

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL HEARINGS PANEL

UNDER the Resource Management Act 1991

IN THE MATTER of the review of parts of the Queenstown Lakes District Council's District Plan under the First Schedule of the Act

AND

IN THE MATTER of submissions and further submissions by **REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED**

SUMMARY STATEMENT OF EVIDENCE OF ROBERT JAMES GREENAWAY ON BEHALF OF REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED

(RECREATION AND TOURISM)

STREAM 13 REZONING HEARINGS

4 September 2017

**BROOKFIELDS
LAWYERS**

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1. INTRODUCTION

1.1 My name is Robert James Greenaway. I am an independent consultant, recreation and tourism researcher and planner. My evidence considers:

- (a) The submission made by Queenstown Park Ltd (**QPL**) on the Queenstown Lakes District Council's PDP; and more generally
- (b) The potential effects of the land uses proposed within the Queenstown Park Special Zone (**QPSZ**) on existing recreation and tourism values; and
- (c) The fit of the proposed tourism development within the QPSZ with tourism in Queenstown.

2. GONDOLA EFFECTS ON TOURISM AND RECREATION VALUES

2.1 My evidence largely concerns the gondola, Rural Visitor pods and recreation activities across the site generally. Effects on tourism and recreation of the Rural Residential pods almost entirely reflect the findings of Stephen Brown in relation to maintaining landscape, natural character and visual amenity values.

2.2 In my evidence I provide a summary of central and local government agency expectations for management of the recreation and tourism values of the upper Kawarau River valley and the tourism and recreation activities occurring there. In summary, management agencies are seeking:

- (a) Provision for a wide range of recreation and tourism activities while maintaining the area's natural qualities;
- (b) Ability of the Remarkables Ski Area to support increased visitor numbers;
- (c) The provision of quality visitor facilities;
- (d) Maintenance and improvement to public access opportunities where appropriate;
- (e) Maintenance of locally significant fishery values (specific to the Otago Fish & Game Council); and
- (f) Public access on the true right of the Kawarau River linking with existing Queenstown Trails (specific to the Queenstown Trails Trust).

3. CONCLUSIONS

3.1 My main conclusions in relation to the potential effects of the land uses proposed within the QPSZ are:

- (a) Tourism is fundamental to the Queenstown economy and community, and is experiencing substantial growth beyond national averages. This growth is a cause of local traffic, accommodation and activity congestion, which can lead to visitor dissatisfaction and a negative commercial and community spiral. Congestion and access limits can either be used as a deliberate mechanism for controlling growth, and/or innovative methods can be used to accommodate growth while limiting its adverse effects. I consider the QPSZ proposal to be of the latter ilk;
- (b) The QPSZ proposal has limited potential for adverse effects on existing local recreational values, while offering benefits by, for example, extending the regional trails network;
- (c) The proposal responds well to local tourism congestion issues by creating a significant attraction with very little dependence on the local road network, while increasing the capacity of existing tourism infrastructure near Queenstown airport as a summer and winter destination;
- (d) My EiC recommended the following to strengthen the QPSZ, and relevant rules have been included in the QPSZ provisions;
 - (i) Whether proposed public access opportunities complement regional walk, river and cycle networks for both construction standard and connectivity (Rule 44.4.9.2);
 - (ii) Whether public access on proposed public walk and cycleways are secured in perpetuity via an appropriate legal mechanism (Rule 44.4.9.2);
 - (iii) The degree to which the applicant guarantees that public access areas and tracks will be maintained to an agreed standard and one which matches that of the regional walk and cycle network (Rule 44.2.2.2); and
 - (iv) The ability of gondola construction activities and bridge and wharf design to avoid or minimise effects on existing recreation and tourism activities

on and beside the Kowarau River. The use of the River for additional commercial jet boat traffic will require separate consents (Rule 44.4.17).

3.2 No evidence has been presented by Council in disagreement with my findings.

Rob Greenaway
4 September 2017