

Minutes of a meeting of the 80 Scotia Street Road Stopping Hearing Panel

Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson

On Tuesday 30 August 2016, commencing at 9.06am

Present: Councillors E Davy (Chairperson), L Acland, and M Lawrey

In Attendance: Councillor I Barker, Group Manager Corporate Services (N Harrison), Engineering Adviser (S McAuley), Property Officer – Contractor (D Brazier), and Administration Adviser (S Burgess)

1. Apologies

There were no apologies

2. Appointment of Chairperson

Resolved

THAT Councillor Davy be appointed Chairperson of the 80 Scotia Street Road Stopping Hearing Panel.

Acland/Lawrey

Carried

3. Confirmation of Order of Business

There was no change to the order of business

4. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

5. Terms of Reference

The terms of reference were noted.

6. Reference Documents

The reference documents were noted. Ms McAuley highlighted the updated traffic statistics had been requested by councillors.

7. Hearing

7.1 George and Juliet Cole

Mr and Mrs Cole raised the following points:

- The original plan had shown a single garage, but it now appeared there would be a double garage, which could mean an increase in vehicle movements.
- It was dangerous to back out of driveways on a slope as drivers could not see the road clearly. They asked if the development would include a driveway space level with the footpath.
- The overgrown foliage in the area contributed to the poor visibility for drivers.
- The applicant had previously tried to arrange access to the back section from the long driveway off 80 Scotia Street, but this had been opposed by concerned residents.
- There were many rental properties in the area, contributing to a changing resident base. Many of the rental properties had two to three vehicles per house.
- There had been two previous accidents on the corner in question.
- Drivers in the area tended to speed on Scotia Street.
- There was a lack of street lighting on the corner in question.
- Their main concern was safety for residents and road users on that corner.
- A footpath in the area could assist in solving some of the safety issues on the corner.
- The road stopping had been advertised as 80 Scotia Street, when really the proposal was to enter from the road above, which may have resulted in less feedback from residents in that area.
- The application had been drawn out over several years, using time and resources.

7.2 Tony Patrick

Mr Patrick raised the following points:

- Safety was a big concern in the neighbourhood.
- The line of sight coming down Scotia Street was poor in that area, and entering a driveway on that corner would effectively be crossing a blind corner.
- The nearby path to a local park was used frequently by children and residents, resulting in many people using the area with no footpath.
- The street was very narrow and there were often many vehicles parked on the street.
- It was not usually local road users causing any issues, it was those using the road as a thoroughfare, with many 'hoons' on weekend nights.
- Street lighting was needed on the corner in question.
- When there was traffic congestion on Whakatu Drive and Waimea Road in peak hours, many people used Scotia Street and Beatson Road to cut through the traffic.

8. Summary

The Panel and officers noted the following:

- The purpose of the Panel was to focus on matters relating to the proposed road stopping at 80 Scotia Street, not to consider resource management/consent issues which were a separate matter.
- It was difficult to determine the outcome of the development in terms of additional vehicle movements created, for either the exit at the top of the section, or at 80 Scotia Street.
- It could be that development on the corner would encourage drivers to slow down.
- The resource consent had already been granted for the development, subject to the Panel's road stopping decision.
- Under the Land Development Manual, a flat section of driveway was required before driving across a footpath. There was also a requirement for 45m in visibility in each direction when exiting a driveway, and the application had met this criteria.

- A turning area in the driveway had been stipulated as part of the resource consent, so that occupants would not back out onto the street.
- The resource consent had specified that a platform for a footpath was required.
- The development did not particularly offer any advantages in terms of safety in the area, but would not make any issues worse.
- The key concern of officers was vehicles turning right into the driveway from the north.
- Installing street mirrors would improve visibility but could not be relied upon as a safety solution.
- Improvements to the area in terms of a footpath and street lighting could be considered as part of the annual plan process.
- The meeting to deliberate on the road stopping of 80 Scotia Street was set for 9.00am Wednesday 7 September 2016.

There being no further business the meeting ended at 10.09am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date