten have been able to provide \$400 and all garden labour is being provided by volunteers.

12.

City Council Funding		
Year	Amount	Purpose
2005	\$1,600	Swing set

13. The Kindergarten are running a deficit at present but they have a small amount of money in their bank accounts. They are administered by the Canterbury Westland Free Kindergarten Association which is a large organisation with established financial management practices and Government support.

14. Provided this organisation receives the funding, the project should be able to be delivered.

**Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?**

15. Yes.

## LEGAL CONSIDERATIONS

**Have you considered the legal implications of the issue under consideration?**

16. There are no legal issues to be considered.

## ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with LTCCP and Activity Management Plans.

**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

18. Yes page 170.

## ALIGNMENT WITH STRATEGIES

19. This application meets the following Council Community Grants Funding Outcomes:

- Provide community based programmes which enhance basic life skills.

It also helps to meet the following Community Board objectives:

- Objective 5 to improve social wellbeing in Spreydon/Heathcote.

**8 Cont'd.**

**DO THE RECOMMENDATIONS ALIGN WITH COUNCIL**

20. Strengthening Communities Strategy

**CONSULTATION FULFILMENT**

21. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board agree to grant \$3,045 from its 2008/09 Discretionary Response Fund to the Kidsfirst Kindergarten Hoon Hay towards the cost of the development of an edible and native garden at the Kidsfirst Kindergarten Hoon Hay.

**CHAIRPERSONS' RECOMMENDATION**

That the staff recommendation be accepted.

**9. APPROVAL OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD SUBMISSION TO THE DRAFT CHRISTCHURCH CITY COUNCIL DRAFT LONG TERM COUNCIL COMMUNITY PLAN (LTCCP) 2009-19**

**PURPOSE OF REPORT**

The Board held an informal meeting on 6 and 7 April 2009 to consider its submission to the Council on Draft Long Term Council Community Plan (LTCCP) 2009 – 2010.

The **attached** submission was submitted and ratification of that action is requested.

**STAFF RECOMMENDATION**

That the Board approve the Spreydon/Heathcote Community Board Submission on the Draft Christchurch City Council Draft Long Term Council Community Plan (LTCCP) 2009 - 2010 and the action of the Board in forwarding it to the Council be confirmed.

**CHAIRPERSONS' RECOMMENDATION**

That the staff recommendation be supported.

**CHAIRMAN'S COMMENTS**

In speaking to the submission the Board chair /representative should also refer to recent seminar information on the need for infrastructure planning for a reserve above Worsley's Spur having priority over Montgomery Spur.

The Board chair/representative should also support the Cashmere Residents' Association's submission for funding for traffic controls at the Dyers Pass Road / Cashmere Road / Centaurus Road intersection .

## **Submission From The Spreydon/Heathcote Community Board on the Draft LTCCP**

**The Board makes the following submissions on the Draft Christchurch City Council LTCCP 2009 – 2019.**

**The Board would like to be heard in support of its submission.**

### **1. Mid-Heathcote Opāwaho Linear Park Master Plan**

The Board is very pleased to see that the Master Plan is funded within the LTCCP because the Board's number one priority is the environment. The Board wants to see the continued development and maintenance of the Heathcote River in relation to heritage, ecology and recreational values. The Board wish to thank the staff for the quality of the plan and congratulate the Councillors of the Ward who have worked to ensure that this plan is funded.

### **2. Community Value of Council Services and Rejection of Public Calls for the Reduction in the Role of Councils in Relation to Liveability of Residents' "Quality of Life".**

The Board would like to emphasise that the present level of provision of services to the community is greatly valued by the community and by all sectors of the diverse groups of people that identify with the City.

The Board considers that the Council should be providing for the lifelong learning of our citizens.

In particular the Board commends the great value to the community in the area of community support.

The Board commends the provision of early learning centres, libraries, the South Learning Centre, sports centres, playing fields, swimming pools, and local community projects such as the recent Cashmere Visioning Project and the development of Pioneer pool.

The Board strongly rejects arguments from some sectors that Councils should be constrained to providing only essential services (water, road and sewerage systems). The Board considers that the Council should continue to provide for the public good, with the provision of community service which work in everyone's best interest.

The use of the South Christchurch Library by all groups of citizens is a wonderful example of the value the Council has placed on providing community public spaces. It is a reflection of the passion for reading and library environments of the citizens of Christchurch which has the highest level of library active membership in New Zealand at 72 per cent, compared to Wellington and Auckland which have on average of 51 per cent.

The library also provides one of the few free public spaces for people to meet and spend part of their day in peaceful and comfortable surroundings. This is a trend which is developing and research shows will become more important in the future. At Beckenham the use of the library by young people is a great development with much of the attraction for the young coming from their learning experiences provided by the South Learning Centre which is an integral part of the library experience.

2 Cont'd.

We look forward to City Libraries developing a Strategy of Life-Long Learning for adults, children grandchildren and future generations in Christchurch.

In a city which has current youth problems the Board considers that the Council should continue to develop facilities for young people to meet such as new libraries. This would fit in with strategies to provide safe experiences in the city for young people and would be a continuation of the Council working towards making the city more liveable for all citizens. At the other end of the scale research by Jane Parrett (2004) supported by Age Concern shows that the main problem for older people is that they have no one to talk to and are lonely. We urge the Council to form active partnerships with other organisations such as that developed with Info-Tap to make services more available to citizens. The Council should also ensure that free public cultural activity continues to increase.

**3. Consultation:**

Council has undertaken some excellent consultation projects such as the Mid-Heathcote Opāwaho River Plan. However overall the Board considers that a more extensive and flexible consultation strategy should be regularly undertaken. The level of consultation needs to be undertaken on the basis of a partnership between the Council and the citizens to ensure that informed decisions are made.

**4 Policy of Significance - reference page 219 LTCCP Vol 2 and page 14 Vol 1.**

The Board does not have confidence that the draft policy on significance will ensure that a matter of significance will be required to be put to a special consultative process.

The wording of the proposed policy could leave it open to abuse by a Council with less scruples. An example of this could be a substantial drop in the money available for Strengthening Communities funding. The Board considers that the removal of a money amount from this policy is a retrograde step. The policy must include a monetary figure so that a decision can be clearly made as to what is significant and what is not significant. A monetary figure as a measurement is the clearest way for a decision to be made.

**5. Implications of the Current Economic Situation**

The Spreydon/Heathcote Community Board considers that given the current economic situation the Council should be drawing on its long term plans to build facilities to enhance the quality of life and liveability of the City. The Board considers that this is a time to start developing visions and building for the future; infrastructure such as new swimming pools, bridges, library expansions and large landscape development projects which might have been on hold during more economic boom times. These types of developments could be funded through increasing the level of the Council's borrowing and in co-operation with Central Government. The projects would be labour intensive and provide jobs for the future. It is against this background that the Board presents our arguments in this submission.

**6. Safety Matters in Relation to Upper Centaurus Road, Centaurus Road/Rapaki Road Intersection and Recreational Parking in this Area**

The Board considers that a solution to this traffic black spot and the black spot at the top of Centaurus Road should be included in the LTCCP in the interests of public safety. The safety solution should include consideration of the new cycle way plans, metropolitan parking in the area and all other road safety matters. An indicative cost shows that suitable alterations could be made to the traffic black spot at the intersection for \$108,000. Further solutions to traffic problems further along the road, over the rise past the intersection need to be developed and budgeted for inclusion in the LTCCP.

The entire matter of metropolitan recreational parking in the vicinity of this area should be included in the LTCCP for future work.

**7. Montgomery Spur Plan – Recreational and Leisure and Parks and Open Spaces - reference page 110 and page 120 of Vol 1.**

The Board considers that the Council should develop the Montgomery Spur for public access as soon as is feasible. Given that much was made of the 'gifting' of this land to the Council following the Environment Court decision to protect the area of land from development the Board considers that it needs to be made more visibly available to the public for their use. A walking track should be marked out as suggested following the issues gathering exercise and planting needs to take place. This would make an excellent employment project with planting in the gullies and on the eastern slopes. It fits in well with taking an intergenerational approach. The Board suggests \$500,000 should be allocated to Montgomery Spur development in the LTCCP plan for 2010.

Further the Board considers that the metropolitan recreational parking matters on Rapaki Road should be addressed at the time of the development of the Montgomery Spur Recreational Plan.

**8. Additional Provision for Heritage Protection - Ngaio Marsh House –reference page 164 – cultural and learning - museums**

The Board considers that provision should be made in the LTCCP for restoration of Ngaio Marsh House. The House needs urgent restoration work to preserve this excellent collection and unique living place for future generations. \$200,000 should be allocated towards restoration building work on the property in the 2010 year.

The Board also considers that this property would be an excellent location for a “Writer in Residence” project and request provision for inclusion of this in the LTCCP.

**9. Underground Wiring**

The Board considers that provision should be included for underground wiring. The budget should be extended so that when overhead wires require replacing they are replaced with underground cables with top up money provided for under the LTCCP.

Under no circumstance should the Council be replacing overhead wires with more overhead wires. The programme could be fitted in with footpath replacement and the wiring put in at the same time. (see page 88 for street renewal).

The research shows that underground wiring has a longer life span. Further traffic safety is greatly enhanced by the placement of underground wires. The street light poles can be located closer to the house fence lines which greatly increases safety. From an Orion NZ Ltd point of view the underground wires need much less maintenance work and cause less outage.

The Board asks whether in 30 years time when the current underground wiring needs replacing is the Council going to stipulate that it become overhead again. The Board considers that wires that are currently underground should remain underground.

The Council should consider underground wiring together with renewal projects in the older residential areas which would fit in with the higher density development and the new streetscape proposals. The Board is aware of young people who consider that underground wiring should be included when street renewal is taking place such as the work being undertaken in relation to the Addington Cluster streets.

Underground wires increase the asset values overall. The Board considers that the Council should pay the top up money to ensure that Orion NZ Ltd can replace with underground wires in order to improve street safety and overall streetscapes.

Further consideration should be given by the Council to placing underground wiring in any trench work which will be undertaken during the roll out of the optic fibre cable to all houses, which has recently been announced by the Government.

The Board considers that this would make an excellent capital works project and should be included in the LTCCP with an appropriate allocation.

**10. Pruning Street Trees**

The Board considers that there is insufficient allocation for street tree pruning. This should be increased to ensure an effective programme of tree pruning.

**11. Waltham Park Memorial Gates – reference page 128 Vol 1**

With regard to the **Waltham War Memorial Gates and Wall**, the Board would like an allocation of financial resources made to ensure that appropriate restoration work is able to be undertaken as the gate is showing signs of movement in the pillars. It is currently subject to a regular monitoring programme. The estimate of cost for restoration is \$150,000.

## **12. Early Learning Centres**

The Board considers that the Council should continue to provide Early Learning Centres for community use in the same manner as they are currently managed. The Board opposes the idea of out sourcing the provision of these services.

The Centres provide for disadvantaged community members and this service should continue to be provided, any out-sourcing would likely give rise to an increase in the current level of fees. At present the Centres are required to provide casual care because it is stipulated as one of the operational conditions. The Centre at Pioneer Stadium means that parents can access short term care while they use the stadium facilities. The Pioneer Centre is rates neutral.

## **13. Christchurch City/Banks Peninsula Costs**

The Board is concerned that these costs cannot be seen separately in the LTCCP. This has implications for transparency for citizens.

## **14. Bike and Climbing Park – Network Planning - Greenspace**

The Board recommends to the Council a design proposal received from Aliam Crozier, a 17 year old student from Cashmere High School for a Bike and Climbing Park design to be built near Pioneer Stadium. Liam has developed a design which was highly praised and considered appropriate by Council staff.

Aliam undertook the design project as part of his scholarship programme for NCEA studies during 2008, during which he was supervised by Council staff. He asked students in the area for input and travelled to Wellington to study similar parks. He presented his design to Board members who were impressed by his efficient and professional manner of working to create a potential attraction for youth within the Spreydon/Heathcote community.

## **15. Social Housing Provision – reference page 35 Vol 1**

The Board commends the Councils' provision of social housing. However the Board considers that given that social housing was paid for by Government grants at the time of its development from the 1930's and not from rates and that outgoings are met by rents, it should not be included in the graph on page 35. The inclusion in this graph serves to swell the level of services actually provided for out of rates. The Board wants social housing to remain and to be enhanced but points out that it should not be a drain on rates.

The Board considers that social housing should be removed from inclusion in the pie graph showing rates being spent on community support at eight percent on page 38 of Volume 1.

## **16 Refuse Minimisation and Disposal – reference page 100 Vol 1**

The Board considers that the withdrawal of refuse collection and recycling services from community organisations such as churches and clubs should be considered as significant by the Council. Alternatively it should at least be subject to a requirement which means that it will be given special consideration because of the significant change in the level of service provision to these volunteer organisations.

The Board urges the Council to consult on this matter as soon as possible with the groups concerned. Residents were told that their "current level of service" would not be changed under the new system, but in this case, this has not eventuated as these organisations have been subject to a reduction in their level of service.

Further the Council already pays to collect rubbish left in parks and other public places by residents who pay rates elsewhere yet now volunteer associations on whose premises people leave rubbish are being required to pay to have the rubbish removed.

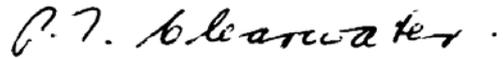
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- 22 -

16 Cont'd.

It should be remembered that it was organisations like the St Martins' Scouts who invented recycling on a practical level when they started the first collections with containers being placed at places like the Beckenham Service Centre. These same organisations of volunteers should not be asked to pay for their recycling and rubbish disposal.

Signed

A handwritten signature in black ink that reads "P. J. Clearwater". The signature is written in a cursive style with a period at the end.

**Phil Clearwater**  
**Chairperson**  
**Spreydon/Heathcote Community Board**

16 April 2009

**1. 5. 2009**

- 23 -

- 10. COMMUNITY BOARD ADVISERS' UPDATE**
- 11. ELECTED MEMBERS' INFORMATION EXCHANGE**
- 12. MEMBERS QUESTIONS UNDER STANDING ORDERS**