
Hearings Subcommittee

OPEN MINUTES

Minutes of a meeting of the Hearings Subcommittee held in Kauri Room, Municipal Building, Garden Place, Hamilton on Thursday 2 July 2015 at 12:30.

PRESENT

Chairperson	Cr M Forsyth
Members	Cr K Green Cr R Pascoe
In attendance	Chris Allen - General Manager City Infrastructure Robyn Denton - Acting City Transportation Unit Manager Jason Wright - Senior Planner Jonathon Brooke - Engineering Officer
Also in attendance	Mrs Karen McCrae Mr Ron Wells Mr Leo Maddern Miss Jane Douglas Mr Ian Lowry Mr Clive Hamil
Committee Advisor	Mr B Stringer

1. Apologies

There were no apologies.

2. Confirmation of Agenda

The Chairperson proposed a Public Forum was held directly after Item 3 (Declarations) to allow an opportunity for members of the public in attendance to speak.

Resolved: (Crs Forsyth/Pascoe)

The Committee to confirm the Agenda.

3. **Declarations of Interest**

The Chairperson advised that she knew Ian Lowry through a previous business arrangement that had no connection with the items on the Agenda. The Chairperson confirmed she was able to bring an open mind to the proceedings and make an independent decision on the information provided.

4. **Public Forum**

- **Karen McRae** spoke on the proposed changes to Queenwood Avenue and Constance Street, and circulated a letter to the Subcommittee Members. Mrs McRae referred to the road congestion in that area, particularly when the neighbouring swimming pool was used for lessons and expressed concerns in relation to safety of children. She requested that Council extend the proposed yellow line on Queenswood Avenue up to the entrance of the pool facility. Mrs McRae submitted there was adequate parking in the vicinity and additional parking bays were therefore not required.
- **Jane Douglas**, a Planning Consultant for Progressive Enterprises, spoke to the proposed changes to Poaka Avenue and noted the 'no stopping' recommendations included in the staff report were designed by a professional traffic consultancy group. Miss Douglas clarified that the proposed parking restrictions were intended to facilitate the exit of B-trains and trucks from the Countdown store as part of the planned store extension. It was estimated that trucks would travel through the site up to three times daily. Staff vehicles would be able to enter and exit via Poaka Avenue.
- **Ron Wells**, spoke on the proposed changes to Poaka Avenue and advised that he was representing a number of local residents who had collated questions on that matter, which were set out in a document circulated by Mr Wells to Subcommittee Members.
- **Les Maddern**, spoke on the proposed changes to Poaka Avenue. He expressed concerns that the parking restrictions would not prevent B-trains from crossing the white line in the centre of the road. This caused a risk to other traffic users, including children who cycled to school. Mr Maddern queried why Progressive Enterprises could not use an alternative exit and noted that the affected section of Poaka Avenue was particularly narrow.
- **Clive Hamil**, spoke on the proposed changes to Queenwood Avenue and a map of the area, which he circulated to Subcommittee Members.

5. **Parking Restriction Changes**

Poaka Avenue

At the request of staff, the Subcommittee considered the matter relating to Poaka Avenue first. The Acting City Transportation Unit Manager advised that the Subcommittee was only being asked to consider the no stopping restriction changes, which arose from Progressive Enterprise's planning application to extend its Countdown supermarket at the Dinsdale Shopping Centre.

By way of background, the Senior Planner summarised that application and provided diagrams to the Subcommittee Members to illustrate the planned development. It had yet to be determined whether a formal notification process would be followed in relation to the proposal. The Senior Planner stated that trucks accessed the supermarket via Tuhikaramea Road and left via Whatawhata Road. The application contemplated egress would change to be via 11 and 11a Poaka Avenue following a zoning change in the Proposed District Plan to those properties. The parking restrictions were one of the matters to be determined as part of the application.

The General Manager City Infrastructure suggested that the Subcommittee could pass a resolution to approve the parking restrictions subject to the planning application being granted.

The General Manager, Unit Manager, Senior Planner and Engineering Officer responded to the following questions:

- If the parking restrictions were not approved, B-trains and trucks would not be able to exit the supermarket site via Poaka Avenue. Mr Lowry, a Regional Manager for Countdown, noted that the existing passage of these vehicles traverses the location of the planned extension. Such vehicles would only be permitted to turn right into Poaka Avenue should the restrictions be approved.
- A time-restricted clearway had been considered as an alternative to no parking restrictions but staff believed that it would be difficult to enforce.
- An assessment as to the placement of new parking bays to reflect the loss of parking spaces as a result of the proposed restrictions was an option. That would have an impact on residents of properties adjoining the bays and incur additional costs. Progressive Enterprises had not agreed to meet such costs at that time.

Resolution to Exclude the Public

Resolved: (Crs Forsyth/Pascoe)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely deliberations on Item 5 of the Agenda in relation to Poaka Avenue.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
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5. Parking Restriction Changes (Poaka Avenue)) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
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This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item 5 (in part).	To enable the Council to deliberate in private on its decision or recommendation	Section 48 (1) (d) Section 48 (2)
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The Meeting went into Public Excluded session from 1:15pm to 2:00pm

The Open session of the Meeting reconvened at 2:00pm

Resolved: (Crs Forsyth/Pascoe)

That the matter in relation to the proposed No Stopping Restrictions for Poaka Avenue is adjourned pending receipt of further information and that staff report back to the Subcommittee within three months.

Other Proposed No-Stopping Restriction Changes

The Unit Manager spoke to the remaining matters in her report and responded to questions on them:

- **Moana Street**
The area affected was currently used for all-day parking. The proposed restrictions would provide a safe turning bay for residents.
- **Akoranga Road/Gilchrist Street/Te Wetini**
The No Stopping signs formalised the legal position in relation to the affected areas, which were not suitable for parking. Staff would, at the appropriate time, work with a developer who expressed concern with the restrictions in terms of his future development.
- **Queenwood Avenue/Constance Street**
The proposed measures were an outcome of feedback from local residents and to reinforce the existing legal position. The Unit Manager confirmed that:
 - i. there were carparking spaces down the thoroughfare illustrated on the map circulated by Mr Hamil, as well as on the other side of the road;
 - ii. parking was also available on both sides of Queenwood Avenue adjoining the nearby shops;
 - iii. Council had no record of any traffic incident or crash on this section of road.

It was agreed that in addition to implementing the proposed changes, based on the public feedback received, staff would investigate whether further no-stopping restrictions were required in consultation with local residents and businesses prior to reporting back to the Subcommittee.
- **Palmer Street**
Traffic islands were already in place to slow traffic. The proposed restrictions would enable a better traffic flow at the intersection with Te Aroha Street.
- **Ruakiwi Road**
The proposed restriction was requested by the owner of a neighbouring property to facilitate ingress to and egress from his property.
- **Prescott Place**
The changes would reinforce the legal position for the affected areas.
- **Lake Domain Drive**
It was intended that the Subcommittee would formally approve the restrictions that had been in place for a number of years.

- **Cambridge Road**

The no-stopping line was to reflect that there was insufficient room to park between two driveways.

Parking Control Changes

- **Von Tempsky Street**

There was high-demand for parking in that part of Hamilton East.

- **High Street**

Tenants of nearby businesses expressed dissatisfaction with the proposed restriction. Staff believed there was sufficient alternative parking facilities in that area. Consultation had taken place and the relevant section of road would be clearly marked with the parking restriction.

- **Tasman Road/Baverstock Road**

There were changes to the location of bus stops that required an amendment to existing parking arrangements on these roads.

Resolved: (Crs Forsyth/Green)

That:

- a) the Report be received; and
- b) Council approves the changes to No Stopping restrictions and Parking controls as set out in the tables below, subject to the review and consultation to be undertaken by staff in relation to Queenwood Avenue and Constance Street only.

Proposed Changes to No Stopping Restrictions	
Location	Proposed change
Moana Street	<i>Installation of 25.5 metres of No Stopping Restriction outside #4 & 9.</i>
Akoranga Road	<i>Installation of No Stopping signs along Akoranga Road on the south side for 370m</i>
Gilchrist Street	<i>Installation of No Stopping signs along the north side for 260m. Installation of No Stopping restrictions on the south side across the #29 driveways.</i>
Te Wetini	<i>Installation of No Stopping signs along both side of Te Wetini Road.</i>
Queenwood Ave & Constance Street	<i>Installation of 37.5, 40.5 & 48 metres of No Stopping Restriction at intersection.</i>
Palmer Street	<i>Installation of 17 & 23.5 metres of No Stopping Restriction at intersection.</i>
Ruakiwi Road	<i>Installation of 8.5 metres of No Stopping Restriction at #18a</i>
Prescott Place	<i>Installation of 23 & 20 metres of No Stopping Restriction at intersection of Cambridge Road.</i>
Lake Domain Drive	<i>Installation of 49 & 17 metres of No Stopping Restriction at intersection of Ruakiwi Road.</i>
Cambridge Road	<i>Installation of 15 metres of No Stopping Restriction at #109 and 113.</i>

Proposed Changes to Parking Controls	
Location	Description of proposed change
Von Tempsky Street	<i>Installation of P60 signs along the west side of Von Tempsky Street for 70m.</i>
High Street	<i>Installation of P60 signs along the west side of High Street for 25m outside #36</i>
Tasman Road	<i>Removal of the bus stop outside #17.</i>
Baverstock Road	<i>Installation of two new bus stops either side of Baverstock Road at #151.</i>

The Meeting closed at 2:30pm