

16. 6. 2005

**SPREYDON/HEATHCOTE COMMUNITY BOARD
7 JUNE 2005**

**A meeting of the Spreydon/Heathcote Community Board
was held on Tuesday 7 June 2005 at 5pm**

PRESENT Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett,
Chris Mene, Sue Wells and Megan Woods.

APOLOGIES: Apologies for absence were received and accepted from
Paul de Spa.

Oscar Alpers arrived at 5.10pm and was absent for clauses 1 and 6.

Barry Corbett retired at 6.32pm and was absent for clauses 13 and
14 and part of clause 5.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. YOUTH DEVELOPMENT FUND RECIPIENT REPORT

Tim Norris reported back on his participation in the New Zealand Soccer International Player Development Programme.

2. DEPUTATIONS BY APPOINTMENT

2.1 Chrissie Williams, Enviroschools Facilitator, informed the Board of the Enviroschools programme and which schools in the Spreydon/Heathcote community were participating.

The Board **received** the information and requested that the Parks and Waterways Advocate maintain contact with the Enviroschools project, and advise the Board of constructive steps it could take to develop a partnership.

3. UPDATE OF BOARD FUNDS

The Board **received** an update regarding its 2004/05 Project, Discretionary, SCAP and Youth Development Funds, together with a copy of the Board's Outcomes and Measures.

4. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

The Community Board Principal Adviser updated the Board on current issues, including some Transport and City Streets Unit projects.

It was **resolved** that officers be requested to provide an oral update to the next Board meeting on a request for service regarding night time no stopping restrictions in Colombo Street.

5. BOARD MEMBERS' INFORMATION EXCHANGE

Members were provided with an opportunity to give a brief update on community activities/Council issues, in line with the Board's Objective No. 2 - "To ensure local people's needs are being represented".

16. 6. 2005

Spreydon/Heathcote Community Board 7.6.2005

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

6. CONFIRMATION OF REPORT TO COUNCIL: 17 MAY 2005

It was **resolved** that the report of the Board's meeting of 17 May 2005 be confirmed as a true and accurate record of that meeting.

7. PROPOSED TREE REMOVAL – ANTIGUA RESERVE, BROUGHAM STREET

The Board's approval was sought to remove a poplar tree in Antigua Reserve (adjacent to 157 Brougham Street) together with a semi-mature ash tree and birch tree from the same reserve.

The Board **resolved** to approve the immediate removal of the poplar tree in Antigua Reserve on the basis of health and safety issues.

It was noted that the Board would welcome an opportunity to view a management plan for the future planting of Antigua Reserve.

(Note: Phil Clearwater vacated the chair for this item, and took no part in the discussion or decision-making thereon, when Oscar Alpers temporarily assumed the chair.)

8. SHARP TRUST – APPLICATION FOR FUNDING

The Board was requested to approve an application for funding from the SHARP (Spreydon Holiday, After-school and Recreation Programmes) Trust – from its 2004/2005 Discretionary Fund.

The Board **resolved** to allocate \$2,500 from its 2004/05 Discretionary Fund to SHARP for the purpose of assisting with the cost of staff wages for the "Kids Camp" programme.

9. PORT HILLS ROAD – PROPOSED 'NO STOPPING' RESTRICTION

The Board's approval was sought for the installation of "no stopping" restrictions on the north side of Port Hills Road on a bend opposite the Alderson Avenue intersection.

The Board **resolved** that the stopping of vehicles be prohibited at any time on the northern side of Port Hills Road commencing at a point 24.7 metres in an easterly direction from the Lucienne Place intersection and extending in an easterly direction for a distance of 61.8 metres.

10. SOMERFIELD STREET – PROPOSED "P10" PARKING RESTRICTIONS

The Board's approval was sought for the conversion of an existing taxi stand to a P10 parking restriction on the south-east side of Somerfield Street, south of the Strickland Street intersection.

It was **resolved** that:

1. The taxi stand located on the south-east side of Somerfield Street commencing at a point 45 metres in a south-westerly direction from the Strickland Street intersection and extending in a southerly direction for a distance of 7 metres be removed.
2. The parking of vehicles be restricted to a maximum of 10 minutes at any time on the south-east side of Somerfield Street, commencing at a point 45 metres in a southerly direction from the Strickland Street intersection and extending in a southerly direction for a distance of 7 metres.

11. URBAN DEVELOPMENT STRATEGY

The Board **resolved** to ratify its submission on the Council's Urban Development Strategy as follows:

Business as Usual Option

- Under this option, redevelopment would be minimal.
- Existing cultural and social patterns that arise out of housing locations continue to develop organically.
- Certain sections of housing will be able to retain their character while still being quite close to the city (currently zoned living 1).
- Potentially, there may not be any countryside left around Christchurch, which will impact on everyone.
- Effects on mobility are significant in terms of future traffic congestion and alternatives to driving.
- Green belt concept is not in the City Plan and would be a useful addition in order to protect against development into the countryside and subsequent loss of market gardening/farming land.
- A lot of development to the south west (eg Aidanfield) which will impact on Heathcote River; transport issues, etc.

Option A

- Extra emphasis needs to be put on transport, including light rail.
- Need to look at more infrastructure to support expansion of the city and get people into Christchurch city daily.
- Need to look at expanding transport options further to encompass Ashburton and Timaru, including Darfield and Amberley to the north.
- In terms of redevelopment, care needs to be taken in Waltham, Addington and Sydenham – a lot of bad urban redevelopment has been done in terms of how sections have been subdivided and the consequent impact on residents' quality of life. Local residents are concerned that their urban renewal does not become a synonym for inner city slums.
- A lot more money needs to be budgeted to protect heritage values and some private properties where there are significant heritage features.
- This option is open to the best transport choices, land use and housing choices.
- Uses the least amount of land available – this is a good thing – the best option in terms of retaining a rural belt.
- Natural Environment – water use – if compared to other options it is the best, but a 35% increase in consumption to what we use now is not tolerable.
- Use of grey water should be an option – the document has to dig deeper to say there are ways to reduce or sustain options in terms of water use.

Option B

- This option is more dispersed geographically.
- As homes become older and sea levels rise owing to global warming, it would make sense to move away from at risk areas in terms of liquefaction.
- Support the creation of community "hubs" within the city – this is a strength of the model.
- Transport and cost of congestion – huge amount of money.
- There is a reference to light rail and it should be noted that the spending of \$2 billion on road widening/maintenance to avoid congestion becomes unacceptable.
- Emphasis on light rail as a public transport solution for option B.
- In terms of a projected increase in new housing in the Diamond Harbour area, while some of the population growth might choose to travel via Lyttelton Harbour/Tunnel, the general increase in traffic volume would certainly impact on Dyers Pass Road.
- In terms of natural environment – in particular the Halswell area, more flooding would occur if the area is expanded any further.

Option C

- In terms of a projected increase in new housing in the Diamond Harbour area, while some of the population growth might choose to travel via Lyttelton Harbour/Tunnel, the general increase in traffic volume would certainly impact on Dyers Pass Road.
- This option takes away fertile soils, no agrarian area – would have to bring produce in from elsewhere in the country – this needs to be protected.

16. 6. 2005

Spreydon/Heathcote Community Board 7.6.2005

11 Cont'd

- Biggest problem is with congestion and increased water demand; a lot of development in the south west area and people coming from the Governor's Bay area.
- There would be a loss of identity for the city because it spreads too far afield.

General Comments

- Staff to be congratulated on the format of the document – very user-friendly.
- The strategy has been publicised well with local newspapers.
- In comparing the different options, there are a number of assumptions outlined in the report which are not made clear to the public.

12. SUBMISSION – ENVIRONMENT CANTERBURY'S DRAFT 2005/06 ANNUAL PLAN

The Board **resolved** to ratify its submission to Environment Canterbury's draft 2005/06 Annual Plan as follows:

1. Water Quantity and Quality and Ecosystem

The Board wishes to support "on-the-ground community participation in waterway restoration or enhancement" (p46). The association of Environment Canterbury and Christchurch City Council in establishing the Cashmere Stream Core Group through Manning Intermediate School is a project which should be included in the Annual Plan.

Reasons:

- (a) The project monitors the "health" of the stream including water quality, invertebrate counts, as well as the bird life and plantings around the stream.
- (b) The Group also seeks to raise awareness of issues related to the stream with other groups and other schools.
- (c) The concept of a community action plan for the Cashmere Stream (upper Heathcote) should be developed and supported through the Annual Plan.

2. Air Quality

The Spreydon/Heathcote Community Board supports the start Environment Canterbury has made towards reducing emissions from home heating through the Clean Heat Project (4,300 homes in 2005/06). However, the uptake of the subsidy by people without a Community Services Card has been low and \$12,000 additional expenditure in our view is unlikely to assist. We support any application by Environment Canterbury to Central Government for funding for the Clean Air Project due to Christchurch's particular environmental circumstances.

3. Public Passenger Transport

ECAN should try to ensure through the bus services tendering process that driving city buses may be seen as a worthwhile and adequately rewarded career to assist operators to recruit and retain sufficient numbers of bus drivers and so achieve the target of 95% passenger satisfaction with the services.

The Spreydon/Heathcote Community Board would support an Environment Canterbury application to Central Government for a subsidy for public transport in Christchurch and in Canterbury.

4. Regional Land Transport

We believe that the congestion now being experienced in Auckland (p.40) is already occurring in Christchurch at peak times and planning for appropriate infrastructure is now urgent.

16. 6. 2005

Spreydon/Heathcote Community Board 7.6.2005

12 Cont'd

We would like the targets to include planning for rail not only in the Greater Christchurch area, but also to include again the longer distance destinations of Greymouth, Westport and Hokitika (to the West), Ashburton, Timaru and Dunedin (to the south) and Kaikoura and Picton (to the north)

5. Light Rail

For much of the last century, people in Christchurch mainly cycled, walked, used trains then buses. From the 1960s the private automobile has taken over as a main means of transport. The 1970s saw the development of expressways within and motorways outside Christchurch. However there is no doubt that by the middle of this century the world's oil supplies will be so depleted that the private car will no longer be viable as a means of daily transport.

It makes sense that we should plan now for the long-term reinstatement of the train or light-rail in Greater Christchurch, besides hourly train commuter links to "new towns" such as Rolleston, Kaiapoi and Rangiora.

Future provision of light rail infrastructure requires a minimum of the current resources put into the planning and construction of motorways. The planning needs to be advanced, including planning and designating future routes and acquiring land where necessary.

6. Emergency Management

The Spreydon/Heathcote Community Board supports the efforts of ECan and the Canterbury Civil Defence Emergency Management Group (CDEM).

As local community leaders, Community Boards should be involved in the facilitation of Civil Defence. Ideally Civil Defence should be built into the fabric of our culture before, not after any Civil Emergency.

The Spreydon/Heathcote Community Board could sponsor local seminars in order to develop public awareness and participation.

Formal structures need to be built with the community e.g. Neighbourhood Support Groups, Residents' Associations, school PTA's and Boards of Trustees. Using the analogy of a tree, the local residents and community organisations are like the root structure of a large tree with the Community Board at an important juncture before the tree-trunk of Civil Defence.

7. Waste, hazardous substances and contaminated sites

The Board supports the river management care plan. Regarding pollution prevention, (p42) the Board is eager to be viewed more effectively than it currently is in this regard. ECan's recent public meeting on the Heathcote was very well managed. However Community Boards are at the interface of Christchurch's local authorities and the community. We would like to have a more active role in river management responses involving the community in this important issue.

13. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the draft resolution to exclude the public set out on page 12 of the agenda be adopted.

The meeting concluded at 7.38 pm

CONSIDERED THIS 21ST DAY OF JUNE 2005

**PHIL CLEARWATER
CHAIRPERSON**