

## Memorandum

**To:** Matthew Twose  
**From:** Jo Healy  
**Copy:** Jeremy Wilson  
**Subject:** SIA Response – Wakatipu Senior Citizen Association Comment

**Date:** 18 March 2021  
**Our Ref:** 3813054-1782240251-118

You have sought comment on ways to support the Wakatipu Senior Citizens Association (WSCA) during the construction and operation of this project. This memo sets out to address this through matters already considered in my assessment and conditions proposed by the application that address this, and further recommendations.

My assessment has taken into consideration the potential social impacts and functional requirements of this organisation.

### **Construction:**

Section 5.1.1 of the SIA report:

*During Construction:*

- *Maintain parking or provide alternative convenient parking for services such as the Plunket and Senior Citizens acknowledging the accessibility requirements of users for these facilities.*
- *Consultation with stakeholders on design changes to access, traffic movements and street parking provisions to explain alternatives (with the Masterplan) and collaborate on design*

Section 5.2.1

- *During construction, if access is unable to be provided for key community resources that contribute to social cohesion i.e. Plunket, childcare services, senior citizens association, it is recommended that Council collaborate with the community service providers and consult with users of the facilities regarding the disruption, or if feasible to consider temporary provision of services at an alternative site.*

This directly addresses the concerns raised in the commentary provided by WSCA. I note the following conditions seek to implement these recommendations

Part B Preconstruction

### **Communication and Consultation Plan**

18 . The CCP shall include:

- (a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities and timeframes for responding to inquiries and complaints, frequency of communications and consultation, the range of communication and consultation methods to be used and any other relevant communication matters;

### **Community Liaison Group**

27. The members of the CLG will include representative(s) of the Requiring Authority and shall be open to the owners and occupiers of land adjacent to the Project for each of the three Project stages, Heritage New Zealand Pouhere Taonga, and representatives from the Ministry of Education and Board of Trustees at Queenstown Primary School.

28. The objectives of the CLG are to:

- a) Provide a means for all parties to give and receive regular updates on progress with each Project stage;

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- b) Provide a regular forum through which information about the Project can be provided to directly affected parties;
- c) Provide a process for identifying and implementing potential site specific mitigation measures;
- d) Enable opportunities for concerns and issues to be reported to and responded to by the Requiring Authority; and
- e) Provide feedback on the development of the CEMP, CTMP, CNVMP, UDLP, and CLMP and ESCP as it relates to each stage of the Project.

### Construction Environmental Management Plan

33. The objectives of the CEMP are to:

- a) Set out the management procedures and construction methods to be adopted to avoid, remedy or mitigate potential adverse effects arising from construction activities, excluding site investigations enabling works; and

34. The CEMP may either incorporate, or refer to, the following management plans required by these conditions and shall demonstrate how they will be jointly implemented to achieve integrated management of construction effects:

- (a) Construction Noise and Vibration Management Plan (CNVMP)
- (b) Construction Traffic Management Plan (CTMP)
- (c) Contaminated Land Management Plan (CLMP)
- (d) Erosion and Sediment Control Plan (ESCP)

35. The CEMP shall be prepared in accordance with the NZ Transport Agency's Guideline for preparing Environmental and Social Management Plans (dated April 2014) and include:

- (a) Confirmation of the proposed staging and sequence of construction;
- (b) An outline construction programme;
- (c) The proposed hours of work;
- (g) Means of providing for the health and safety of the general public;

### Construction Noise and Vibration Management Plan

37. The objectives of the CVNMP are to:

- (d) Set out the methods for scheduling works to minimise disruption; and
- (e) Ensure engagement with affected receivers and the timely management of complaints

39. A draft version of the CNVMP shall be provided to the KLG and CLG, and a period of at least 10 working days shall be allowed for comments and consultation. The final version of the CNVMP shall set out how any issues raised by the KLG and CLG have been incorporated, and where they have not, outline the reasons why.

### Construction Traffic Management Plan

45. The CTMP shall:

- (a) Identify how Condition 44 will be achieved;
- (c) Include measures to avoid road closures and restrictions on vehicle, bus, cycle and pedestrian movements wherever possible;
- (f) Where road closures or restrictions cannot reasonably be avoided, the particular vulnerabilities and sensitivities of pedestrian diversions and reduced conditions shall be taken into account in the planning of any closures or restrictions;
- (g) Outline when on-street parking will be removed and how special parking will be provided for during construction. (e.g St Josephs School drop off and pick-up parking on Melbourne Street).

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In addition, I would recommend, as per my mitigation recommendations, that the CTMP conditions include:

- Inclusion of provisions of special parking for those with community services along the corridor who have specific mobility limitations where on street parking is being removed and
- include consideration of the WSCA in planning for pedestrian diversions in proximity of their facility.

The primary measure that could address the concerns raised by the WSCA is the CLG (as provided in the proposed conditions) as it provides a forum where the WSCA (and other parties) can participate in the construction process and specifically they have a process for identifying and implementing potential site specific mitigation measures that will include consideration of their site and functional requirements.

### Operation

My assessment considers the ongoing function of the WSCA as per below:

Section 5.4

- *Footpaths will be improved along the corridor (i.e. they will be wider and provided on both sides of the street where practicable). This will improve amenities for pedestrians and their experience of the environment, improving walkability and connectivity.*
- *The project results in changes to parking provisions along the corridor. In total 268 on-street carparks and two passenger service vehicle bays used by tour companies will be removed. Changes to parking provisions are aligned with the Queenstown Masterplan which is working towards a significant modal shift by 2048. As part of the Masterplan, a parking strategy has been developed to manage the effects of parking reduction (see the Transport Assessment for further details). There may be a transition period where those currently reliant on use of on-street parking transition to alternative arrangements, or where reconfiguration of off street parking provisions is required to manage changes. Parking will continue to be available in close proximity to the Senior Citizens Association, and off-site parking will be available at Plunket and Zig Zag Zoo Childcare Services (3 consented spaces for pick-ups/drop-offs).*

It is my understanding that parking is being retained in proximity to the WSCA and I defer to the Transport Assessment regarding this matter. It is understood that many members attend via a van that is provided for by the association and I would recommend that there is consideration for provision of mobility parking and a drop off/pick up temporary park in the nearest available public parking bay. This would provide for both users of the WSCA and the reserve therefore catering to people of all mobilities at these community resources.

Overall, the conditions and additional recommendations will in my opinion provide the required support for WSCA to continue to function during construction and operation.



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