



# WEST COAST COUNCIL PARKING PLAN FOR THE QUEENSTOWN CENTRAL BUSINESS DISTRICT

Community Consultation Feedback and Comments  
**Public Consultation 7 October 2020 to 30 October 2020**

## COMMUNITY CONSULTATION FEEDBACK AND COMMENTS

The following is the Community feedback received for the implementation of the West Coast Council Parking Plan for the Queenstown Central Business District.

It was distributed online and comment closed 30 October 2020. Only minor modifications have occurred to provide clarity and correct spelling or other errors where required.

---

**Name:** Tracy Dickson

**Town:** Queenstown

I agree with new disabled parking near Evans IGA but not three like there is near the Railway IGA. One or two for each supermarket should be sufficient. I rarely see them in use. Shopping with children in the rain is very difficult especially when you use a trolley. Surely one hour only parking near the IGAs is enough. Two hours makes it harder to get a spot to do a grocery shop. I also never see the bus zone near Tracks nor the loading zone in Orr St opposite Evans in use. Maybe they could be timed to fit in with the bus timetable/delivery days so as to make more parking for locals. I don't like the permit parking near the library either as it's very hard to get a close spot to quickly return books when it's raining. Maybe the loading area out the front of the library could be timed as well to fit around delivery times. I never see it in use. Parking in this town is already difficult and I feel like the plan will make it worse. Thank you Tracy Dickson

---

**Name:** Noelleen Cox

**Town:** Queenstown

To whom it may concern,

I don't believe that you have consulted with the employees that work in Orr St, most of the time Stitch St is heavily used by both blocks of Orr St employees. Therefore, the next closest parking is Bowes St near the memorial hall. This street should also be 8 hour parking to accommodate employees who work in Orr St.

Maybe a bit consideration for people that work in the main St.

Kind Regards,  
Noelleen

---

**Name:** Joy Chappell

**Town:** Queenstown

To whom it may concern,

I would like to make comment and ask some questions on the proposed parking plan as it relates to parking in front of my business and private residence.

The proposed plan includes 8 hour parking in Cutten Street which includes my locality, 15-17 Cutten Street. What exactly does an 8 hour parking limit entail? Does that apply 24 hrs a day or just during the day? Many of my guests park their vehicles in front of Mt Lyell Anchorage and if the ability to do so in the future is prohibited it will have a detrimental effect on my business and that would seem to defeat the purpose of this exercise. Since my guests are generally parked overnight and rarely all day, they are doing little to add to congestion but will be penalised under an 8 hour parking limit therefore damaging my business.

I do have parking space for 5 vehicles on my property but there are often more cars than spaces available and since Mellor Street, behind my property is narrow and poorly maintained, they are unable to park there safely.

I also park my own vehicle in front of my own residence and have been doing so for 12 years with no issues and would be greatly inconvenienced if I were forced to park elsewhere. There is nowhere safe to park behind my private residence without substantial investment by me to put in a concrete driveway and I would expect West Coast Council to put in curb and guttering to alleviate the water runoff from further up the street that leads to constant wet, muddy conditions that make it impossible to get a vehicle into my back yard without getting bogged.

Please let me know how this 8 hour zone is proposed to work so that I can better understand the consequences for my business.

Thank you.

Kind regards

Joy Chappell

---

**Name:** Andrew McDougall

**Town:** Queenstown

Hi there,

My name is Andrew McDougall, I am the Centre Leader in the Child and Family Centre at the West Coast Community Services Hub. However I am writing Today to provide some feedback for the West Coast Council's updated parking arrangements on behalf of all of the staff at the Hub, including those from Service Tasmania, the Library, the CHaPs nurse and those of the Child and Family Centre.

Whilst we generally support the council's updating of parking arrangements on Hunter street and surrounding areas, and can see how it will benefit users of the Hub and surrounding services and businesses, we also hope that the needs of staff at the Hub are not overlooked. Furthermore, one of the carparks we note is not included on the council's planning maps distributed for comment. For clarity and in order to be concise, I have dot pointed some feedback below:

- The 'unlisted carpark' off Driffield street, adjacent to the library and service tas side of the building, is not listed on the council map. This has traditionally been a place that Hub staff park, and costs for it's resurfacing were shared recently. We think there is an opportunity to update the signage here to indicate that it is allocated Hub staff parking. Furthermore, there is a disabled park here, which may be better reallocated to the front of the Hub -to provide better disability access to building (currently the disability park is next to a door that is not available to general public)
- Currently there are 8 available spaces at the above mentioned carpark, whereas at any one time there are always between 12-15 staff on-site at the Hub – we also wonder if the surrounding parking becomes time limited, will hub patrons want to park there too? Will Council staff that currently park on Hunter street want to park there? Obviously, we want to avoid any future conflict between the various staff and the agencies they represent.
- Whilst we (CFC) have paid for a year's lease of 4 carparks for *clients* of the Child and Family Centre, we have 6 staff members (5 CFC + 1 Nurse) that usually park on Hunter Street – it won't be feasible for staff to move their cars every 2hours.
- **The CFC has a g-plated car used to assist and serve the community – we need to park this next to the entrance on Hunter street without risk of parking fines.**
- Will Hub staff be able to access 'staff parking' that is noted around the Hub on the council parking plans released for comment?

Finally, we value our relationship with the West Coast Council and hope our feedback regarding proposed changes to parking rules around our building will be useful; we look forward to continuing to work in partnership to serve our community.

Kind regards,

**Andrew McDougall**

Centre Leader, Queenstown Child and Family Centre.  
West Coast Community Services Hub

---

**Name:** Paul Frisby

**Town:** Queenstown

I refer to the request for comments on the above plan and really wish to have input into associated matters. The plan itself looks well thought through and appropriate.

However, I live at Railway Reserve and two problems occur with vehicles on the reserved which are associated with parking and road rules.

The first is that it is unclear what the parking provisions are on the western side of the reserve outside our houses. Personally I have no objection at all if people park along the road side in front of my house, however I do object when they park in such a manner as to obstruct my driveway, I have previously contacted Council on this matter and was advised it would be considered when the parking on the reserved was reconfigured - so I believe now is the time.

When people park along the curb in front of our houses it is also unclear as to whether they need to pay for this parking and I believe the new policy needs to state this so my neighbours and I can advise visitors accurately. At the moment when asked we are on uncertain ground.

The other matter is the confusion surrounding what constitutes the road and what constitutes the parking area. In tourist times I have found it wise to turn south immediately when entering the parking area and to travel around parked cars in a clockwise direction to access my driveway.

However one might presume the parking area to be separate from the road and that access to our houses and for vehicles going to the rear of the station would properly be by bypassing the parking area to the north of it and turning left or right onto the north/south carriageway having passed it. This seems to be the route taken by employees at the Wilderness Railway.

Observation is that confusion about this has caused near misses. I would ask that Council mark the road to indicate the legal route.

Finally, having witnessed the distress of many tourists in large vehicles trying to negotiate the area, would it be possible to sign the entrance to the Railway Reserve indicating that the parking area is not suitable for use by vehicles over a certain size?

Paul Frisby

---

**Name:** Dianne Powell

**Town:** Queenstown

Comment in the form of a diagram was received from Dianne Powell as a representative of the Galley Museum.

The comment detailed a request to remove the marked parking spot adjacent to the craft hall at the rear of the Museum, and to make this area for delivery and drop offs only.

To also mark the 2 existing parking bays to the side of the Museum as Galley Visitor parking only.

---