

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)	Catholic Diocese of Dunedin		
*First name	Craig		
*Last name	Paterson		
Postal address	Private Bag 1941, Dunedin 9054		
*Home phone / Mobile phone	021 375 228	*Work phone	021 375 228
*Email (a valid email address enables us to communicate efficiently with you)	craigp@cdd.org.nz		

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

<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct
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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

Refer letter accompanying this document.

Telephone: (03) 4745750
Email: bishop@cdd.org.nz



Bishop's Office
Catholic Pastoral Centre
Private Bag 1941
Dunedin 9054
New Zealand

Your Ref: FTC000017

25 February 2021

Queenstown Arterials Project Fast Track Application
Environmental Protection Authority (EPA)
Private Bag 63002
Waterloo Quay
Wellington 6140

Sent via email to: queenstownarterialsfasttrack@epa.govt.nz

Attention: Environmental Protection Authority

Dear Sir/Madam,

St Joseph's School & Parish, Queenstown: Comments on Queenstown Arterials Project Fast Track Application (LP17)

Heather Ash's (Chairperson: Queenstown Arterials Expert Consent Panel) 5 February 2021 letter to St Joseph's School outlines the COVID-19 Recovery Act 2020 requirement to consult with landowners that might be affected by a fast-tracked project.

This then is the School and Parish comments based on the information made available via the EPA website at the time this correspondence was sent, in relation to the Queenstown Arterial Project:

- The proposed plans compromise the functionality and safe operation of our School and Parish. We are very concerned about the impacts of the proposal.

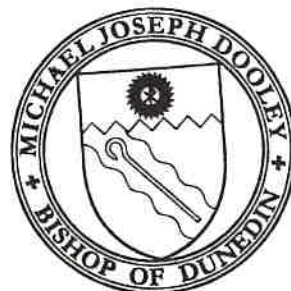
The School and Parish are however keen to engage further with Queenstown Lakes District Council (QLDC) and the Whakatipu Transport Programme Alliance Team to resolve our concerns.

By way of record, on Monday 22nd February 2021 the St Joseph's School and Parish met with the Whakatipu Transport Programme Alliance Team. This included design and project leaders as well as Queenstown Lakes District Council (QLDC) representation. The presentation delivered the latest design proposals and likely influence these would have on our site and activities for both School and Parish. Our feedback on that presentation is contained in Appendix A of this letter.

Yours Sincerely

A handwritten signature in black ink that reads 'M J Dooley'.

+ Michael J Dooley DD
Roman Catholic Bishop
Diocese of Dunedin



Appendix A:

Letter Dated 24 February 2021: St Joseph's School & Parish, Queenstown: Comments on Queenstown Arterials
Project: Design Meeting (22nd February 2021)



Your Ref: FTC000017
24 February 2021

Whakatipu Transport Programme Alliance Team
67 Gorge Road
Queenstown 9300
Sent via email to: Catherine.Edmeades@downer.co.nz

Attention: Catherine Edmeades: Communications & Engagement Manager
Dear Catherine,

St Joseph's School & Parish, Queenstown: Comments on Queenstown Arterials Project: Design Meeting (22nd February 2021)

On Monday 22nd February 2021, my representative (Diocesan Property Manager), along with St Joseph's School and Parish representatives met with the Whakatipu Transport Programme Alliance Team. This included design and project leaders as well as Queenstown Lakes District Council (QLDC) representation. The presentation delivered the latest design proposals and likely influence these would have on our site and activities for both School and Parish.

Whilst we understand that planning on the Queenstown Arterials Project continues to be developed and refined, we can only respond to that information provided to us earlier this week. Our comments are as follow:

1. Melbourne Street Frontage: SITE ACCESS TO CHURCH & SCHOOL

The design presented delivers significant change to site accessibility on our Melbourne Street frontage. We appreciate design challenges exist – but this proposal which limits site access to the area nominally in front of the Parish carpark - essentially requires the Diocese to surrender what remains of our frontage to vehicle and pedestrian movements.

This area is often occupied by children, adults and vehicles associated with the School and Parish (refer photo below as an example of a class lining up for a typical school assembly). Additionally, the turning bay for hearses and wedding cars will consume further green space/lawn area, a commodity the School is already short of.

This design proposal is unacceptable.



Children lining up as part of School Assembly. This area is heavily used by children and adults, as well as vehicles associated with the School and Parish.

2. Melbourne & Beetham Streets: SCHIST RETAINING WALLS

The Alliance Team alluded to the Parish's preference to retain the schist retaining walls. This preference to retain is incorrect and we are not advocating for this. We wonder if their influence on the arterial design is warranted – and that their survey, documentation, and careful burial behind new full height retaining walls would satisfy any requirement for historical record and release restrictions they may have on roadway design.

A proposal for the retaining wall to continue along the back of the proposed footpath would deliver an increase in usable land for the School and Church forecourt and compensate for the loss of street frontage as described in item 1 (above). We can ill afford to lose space, particularly for our School operations. It is a premium at our centrally located Queenstown site.

3. Melbourne & Beetham Streets: SCHIST RETAINING WALLS STABILITY

We are not engineers and you probably don't need to be to have serious concerns around the schist walls and their stability and ability to survive the significant civil engineering works proposed.

Their retention in the current design 'builds in' a health and safety risk, mitigated to some degree by construction of a bench at the base of the Melbourne Street wall to catch debris should the wall collapse - but nevertheless continuance of risk to our pupils and public.

There is no such mitigation on the Beetham Street elevation, and we hold real concerns here as well.

Complete mitigation of this issue as outlined in item 2 would provide significant comfort to us.

4. Melbourne & Beetham Streets: WROUGHT IRON FENCING

We would welcome the salvage and integration of the existing wrought iron fencing located a-top of the schist walls into new design elements.



5. Melbourne & Beetham Streets: RETAINING WALL FENCING

It would be necessary to upgrade the School green space fencing to lessen the chances of pupils have to retrieve balls from Melbourne and Beetham Streets, the design should include noise attenuation, (as described in item 15).

6. Melbourne Street: PUBLIC ACCESS

The Alliance design team presented two options for public access on Melbourne Street, being stairs for abled bodied and an accessible ramp configuration – but because of physical site restrictions - not both.

A solution to deliver both the stairs and accessibility for all community would be to include the accessible ramp design in the frontage access currently proposed and discussed in item 1.

To assist the Alliance design team, we would welcome this solution, but this acquiescence relies on a satisfactory solution to item 1.

7. Melbourne Street: BOUNDARY PLINTH & FENCE

We are interested in proposed design solutions around the existing concrete/plastered plinth and fence structure which will likely be affected by this development.



8. Melbourne Street Frontage: VEHICLE PARKS

We understand that whilst on-street parking would be removed from Melbourne and Henry Streets, six new spaces will be provided for the Parish on the Northern side of the arterial, in the section between the Church driveway and Sydney Street. This should be clarified/confirmed. Until we are sure of the detail we cannot comment on the appropriateness of the proposal.

9. Melbourne Street: SURFACE TREATMENTS & HANDRAIL OPTIONS

Surface treatments to footpaths etc might include exposed concrete aggregate finishes and continuance of this integrated design onto the School and Parish property would be our preference – although review and approval of definite design would be sought.

We appreciate that the Arterial Design Team will seek input from the School and Parish on the *look and feel* of handrail installation to stairs, accessible routes and along the tops on new retaining walls etc.

10. Melbourne & Beetham Streets: SURFACE TREATMENTS TO RETAINING WALLS

We do not know if there is intent to texture or place relief on the new retaining walls (like that in the photo below), but we would welcome this with perhaps a Maori and Catholic influence adjacent our site that could recognize the Church's 158 years association with Queenstown and the wider district; and the Dominican Sisters connection of almost 140 years.



11. Beetham & Hallenstein Streets: KISS & DROP

We understand that Beetham Street will remain 2-way, but with left hand turn into Melbourne Street only. This allows for retention of the Kiss & Drop lay-way on Beetham and augmented by an additional Kiss & Drop lay-way on Hallenstein Street, (being six indented spaces to the west of Beetham Street), which will be operational when Beetham is closed for construction works.

We consider further analysis of all the options should be examined, including utilisation of the existing public parking spaces along Beetham Street and restricting access into Beetham Street to the School, Parish and residents.

It is essential that the design of all Kiss & Drop locations be safe and workable. We understand that QLDC will work with the School to confirm how the six indented parking spaces will safely operate when access from Beetham onto Melbourne opens.

We also understand that both Kiss & Drop sites will be available to the School upon completion of the arterial by-pass.

We look forward to seeing consideration of additional design options to improve, not worsen, the Kiss & Drop regime.

12. Beetham Street: KISS & DROP

As above, we wonder if the 90-degree parking opposite the School can be utilised for the benefit of the School, to mitigate adverse effects on the School, particularly in respect of Kiss & Drop and additional parking for the School.

13. Beetham Street: SCHOOL & RESIDENTS ONLY

As above, we wonder if advantage lies in establishing Beetham as a School and Residence access only and understand this is a possibility.

14. Melbourne Street: CROSSING POINT

We understand that design solutions will be put in place to discourage pedestrians from attempting to cross at the Beetham Street intersection, and pedestrians will be strongly encouraged to cross at the intersections of Sydney/Melbourne and Ballarat/Henry where safe crossing points will be provided.

We are uncomfortable with this. It our expectation that a safe crossing point is included in/around the Melbourne/Beetham Street intersection. We understand that the new maximum vehicle speed on Melbourne will be 40kmh and given this – establishment of a crossing point in this location should be provided.

15. Site Wide: NOISE IMPACTS & MITIGATION

We are concerned about the noise impacts on the School, particularly our ability to continue to use the Church building which has a very quiet setting and sense of place (even though it is urban). It is reported that there will be an increase in noise generated by the increased traffic flow. Insufficient and potentially inaccurate analysis of the **actual** noise impacts on the School has occurred, particularly the actual effects on our use of the Church building.

We queried whether Church attendees would be able to hear services. We were informed that the 2M variation in road height to church floor level and the road *surface design* will not deliver any appreciable difference than that currently experienced. Is this correct?

16. Site Wide: VIBRATION FROM PILING & BUILDING INSPECTIONS

As noted earlier – we hold real concerns for the stability of the existing schist retaining wall. A similar level of concerns exists for our Historic Priory and Church buildings. By way of mitigation we understand that all piles will be bored piles, not driven piles, thus significantly reducing noise and vibration.

We understand that existing buildings, including the Priory, Church, School and Presbytery will be inspected by an industry professional to prepare a condition report, prior to commencement of works. It would be our expectation that these reports are issued to the Diocese, for our record prior to commencement of works.

17. Site Wide: BUS MOVEMENTS

We understand the QLDC has no intention to divert buses into this arterial and the Stanley Street remains the priority route for buses.

Secondly – there is a strong likelihood that in the relatively near future the school bus service which drops pupils off in Hallenstein St is likely to come to an end. As 50% of our roll comes to school by bus it is vital that safe access for pupils to the school from the proposed bus hub on Stanley St be assured

18. Site Wide: Air Quality Standard

Examination of on-line documentation states that “*air quality standards will be met*”, but there is no apparent technical assessment to support the statement.

We understand that this had been investigated by the Arterial Design team – and the reply received on 25 February 2021 from Stephen Hewett (Beca) reads:

During our consultation with the St Joseph’s Parish and School as part of the Arterial Stage 1 design, the school asked whether an Air Quality Assessment been undertaken and what the impact on the school might be.

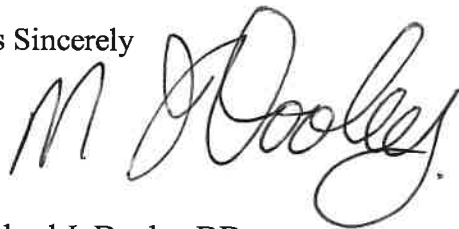
I have investigated the issue and consulted with Queenstown Lakes District Council planning team and Otago Regional Council. The requirement to undertake an Air Quality Assessment was not raised as part of the designation technical assessment.

Further, I have talked with one of Beca's Air Quality experts - Prue Harwood - who has outlined that normally an Air Quality Assessment would not be undertaken for a project of this order. In summary, as there are no traffic signals in close proximity to the school, and that traffic signals will be coordinated to reduce queuing and maintain a free flow traffic environment as much as practicable, air quality should not be an issue.

In relation to the St Joseph's School, Stage 1 of the Queenstown Arterial will remove traffic that currently uses Hallenstein Street and redirect it to use the Arterial. This will have a positive impact on air quality associated with the school.

The above response is unconvincing and we remain concerned about potential air quality effects, arising from the additional vehicles using the new arterial along Melbourne Street.

Yours Sincerely



+ Michael J Dooley DD
Roman Catholic Bishop
Diocese of Dunedin

