

**RICCARTON/WIGRAM COMMUNITY BOARD
TRANSPORT AND GREENSPACE COMMITTEE**

AGENDA

MONDAY 21 SEPTEMBER 2009

AT 2PM

**IN THE BOARDROOM,
SOCKBURN SERVICE CENTRE
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Committee: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

Community Board Adviser

Liz Beaven

Telephone: 941-6501

Email: liz.beaven@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

	PAGE NO	CLAUSE	
PART B	2	1.	APOLOGIES
PART B	2	2.	DEPUTATIONS BY APPOINTMENT
		2.1	Darren Nankivell – Christchurch Speedway Association
		2.2	Athol Hamilton – English Street Traffic Concerns
PART B	2	3.	CORRESPONDENCE
PART B	2	4.	BRIEFINGS
PART A	3	5.	CHRISTCHURCH BOYS' HIGH SCHOOL – VARIABLE SPEED LIMITS
PART C	7	6.	RUAPUNA PARK LIGHTING APPLICATION – CHRISTCHURCH SPEEDWAY ASSOCIATION
PART C	21	7.	POTENTIAL REMOVAL OF SIX BIRCH TREES OUTSIDE 58 AND 60 SOLWAY AVENUE
PART B	32	8.	ELECTED MEMBERS' INFORMATION EXCHANGE

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1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 Darren Nankivell, Christchurch Speedway Association, will discuss the Ruapuna Park Lighting application.

2.2 Athol Hamilton, resident of English Street, will discuss traffic issues within English Street.

3. CORRESPONDENCE

4. BRIEFINGS

5. CHRISTCHURCH BOYS' HIGH SCHOOL – VARIABLE SPEED LIMITS



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jennie Hamilton, Consultation Leader Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to request that the Transport and Greenspace Committee of the Riccarton/Wigram Community Board endorse the installation of a new variable speed limit (40 kilometre per hour (km/h) school zone) on Kahu Road, and that the Board recommends to the Council the approval of a new variable speed limit and its inclusion in the Christchurch City Speed Limits Register.

EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 km/h variable speed limits (known as “school zones”) outside schools according to a prioritisation process. To date 29 schools have benefited from this treatment. The “school zone” will operate on school days, for no more than forty-five minutes in the morning at a time between 8.15am and 8.50am Monday to Friday and between 3.10pm and 3.30pm Monday, Tuesday, Thursday and Friday, and between 2.10pm and 2.30pm Wednesday.
3. Since formalising the Christchurch City Council Speed Limits Bylaw 2005, the Council can resolve to make new variable speed limits. Accordingly, infrastructure for these variable speed limits cannot be commissioned until they have been formally resolved by the Council.

FINANCIAL IMPLICATIONS

4. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
5. The budget for school speed zones in the 2009/10 financial year is \$108,700. Equipment for the zone in Kahu Road was purchased in 2008/09 and there is sufficient funding to install the signage and control box this financial year.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, No. 3459, p. 2051) approving a variable speed limit of 40 km/h in school zones and setting out conditions for those speed limits. A Council resolution is required to implement the speed limit restrictions and traffic management changes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP.
8. This project aligns with the Transport and Greenspace Unit's 'Our Community Plan 2009-2019'.

ALIGNMENT WITH STRATEGIES

9. This project is consistent with key Council strategies including the Road Safety Strategy and the Pedestrian Strategy.

CONSULTATION FULFILMENT

10. Details of the proposed school speed zone (**Attachment 1**) and the planned consultation process were presented to the Riccarton/Wigram Community Board in a memorandum dated 28 May 2009.

5 Cont'd

11. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons that must be consulted before the Council sets a speed limit are:
 - (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed;
 - (b) a territorial authority that is affected by the existing or proposed speed limit;
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit;
 - (d) and the Commissioner of Police;
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated;
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand;
 - (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit;
 - (h) the Director of Land Transport New Zealand.
12. Section 7.1(3) of the Rule provides:
 - (a) A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.
13. The representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, the Secretary of the Taxi Federation and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered affected by the proposed speed limits. No neighbouring road controlling authority is affected. No issues were identified.
14. Eleven property owners and residents adjacent to the proposed static and electronic school zone signs received written information about the preferred location of those signs. They were invited to contact the Council project team with any concerns. As a result of feedback and further site visits by the project team, the southern start/finish point was extended 35 metres on the eastern side of Kahu Road and 68 metres along the Riccarton House frontage on the western side. The project team agreed that motorists needed more warning of pedestrian activity as they travelled along Kahu Road near the intersection with Titoki Street. The extension would still fall within the 500 metre recommended limit for school speed zones and would also improve safety for pedestrians if a planned boundary fence at Riccarton House was built.
15. Two residents expressed reservations about the proposed static end-of-zone sign near their driveway exit opposite the Riccarton House frontage. The project team's traffic engineer Mike Thomson advised that the sign would not impair visibility for residents backing out of driveways. The zone would improve safety for residents by raising motorists' awareness and slowing traffic speeds. Another resident raised concerns about student behaviour but was advised that these matters were outside the scope of the project and should be taken up with the school.

5 Cont'd

16. The amended consultation plan was circulated to 54 residents and property owners in June 2009, and the school community. Three further responses were received. A suggestion that the zone be extended around the Kotare Street corner was not adopted as the overall distance would exceed the 500 metre recommended limit and the signs would be away from the main pedestrian activity. A new restricted speed zone outside the Straven Road entrance to the school was not considered a priority as gaps in the traffic are currently created by nearby traffic and pedestrian lights. Another resident asked that a street tree be removed because it obscured vision. This was considered outside the scope of this project. So too were a number of other issues raised including the location of a power pole and a request for a formal pedestrian crossing point.
17. Christchurch Boys' High School administrators have been informed of the proposed variable speed limits and support the installation of a variable speed limit outside their school. Information about the proposed speed zone was posted out with newsletters to all the families of children attending the school.
18. The eight respondents were sent a notice outlining the project team's responses to their suggestions and concerns. They were also advised of the Community Board meeting dates and advised they should contact the Board Adviser if they wished to seek speaking rights.

STAFF RECOMMENDATION

It is recommended that the Transport and Greenspace Committee recommends that the Riccarton/Wigram Community Board recommends that the Council approves:

- (a) The installation of a variable speed limit of 40 km/h on Kahu Road (school zone) in accordance with Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.
- (b) That pursuant of Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005 a variable speed limit of 40 km/h apply on Kahu Road, commencing at a point 44 metres north-west of Titoki Street and extending in a north-westerly direction along Kahu Road, for a distance of 348 metres. The variable speed limit of 40 km/h is to apply on school days, for no more than forty-five minutes in the morning at a time between 8.15am and 8.50am Monday to Friday and between 3.10pm and 3.30pm Monday, Tuesday, Thursday and Friday, and between 2.10pm and 2.30pm Wednesday.
- (c) That the abovementioned variable speed limit shall come into force on the date of adoption of the Council's resolution, and will be enforceable following the installation of the variable speed limit signage as per the Land Transport Rule: Traffic Control devices 2004 and New Zealand Transport Agency Traffic Note 37: 40 km/h variable speed limits in school zones - Guidelines.

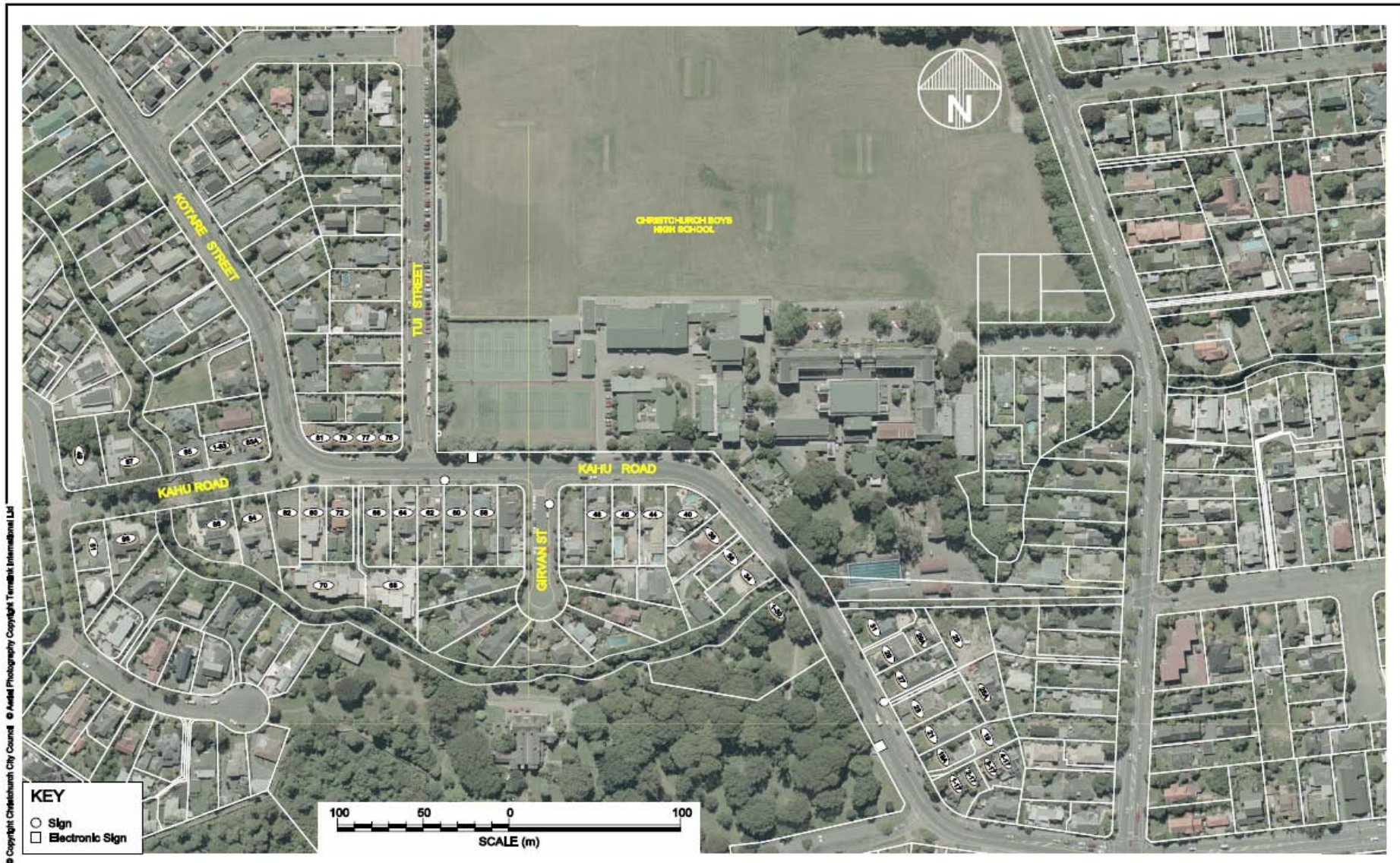
THE OPTIONS

19. There are two options; the preferred option is to install a temporary 40 km/h speed limit using electronic and static signage that operates during the daily opening and closing periods of Christchurch Boys' High School. The other option is to maintain the status quo.

ASSESSMENT OF OPTIONS

The Preferred Option

20. Using the School Zone prioritisation criteria, Christchurch Boys' High School ranked second in the present school prioritisation.



KAHURANGI ROAD SCHOOL ZONE - CHRISTCHURCH BOYS HIGH SCHOOL

Original Plan Size: A3
ISSUE.1 28/04/09
TG102001 DLM 500881

6. RUAPUNA PARK LIGHTING APPLICATION – CHRISTCHURCH SPEEDWAY ASSOCIATION

General Manager responsible:	General Manager City Environment, DD1 941 8608
Officer responsible:	Transport and Greenspace Manager,
Author:	Tara Smith, Consultation Leader Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Transport and Greenspace Committee's recommendation to the Riccarton/Wigram Community Board to support the Christchurch Speedway Association Incorporated's application to install two lighting towers in the pit area at their track at Ruapuna Park, prior to the Transport and Greenspace Manager granting approval under his delegated authority.
2. The report also seeks retrospective "Landowners" consent for two existing lighting towers installed in the car park at Ruapuna Park that the Riccarton/Wigram Community Board funded in December 2007.

EXECUTIVE SUMMARY

3. The Christchurch Speedway Association was established to develop the sport of speedway, by encouraging young people into a sport where they can direct their energies and build their self confidence. The Christchurch Speedway Association is also involved in the training of competitors. The organisation predominantly consists of volunteers who contribute many hours of volunteer time to keep the facility up to the required standard.
4. The Christchurch Speedway is used by various community groups throughout the year who are required to operate within the Speedway New Zealand Safety regulations. The Christchurch Speedway Association is required to supply lighting in their pits for night meets. This lighting is a safety requirement for the protection of competitors, pit crew, and drivers, to minimise the hazard of cars driving through the pits.
5. The Christchurch Speedway Association have previously hired two lighting towers for these night meets at considerable expense. These lighting towers are located in the pit area which is at the west end of the stadium. The nearest residential housing being approximately 1.6 kilometres away from this area (**refer Attachments 1 and 2**).
6. The Christchurch Speedway Association have approximately 14 night meetings per year, these run from 7.00pm until around 10.00pm.
7. Transport and Greenspace Unit staff have been in close contact with the Club about their proposal and are comfortable with it. Staff acknowledge the Club's need for lighting of the pit area for safety reasons and believe that their application is justified.
8. Landowners' permission and building consent was not applied for prior to the construction of the two existing lighting towers, which are already built in the existing car park (**refer Attachment 4**). Transport and Greenspace Unit and Environmental Policy and Approvals Unit staff have no issue with these lights which have been installed from a health and safety perspective. The Team Leader for the Civic Building Team has reviewed these existing lighting towers, and would have granted the Christchurch Speedway Association a building consent exemption if one had been applied for under his delegated authority from the Council.

FINANCIAL IMPLICATIONS

9. There are no financial implications to the Council with the proposed lighting installation. All costs associated with the installation and ongoing maintenance of the lights and towers are the responsibility of Christchurch Speedway Association (**refer Attachment 3**). The only cost to the Council will be in staff time spent preparing this report and monitoring the developments as they occur on the site to ensure they are installed as per the conditions of approval. These costs are covered within any necessary consent fees or existing operational staff budgets.

6 Cont'd

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. The recommendations will have no impact upon the 2009-19 LTCCP budgets.

LEGAL CONSIDERATIONS

11. Ruapuna Park is a large sports park of more than 52 hectares situated in the suburb of Templeton in the southwest quadrant of the city. The park is zoned as Open Space 3.
12. Building consent will not be required before onsite construction commences as the lighting towers are seven metres high, which is below the height where a building consent is required.
13. The Transport and Greenspace Manager has delegated authority from the Council (23 October 1996) to approve applications for sports-lighting on sports parks subject to necessary Resource and Building Consents being obtained, and consultation with the appropriate Community Board.
14. The lights will be owned and operated by the Christchurch Speedway Association.
15. The Council has delegated authority to the Building Control Manager, the Civic Building Team Leader, the Senior Building Control Engineer or each Area Development Officer to be the principal administrative officer of the Council, for the purposes of Sections 77 and 83 of the Building Act 2004 (28.4.05).

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

16. Yes – see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. LTCCP: Parks, Open Spaces and Waterways – page 120.

Sports Parks – provide leased space for clubs to develop sports facilities.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

18. Yes – see above.

ALIGNMENT WITH STRATEGIES

19. This application is in alignment with the Council's Recreation and Sport Strategy.

Do the recommendations align with the Council's strategies?

20. Yes –see above.

CONSULTATION FULFILMENT

21. No consultation is required as there are no residential properties that will be affected by this proposal. Night meetings have been taking place without any issues with regard to lighting the Christchurch Speedway Association have been hiring for this purpose. All the proposed work will be undertaken and contained within the club's existing leased area.

6 Cont'd

STAFF RECOMMENDATION

That the Riccarton/Wigram Transport and Greenspace Committee recommend that the Riccarton/Wigram Community Board:

- (a) Support the approval by the Transport and Greenspace Manager for the Christchurch Speedway Association's application to install two lighting towers subject to the following conditions:
 - (i) That the Christchurch Speedway Association is to obtain the necessary resource and building Consents, if required, at their expense before commencing installation of the lighting system on the park.
 - (ii) That the Christchurch Speedway Association be responsible for providing "as built" plans of all existing services (electricity, telecommunication, sewerage, storm water, high pressure water supply, and irrigation) presently laid underground in the park.
 - (iii) That the Christchurch Speedway Association being required to deposit scaled plans, showing the lighting poles and cable layout in the park, as built, within two months of the work being completed with the Area Contracts Manager – Sockburn Service Centre.
 - (iv) That the Christchurch Speedway Association be responsible for all costs associated with the installation and maintenance and operation of the lighting system.
 - (v) That the Christchurch Speedway Association applicant being responsible for ensuring that the lighting system is maintained in a safe and tidy condition at all times.
 - (vi) That the lights are not operated after 10.30pm.
 - (vii) That the area is restored to its previous condition following the completion of the work to the satisfaction of the Council.
 - (viii) That approval will lapse if the development is not completed within two years of the application being approved.
- (b) Support the retrospective landowner approval for the existing lighting that has already been installed in the public car park at Ruapuna Park.

BACKGROUND (THE ISSUES)

- 22. At the Riccarton/Wigram Community Board meeting held on 4 December 2007, the Board resolved to allocate from its 2007/08 Discretionary Funds \$7,500 to the Christchurch Speedway Association for the installation of lighting in the public car park area at their Speedway in Ruapuna Park.
- 23. The reason for granting the funding towards the lighting installation was so that the Christchurch Speedway Association could address the safety issues within the public car park. The aim of the lighting was to make the car park area more visible and therefore safer.
- 24. When the application for funding at the 4 December 2007 meeting was considered by the Riccarton/Wigram Community Board, formal support for the lighting installation was not requested within that report or within any separate report.

THE OBJECTIVES

- 25. To determine the Board's view regarding Christchurch Speedway Association Incorporated's application to install two lighting towers in the pit area at the Christchurch Speedway track at Ruapuna Park

6 Cont'd

26. To determine the Board's view regarding the already existing two lighting towers installed in the car park at Ruapuna Park that the Riccarton/Wigram Community Board funded in December 2007. These were installed without formally seeking the Community Board's view or the Transport and Greenspace Manager's authority prior to requesting funding.

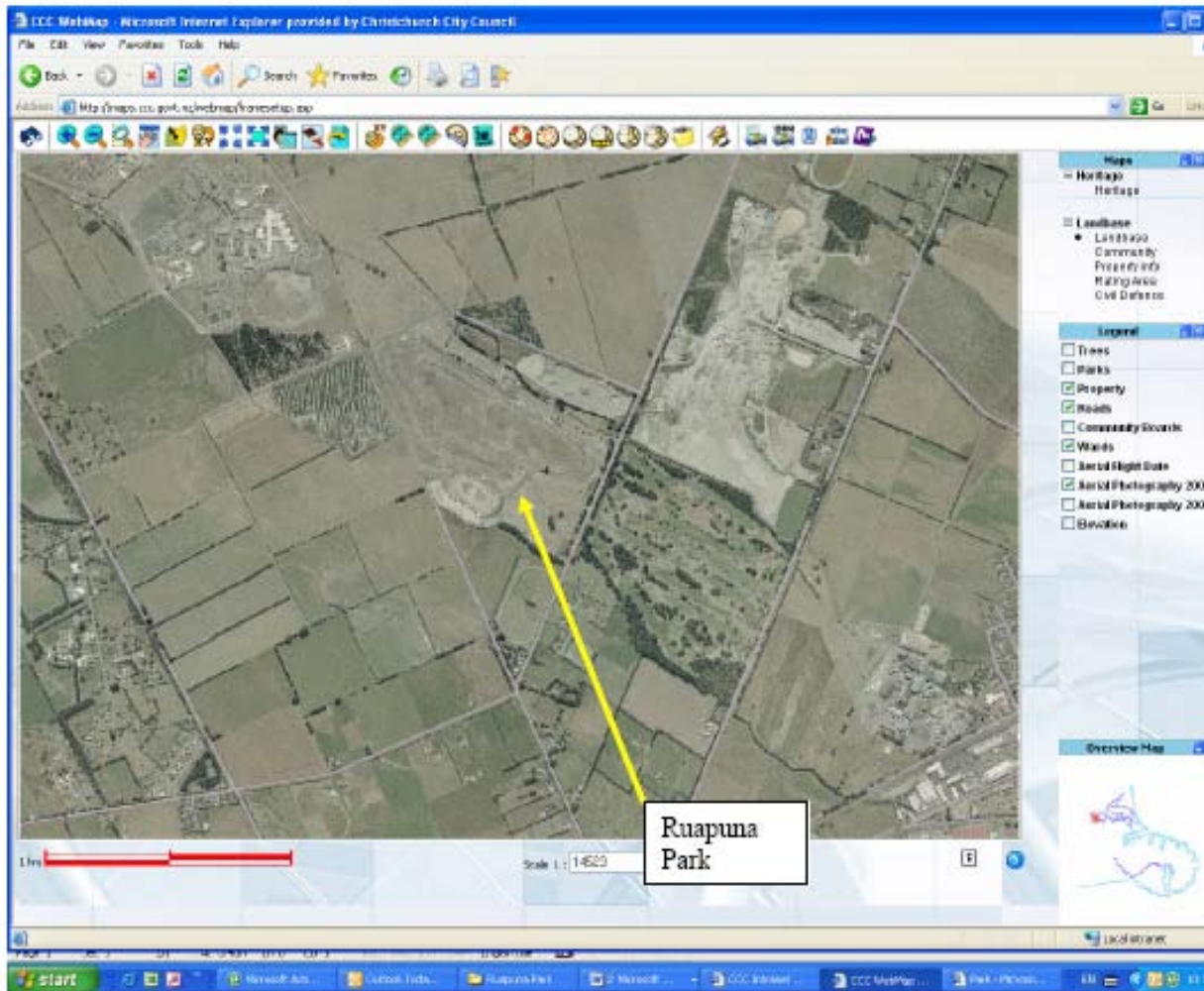
THE OPTIONS

27. To support approval for the application for the lighting in the pit area at Ruapuna Park for the Christchurch Speedway Association, subject to specific conditions, thereby allowing Christchurch Speedway to meet the Speedway New Zealand safety regulations.
28. To support the retrospective landowner approval for the two existing lighting towers installed in the car park at Ruapuna Park, therefore continuing to allow the Association to provide a visible and safe public car park for its patrons.
29. Not support the lighting application for two lighting towers for the pit area, which will mean that the Christchurch Speedway will instead have to continue to hire lighting for the pit area in order to meet safety requirements, which will become an ongoing drain on the finances of the club.
30. Not support the retrospective landowner approval for the two existing lighting towers that were installed with funding assisted by the Riccarton/Wigram Community Board in December 2007. This may mean that if the Transport and Greenspace Manager decides not to support the existing lighting that this lighting may need to be removed from the site at a cost to the Christchurch Speedway Association.

PREFERRED OPTIONS

31. To support approval for the application for lighting in the pit area at Ruapuna Park for the Christchurch Speedway Association, subject to specific conditions, thereby allowing the Association to meet the Speedway New Zealand safety regulations on a permanent basis.
32. To support the retrospective landowner approval for the two existing two lighting towers installed in the car park at Ruapuna Park, thereby continuing to allow the Association to provide a visible and safe public car park for its patrons.

RUAPUNA PARK – Location image from WebMap



Ruapuna Park is located along Hasketts Road in Templeton.

RUAPUNA PARK - Christchurch Speedway Association, proposed location of pit lighting.



26 Aug 08 06:03p

Willies Electrical Ltd

03 9859809

p. 1

26 August 2008

Ruapuna Speedway
Hasketts Rd
Templeton

Updated pricing for new lighting poles

Pit Area

To install neutral screen cables from the existing pole in the pit area to two new poles in the grassed area on 35 meters to north of the existing and a second pole a further 35 meters to north of the first installed pole.

To supply and install two new Spunlite 6 metre poles each with 4 x 400watt metal halide floodlights mounted on them.

Price \$12438.00 (G.S.T.)

The above price does not include any trenching, sand for the trench, digging of holes for poles, backfill, backfilling, or lifting equipment or cherry pickers.
All the above tasks to be provided by Ruapuna Speedway.

The above price is valid for 20 days and after that any increases will be passed on.

I thank you for the opportunity to present this price and look forward to receiving your instruction.

Yours sincerely

Willie Newman

JACE ELECTRICAL SERVICES LTD

25 August 2008

Quote #: 1032

QUOTE

Ruapuna Speedway Pit Area Lighting Proposal

Jace electrical services have pleasure in submitting this price for the above contract

- 1. Supply and Installation of two spotlight lighting poles, Complete with four light crossarms to fit new lights.
- 2. Supply and installation of 16mm 3 core neutral screen XLPE cabling from existing pole in pit area to new poles
- 3. Supply and installation of 8 400w metal halide floodlights

Exclusions

No allowance has been made for trenching or cutting of chases across asphalt and concrete for lighting cables

No allowance has been made for cherry picker. Speedway to supply.

Speedway to do all trenching work as discussed

These items to be done by Speedway

\$10,984.10+GST

Installation of ducting from existing light pole in pit area to new poles

Allowance has been made for 1 100mm duct, 1 50mm duct

\$3,355.45+GST

All work for these ducts to be done by Speedway

Terms and conditions: This quote is valid for 30 days from date specified. Jace Electrical Services Ltd reserve the right to pass on any price increases that occur after the 30 day period.

Account is due on completion of work upon receipt.

Progress payments will apply where the installation is expected to exceed 20 consecutive days. An overdue account will incur Penalty interest at the rate of 5% per month. Clear title to the goods remains the property of Jace Electrical Services Ltd until account is paid in full.

Pursuant to the Fair Trading act 1986 we reserve the right to pass on all or any costs, disbursements or charges for collection that may incur from time to time should this account become delinquent or outside our trading terms and conditions.

Quotation is conditional on acceptance of the terms and conditions as set out above

Name Date

Signed

CONTACT

8 Borticelli Mews Rolleston
 Home phone/fax (03) 365-4035
 Cellular phone: 0273554334
 Email: www.jaceelectrical@xtra.co.nz

seeing things in a better light

Tango floodlights

The Tango floodlight series

- Better light with fewer luminaires
- Easy installation and maintenance
- Built to last

 **PHILIPS**

Let's make things better.

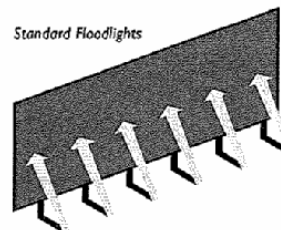
Tango floodlights

Introducing Philips Tango floodlights, a sophisticated series with the power to produce better light while using fewer luminaires. This ensures savings in both cost and energy consumption.

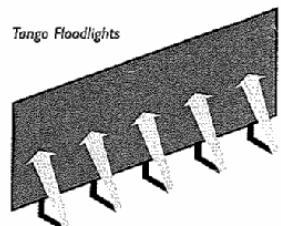
In addition, the Tango floodlights enjoy long-life and are easy to install and maintain.

15% fewer luminaires

Standard Floodlights



Tango Floodlights



Philips' Tango for billboard lighting



Optimal billboard lighting is essential in order for the billboard message to be communicated quickly and effectively to an audience which is constantly mobile. To achieve this, Tango optics provide intense and wide light distribution. This not only allows for optimal and uniform lighting but is also easily ensured with the use of 15% fewer luminaires!

Maintenance of billboard lighting is a difficult task. Hence, to make this task easy, the Tango floodlight series is manufactured with high degree of protection, safeguarding against dust and water entering the luminaires. This means there is no need for frequent cleaning. Also, its control gear makes for easy luminaire installation and replacement.

With the use of quality materials and components, the Tango floodlights are ensured a long and trouble-free life span.

Philips' Tango for facade lighting



Good facade lighting enhances the texture, lines and the overall beauty of buildings. It greatly influences how we view and appreciate a structure by night. Facade lighting should reveal natural colours and blend with the structure's appearance.

The Philips' Tango series enhances architecture by offering optimal light distribution - an essential feature for good facade lighting. Also, these luminaires are unobtrusive, thanks to their compact and elegant design, and can be integrated into any environment. The Tango range is suitable for SON-T and HPI-T lamps, lending more possibilities to create different colour effects.

Built to last

Tango's IP 65 housing is made of low copper and high grade aluminium, which is able to withstand corrosion. The front glass is toughened for safety.



Compact and elegant

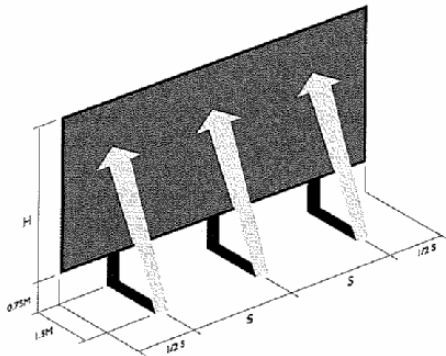
Tango's sleek curves, elegant design and compact dimensions make these lights capable of blending into any environment.

Easy installation and maintenance

Tango can be easily installed onto walls, poles or to concrete bases in the ground. Its simple electrical connection also offers reliability. Replacement of lamps and gears is extremely convenient - just remove the four clips which seal the glass to its housing. The two clips at the bottom help secure the glass during maintenance procedures.

Application guide

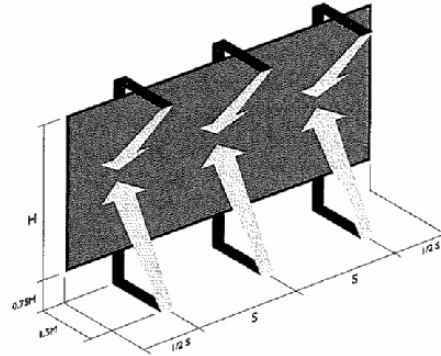
Luminaire arrangement from below the billboard



Number of luminaires required

Width	4m	6m	8m	10m	12m	14m	16m
Height 4m	3	3	4	5	5	6	7
6m	4	5	5	6	7	8	9
8m	5	8	8	10	10	12	12

Luminaire arrangement from below and above the billboard

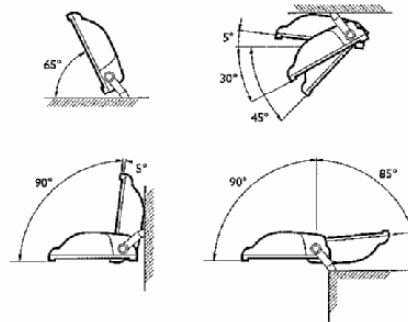
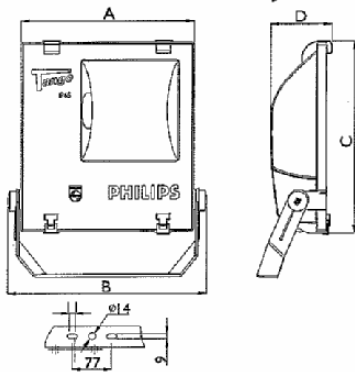


Number of luminaires required

Width	4m	6m	8m	10m	12m	14m	16m
Height 8m	4	6	6	8	8	10	10
10m	6	6	8	8	10	10	12

Notes: Lighting level = 750 lux with HPI-T 400W lamp and 400 lux with HPI-T 250W lamp
 S = Spacing between two luminaires

Dimensional sketches and adjustment possibilities



	A	B	C	D
S/MMF283	340	390	372	120
S/MMF383	424	470	463	137

Measurements in mm

Ordering data

	Lamp	Net Weight (kg)	Dimensions (mm)	Quantity per box	Ordering number
SMF 383/250	SON-T 250W	12.4	330x385x375	1	9104 016 04780
SMF 383/400	SON-T 400W	14.4	330x385x375	1	9104 016 04880
MMF 383/250	HPI-T 250W	11.8	330x385x375	1	9104 016 04980
MMF 383/400	HPI-T 400W	12.8	330x385x375	1	9104 016 05080
SMF 283/70	SON-T PLUS 70W	7.8	500x400x160	1	9104 019 68980
SMF 283/100	SON-T PLUS 100W	8.0	500x400x160	1	9104 019 69080
SMF 283/150	SON-T PLUS 150W	8.8	500x400x160	1	9104 019 69180
MMF 283/70	MHN-TD 70W	7.8	500x400x160	1	9104 016 30380
MMF 283/150	MHN-TD 150W	8.6	500x400x160	1	9104 016 30480

Specifications subject to modification

Let's make things better



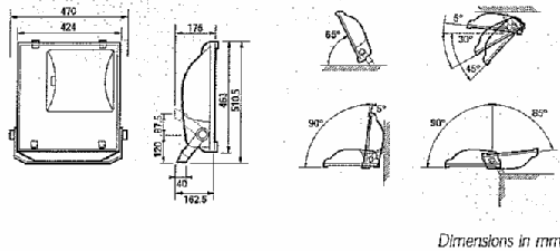
PHILIPS

Floodlighting

Tango 3



M/SMF 383



Tango 3 (M/SMF 383)
 Compact, sturdy floodlight complete with integral gear, particularly suited for surface lighting using metal halide or high-pressure sodium lamps. All-weather construction designed for simple cleaning and speedy servicing.

Classifications
 IP 65
 Class I
 Complies with IEC 598

Main applications
 - Billboards lighting
 - Lighting of building facades

- Features**
- High-grade symmetrical reflector projects a highly efficient light beam.
 - Wall, ceiling and surface mountings with wide ranges of adjustment for both down- and up lighting.
 - Quick, easy access to lamp and gear, without affecting beam adjustment, through hinged front window with quick-release clips.
 - Housing dustproof and jetproof; no internal cleaning required.
 - Available with SON-T-250-400W and HPI-T-250-400W lamps

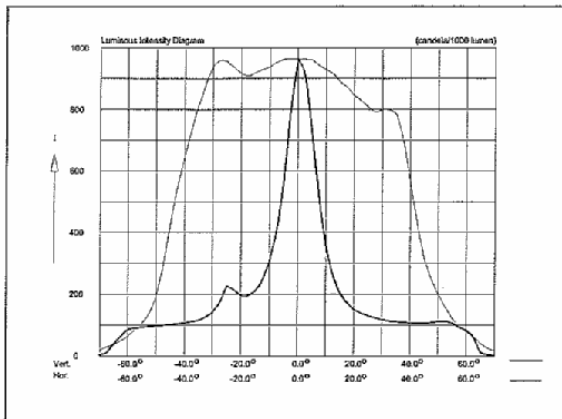
Materials and finish
 Non-corrosive, high-pressure diecast aluminum housing with low copper content and high-grade black finish; high-purity aluminum reflector with smooth surface; toughened glass; silicone rubber seal; hot-dipped galvanized steel mounting bracket; all external fixings in stainless steel.

Installation and mounting
 Universal mounting bracket allows ceiling, wall or surface mounting.
 Cable entry via cable gland.
 Front glass with quick-release hinge-clips for in-position lamp replacement.

Options
 Available in white upon request.

Type	Lamp	Net Wt. (kg)	Packing dimensions (mm)	Qty per box	Ordering number
SMF 383/250	SON-T 250W	12.4	330 x 385 x 375	1	9104 016 4780
SMF 383/400	SON-T 400W	14.4	330 x 385 x 375	1	9104 016 4850
MMF 383/250	HPI-T 250W	11.8	330 x 385 x 375	1	9104 016 4980
MMF 383/400	HPI-T 400W	12.8	330 x 385 x 375	1	9104 016 5080

Standard execution in 220 volts, 50 Hz



PHILIPS

CHRISTCHURCH SPEEDWAY ASSOCIATION – Photos of lighting poles already installed in the public car park at Ruapuna Park.



7. POTENTIAL REMOVAL OF SIX BIRCH TREES OUTSIDE 58 AND 60 SOLWAY AVENUE

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace Unit
Author:	Jonathan Hansen, Arborist Transport and Greenspace Tara Smith, Consultation Leader Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board on the potential removal of six Birch trees located outside 58 and 60 Solway Avenue in Avonhead (refer Attachment 1 and 2).

EXECUTIVE SUMMARY

2. Council has received ongoing feedback regarding the future of these trees. The issues revolve around the dropping of seeds, leaves and twigs and health concerns.
3. The trees are all in fair condition for their species and make a significant contribution to the landscape of Solway Avenue.
4. An arboricultural assessment was carried out to evaluate the health, condition, value and hazard rating of these trees.
5. In summary there are currently no health and safety concerns associated with these trees which would warrant the Council to initiate their removal.
6. Council staff do anticipate that there may be a number of management issues in the distant future in relation to the Birch trees in Solway Avenue. However, any tree removals initiated by Council staff would be in relation to health and safety or infrastructural damage.

FINANCIAL IMPLICATIONS

7. The cost to remove and replace the existing six trees with PB95 grade trees is estimated at \$4,192.02.
8. The STEM evaluation for each tree from south to north is 72 (\$7,700), 72 (\$7,700), 66 (\$7,100), 72 (\$7,700), 60 (\$6,500) and 72 (\$7,700). This is a collective total of \$44,400.

- (a) *STEM (A Standard Tree Evaluation Method) is the New Zealand national arboricultural industry standard for evaluating and valuing amenity trees by assessing their condition and contribution to amenity along with other distinguishable attributes such as stature, historic or scientific significance.*

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Removing and replacing the trees without obtaining reimbursement from the applicant is inconsistent with the current LTCCP as funding has not been allocated in the Transport and Greenspace Unit tree maintenance budget for the removal of structurally sound and healthy trees that are not causing health and safety problems or infrastructure problems.
10. Obtaining reimbursement from the applicant to remove and replace structurally sound and healthy trees is consistent with the current LTCCP.

LEGAL CONSIDERATIONS

11. The Greenspace Manager has the following delegation with respect to trees:

"In consultation with any other units affected and the relevant Community Board, authorise the planting or removal of trees from any reserve or other property under the Manager's control".

7 Cont'd

12. While the Transport and Greenspace Manager has the delegation to remove the Birch trees, current practice is that in most cases requests to remove healthy and structurally sound trees are placed before the appropriate Community Board for a decision.
13. Under the delegations to Community Boards, the Board has the authority to “plant, maintain and remove trees on reserves, parks and roads” under the control of the Council within the policy set by the Council.
14. Protected street trees can only be removed by a successful application under the Resource Management Act. These trees are not listed as protected under the provision of the Christchurch City Plan.
15. The following City Plan Policies may be of some benefit when considering the options:

Volume 2: Section 4 City Identity

4.2.1 Policy: Tree Cover

To promote amenity values in the urban area by maintaining and enhancing the tree cover present in the City.

Tree cover and vegetation make an important contribution to amenity values in the City. Through the redevelopment of sites, existing vegetation is often lost and not replaced. The City Plan protects those trees identified as “heritage” or “notable” and the subdivision process protects other trees which are considered to be “significant”. The highest degree of protection applies to heritage trees.

Because Christchurch is largely built on a flat plain, trees and shrubs play an important role in creating relief, contributing to visual amenity and attracting native birds.

The amount of private open space available for new planting and to retain existing trees is influenced by rules concerning building density and setback from boundaries. The rules do not require new planting for residential development but landscaping is required in business zones.

4.2.2 Policy: Garden City

To recognise and promote the “Garden City” identity, heritage and character of Christchurch.

A key aspect of achieving this policy will be maintaining and extending environments and vegetation types which compliment this image. A broad range of matters influence and contribute to this image, including the following:

- tree-lined streets and avenues.
- parks and developed areas of open space.

14.3.2 Policy: “Garden City” image identity

To acknowledge and promote the “Garden City” identity of the City by protecting, maintaining and extending planting which compliments this image.

Volume 3: Part 8 Special Purpose Zone

14.3.5 Street Trees

Nearly half the length of streets within the city contains street trees, but the presence of very high quality street trees which add considerable presence to streets and neighbourhoods is confined to a relatively small proportion of the road network. These streets add particular character and amenity of the city, either in the form of avenues which form points into the city, or an important part of the local character of particular streets.

7 Cont'd

16. An application to prune or remove the tree may be made to the District Court under The Property Law Amendment Act 1975.
17. The District Court can order the pruning or removal of a tree under the Property Law Amendment Act 1975.
18. Any work carried out in relation to these Birch trees is to be completed by a Council approved contractor.

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

19. Yes, as per above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

20. LTCCP 2009-19:

Streets and Transport – Pg. 77

- (a) Governance – By enabling the community to participate in decision making through consultation on plans and projects.
 - (b) City Development – By providing a well-designed, efficient transport system and attractive street landscapes.
21. Funding is available in the Transport and Greenspace Unit Street Tree Capital Renewals budget for the removal and replacement of trees which are no longer appropriate species or no longer appropriate in their current position.
 22. Retention of the trees is consistent with the Activity Management Plan provided the trees are structurally sound and healthy.
 23. Removal and replacement of the trees is consistent with the Activity Management Plan.
 24. Removing and not replacing the trees is not consistent with the Activity Management Plan.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

25. Yes, as per above.

ALIGNMENT WITH STRATEGIES

26. Removing and replacing the trees would be consistent with the following strategies:
 - (a) Biodiversity Strategy.
 - (b) Christchurch Urban Design Vision.
 - (c) Garden City Image as per the City Plan.
27. There is currently no policy for the pruning or removing of trees in public places. A draft Tree Policy is being worked on.

Do the recommendations align with the Council's strategies?

28. Yes, as per above.

7 Cont'd

CONSULTATION FULFILMENT

29. The consultation on the potential removal of these trees was carried out in June 2009. A letter and a questionnaire were sent to 23 residents surrounding the area of the Birch trees (**refer Attachment 3**).
30. Residents were asked whether they support or do not support the removal of the six Birch trees.
31. Eighteen submissions were received in reply. Fourteen (78 percent) did support the removal of the six Birch trees, four (22 percent) did NOT support the removal of the six Birch trees (**refer Attachment 4**).
32. In summary those who did support the removal of the trees had issues with the leaves falling onto their properties blocking guttering and blocking street guttering. There were also concerns over the health issues relating to allergies from the trees. Those who did NOT support the tree removals had concerns over the loss of a green break within this street and the loss of street ambiance.
33. As a result of the consultation there were also further requests for tree removals in Solway Avenue. These requests total a further five trees. Of these trees four are Birch trees and one is a Ribbonwood.
34. The University of Canterbury College of Education directly across the road still has a large number of Birch trees located on it, as does Solway Avenue itself. Therefore if these six Birch trees are removed there will still be a significant number of Birch trees in the immediate area.
35. Those who responded to the questionnaire were also advised of the decision making process and how they could be involved (**refer Attachment 5 and 6**).

Options

36. Decline the request to remove the Birch trees outside numbers 58 and 60 Solway Avenue and that the trees continue to be maintained to internationally recognised and accepted arboricultural practices, standards and procedures.
37. Remove and replace the Birch trees. Costs of \$4,192.02 are to be borne by the applicant. All work is to be carried out by an approved Council tree contractor.

STAFF RECOMMENDATION

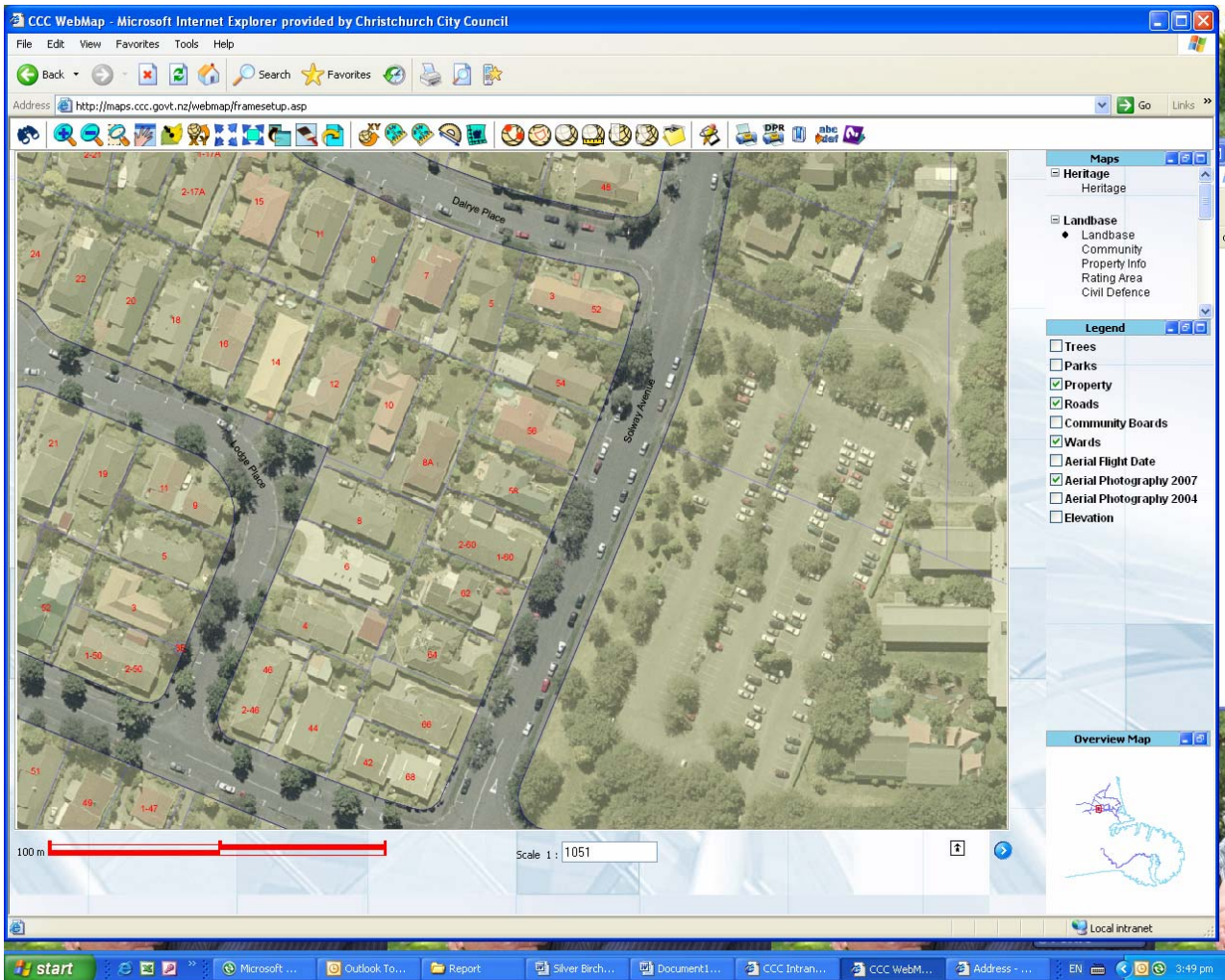
It is recommended that the Committee recommend the Board to:

- (a) decline the request to remove the six Birch trees from outside numbers 58 and 60 Solway Avenue; and
- (b) undertake some pruning on these trees in an attempt to alleviate some of the debris issues; and
- (c) continue to maintain the trees to internationally recognised and accepted arboricultural standards, practices and procedures.

Images of Silver Birch Trees outside 58 and 60 Solway Avenue:



WebMap Image of Solway Avenue:



12 June 2009

To the occupier

CHRISTCHURCH

Dear Sir/Madam

Re: Silver Birch Trees outside 58 and 60 Solway Avenue

The Christchurch City Council has received correspondence raising issues regarding six Silver Birch trees located outside 58 and 60 Solway Avenue in Avonhead. And a request has been made to have these six Silver Birch trees removed.

An Arborist has assessed these particular trees and confirmed that there are currently no major health and safety concerns associated with these trees which would warrant the Council to initiate their removal.

Part of the reporting process is therefore to gain feedback from local residents on the proposal of the possible removal of these six Silver Birch trees. This feedback is valuable to us in ascertaining the feeling of the local community prior to any decision being made. This information, along with the above tree assessment will then make up the report to be presented to the Riccarton/Wigram Community Board, who has delegated authority to make the final decision.

Your feedback is very important to us so I would appreciate it if you could indicate your preferred option on the attached questionnaire and return it in the prepaid envelope by **Friday 26 June 2009**.

Should you have any questions or wish to discuss this proposal, please feel free to contact me at the Sockburn Service Centre, phone 941 6510.

Thank you for taking the time to fill out the questionnaire.

Yours sincerely



Tara Smith
Consultation Leader – Greenspace

REPLY FORM PROPOSED REMOVAL OF SIX SILVER BIRCH TREES OUTSIDE 58 AND 60 SOLWAY AVENUE



I/we support the removal of the Silver Birch trees

I/we do not support the removal of the Silver Birch trees

Additional comments

.....
.....
.....
.....
.....

NAME.....

ADDRESS.....

PHONE.....

THANK YOU FOR YOUR FEEDBACK

Please return by Friday 26 June 2009 to Tara Smith, Consultation Leader, Sockburn Service Centre, PO Box 11 011, Sockburn, Christchurch

Privacy Act: The Capital Development Unit of the Christchurch City Council wishes to collect the personal information requested above for the purposes of communicating with you in regard to the development of open space. Providing this information is not compulsory. The information will be held by the Capital Development Unit and may be shared with other Council Units for the purpose of contacting you on related Council matters. You have the right to access and correct this information.

SOLWAY AVENUE POTENTIAL SILVER BIRCH TREE REMOVALS Consultation Summary

The consultation on this project was carried out in June 2009 and sent to 23 residents around the immediate perimeter of the Silver Birch trees opposite 58 and 60 Solway Avenue. There was a 78% response rate with 18 questionnaires returned.

Submitters were asked whether they support or do not support the removal of the six Silver Birch trees.

Silver Birch Tree Removal	Number of Responses	Percentage
<i>Yes – I support the removal of the six Silver Birch trees</i>	14	78 %
<i>No – I do NOT support the removal of the six Silver Birch trees</i>	4	22 %

While these figures indicate strong support for the Silver Birch trees to be removed, the following issues were also identified:

- Residents who support the removal of the trees are concerned with the litter caused by these trees
 “My guttering is constantly full of debris from these trees”
 “Make an awful mess. Cause blockage in the gutters”
 “Leaves from the silver birch trees block roof gutters, and street gutters in autumn/winter”
 “block up guttering, takes long time for all leaves to drop”
- Residents who support the removal of the tree are also concerned with allergies from the Silver Birch trees
 “I have had nothing but hay fever since I moved in, made worse by sweeping up the mess created by these trees”
 “Messy and cause hay fever”
 “Have read of medical problems with these kind of trees”.
- Some residents also requested the removal of further trees in Solway Avenue
 “The tree in front of my gate was replaced some years ago by a variety I do not know the name of, however, I would also be happy to see the last of it”
 “Please remove the 2 outside my house also”
 “Please remove the ones outside * Solway also”
 “We would also like to remove the two outside the property of * Solway”.
- Residents who did NOT support the removal of the trees are concerned about the look of the street
 “I consider the trees add to the ambience of the street. It also gives a green break from the College of Education”.

* street number removed for privacy reasons

8 July 2009

CHRISTCHURCH

Dear Sir/Madam

Re: Silver Birch Trees outside 58 and 60 Solway Avenue

Thank you for responding to my questionnaire of 12 June 2009 regarding the removal of the six Silver Birch trees outside 58 and 60 Solway Avenue in Avonhead.

Results from the consultation were as follows:

- 23 households received the questionnaire
- 18 responded
- 14 were in support of the removal of these trees
- 4 were not in support of the removal of these trees

Both the consultation information and the arboricultural assessment will be included in a report in relation to these trees. This report will then be first heard by the Riccarton/Wigram Environment Committee. This committee will then make a recommendation to the Riccarton/Wigram Community Board who then have delegated authority to make a final decision on the future of these trees. Details of the Riccarton/Wigram Environment Committee meeting are:

*Monday 24 August 2009
9.30 am
The Boardroom (upstairs)
Sockburn Service Centre
149 Main South Road*

The next Riccarton/Wigram Community Board meeting after this Environment Committee Meeting, where the final decision on these trees will be made, is Tuesday 1 September, 5pm, Sockburn Service Centre.

These meetings are both public meetings and you are more than welcome to attend. Anyone wishing to speak at either meeting (you are only able to speak at one of these meetings, not both) in relation to this report should contact the Community Board Advisor, Liz Beaven, on phone 941 6501, no later than Monday 17 August 2009 to request speaking rights.

Information relating to this project including the above report (when it becomes available) can be accessed from the Christchurch City Council website, by clicking on the "Council Projects in your area" heading on the left hand side of the website and searching on "Solway Avenue". Or by typing this link into your web browser:

<http://www.ccc.govt.nz/webapps/projectnotices/ProjectView.aspx?ProjectId=3846>

Should you have any further enquiries please feel free to contact me at the Sockburn Service Centre on phone 941 6510.

Yours sincerely



Tara Smith
Consultation Leader – Greenspace

15 July 2009

CHRISTCHURCH

Dear Sir/Madam

Re: Silver Birch Trees outside 58 and 60 Solway Avenue – Change of meeting date

Thank you for responding to my questionnaire of 12 June 2009 regarding the removal of the six Silver Birch trees outside 58 and 60 Solway Avenue in Avonhead.

The Riccarton/Wigram Community Board meetings in relation to this project have now been changed, I can now confirm that the report in relation to the above trees will be first heard by the Riccarton/Wigram Environment Committee on:

*Monday 21 September 2009
9.30 am
The Boardroom (upstairs)
Sockburn Service Centre
149 Main South Road*

This committee will then make a recommendation to the Riccarton/Wigram Community Board who then have delegated authority to make a final decision on the future of these trees. *The next Riccarton/Wigram Community Board meeting after this Environment Committee Meeting, where the final decision on these trees will be made, is Tuesday 6 October 2009, 5pm, Sockburn Service Centre.*

These meetings are both public meetings and you are more than welcome to attend. Anyone wishing to speak at either meeting (you are only able to speak at one of these meetings, not both) in relation to this report should contact the Community Board Advisor, Liz Beaven, on phone 941 6501, no later than Monday 14 September 2009 to request speaking rights.

Information relating to this project including the above report (when it becomes available) can be accessed from the Christchurch City Council website, by clicking on the "Council Projects in your area" heading on the left hand side of the website and searching on "Solway Avenue". Or by using this link:
<http://www.ccc.govt.nz/webapps/projectnotices/ProjectView.aspx?ProjectId=3846>

Should you have any further enquiries please feel free to contact me at the Sockburn Service Centre on phone 941 6510.

Yours sincerely



Tara Smith
Consultation Leader – Greenspace

21. 9. 2009

- 32 -

8. ELECTED MEMBERS' INFORMATION EXCHANGE