

14. 5. 2009

**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.

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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.

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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.

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- (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.

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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.

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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.

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- (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.

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- (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.

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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.

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- (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 1ST DAY OF MAY 2009

**PHIL CLEARWATER
CHAIRPERSON**