

## Comment on the Queenstown Arterials Project Fast-track Application and Notice of Requirement

All sections of this form with an asterisk (\*) are mandatory.

### 1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	[REDACTED]	BODY CORPORATE
*First name	KAREN	
*Last name	THOMSON	
Postal address	[REDACTED]	
*Home phone / Mobile phone	[REDACTED]	*Work phone
*Email (a valid email address enables us to communicate efficiently with you)	[REDACTED]	

### 2. \*We will email you draft conditions of consent for your comment about this application



I can receive emails and my email address is correct



I cannot receive emails and my postal address is correct

### 3. Please provide your comments on the Queenstown Arterials Project Application

If you need more space, please attach additional pages. Please include your name, page numbers and [insert project name] Application on the additional pages

SEE ATTACHED DOCUMENTATION.

## QUEENSTOWN ARTERIALS PROJECT

**AFFECTED PARTY – [REDACTED] (Totally Owner/Occupied Residence)**

The Body Corporate of [REDACTED] formally oppose the outlining documentation received from the Environmental Protection Authority in a letter dated 5 February 2021 (File Reference FTC000017).

We have major concerns with this proposal and have outlined these below:

- Total loss of parking on the major arterial routes of Melbourne & Hallenstein Street.
- Plan outlines a total loss of 275 on street carparks.
- Increased traffic on Sydney St due to Beetham, Ballarat & Malaghans St all becoming non-through roads.
- Sydney St now becomes the only arterial route to take traffic from the city centre to Queenstown Hill via Edgar and York St.
- Access (entry/exit) from property with back log of traffic at Melbourne St/Sydney St junction.
- Safety at St Joseph School – no pickup/drop off zone on the plan.
- Noise – no comment on the Marshall Day Accoustic Plan about the effect of noise on Sydney St residential properties.

Even in this covid climate, the current parking situation with the new Holiday Inn is a major concern. We are dealing with a hotel that is operating well below 50% capacity. Holiday Inn charge for parking and therefore nobody uses their carpark and use Sydney St to park.

We would propose, at the very minimal, that Sydney Street become residential Parking Only.

It is unrealistic to think that residents and tourists (domestic or international) will walk everywhere. The Queenstown climate is not conducive to the model being proposed.

***Reference Visual Render Plan – Appendix 7 (SK-0021)***