

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL PROPOSED DISTRICT
PLAN HEARINGS PANEL**

UNDER the Resource Management Act 1991

**IN THE MATTER OF the Proposed Queenstown Lakes District
Plan**

**STATEMENT OF EVIDENCE OF FIONA BLACK ON PROPOSED CHAPTER 12
FOR**

Real Journeys Limited (621/1341)

and

Te Anau Developments Limited (607/1342)

1. INTRODUCTION

1.1 My full name is Katherine FIONA Black. I work for Real Journeys Limited managing Real Journeys' and its subsidiary companies' Department of Conservation Concessions; Resource Consents and other regulatory authorisations, along with other operational related duties. I am authorised by these companies to give this evidence on their behalf.

1.2 I am a qualified launch master and I have worked in the New Zealand Tourism industry for 29 years; the last 13 years, for Real Journeys; in the first instance as the Milford Sound Branch Manager and for the last ten years in my current role. Consequently I have gained a considerable knowledge of the tourism industry, including the evolving challenges faced by this industry. Also since 2011, I have been a member of the Southland Conservation Board.

1.3 In preparing this evidence I have reviewed the following documents:

Section 42A Report prepared by Ms. Vicki Jones in relation to Proposed Chapter 12 Queenstown Town Centre; inclusive of the attached s32 reports and various background reports referred to in these documents.

2. SCOPE OF EVIDENCE

2.1 For simplicity sake I will only refer to Real Journeys Limited, not Te Anau Developments Limited. Nevertheless the points made are relevant to either or both entities.

3. CHAPTER 12 QUEENSTOWN TOWN CENTRE

3.1 Regarding policy 12.2.3.7, rule 12.2.3.6, and rule 12.5.14.1 although this policy and these rules do aim to ensure Town Centre lighting does not create significant glare in public spaces; as stated at the PDP Landscape chapter hearing; Real Journeys would like to ensure Queenstown Bay is specifically protected from undue light spill because extreme light spill makes it very difficult to navigate a vessel on Lake Wakatipu in the dark. Navigation at night requires good night vision to pick out navigation marker lights and the navigation lights on other vessels, hence the Queenstown Bay needs to be protected from undue glare to ensure vessel night navigation is not compromised still further.

3.2 In particular, in calm conditions, the town lights create reflections in the lake which make it very difficult to observe navigation markers and other vessels' navigation lights. Refer photos below.



Views of central Queenstown at night from Lake Wakatipu

- 3.3 Real Journeys advocates for integrated management of the Queenstown Town Centre Zone and the adjacent waterway of Queenstown Bay, hence we contend PDP rule 12.4.3 does not reflect PDP Objective 12.2.5. Moreover in rule 12.4.3, the matters that require consideration seem to be limited to land based effects and we believe this rule should also include matters related to the potential adverse effect on water-based activities in Queenstown Bay.
- 3.3 Real Journeys is also concerned about the controlled activity status of rule 12.4.3, especially in context of proposed rule 12.6.1: Activities within the Queenstown Town Centre Waterfront Subzone including those carried out on wharves; could have unforeseen effects on Real Journeys' Lake Wakatipu vessel operations which are not likely to be anticipated by QLDC consenting staff or the harbour master, and with PDP rule 12.4.3 in conjunction with rule 12.6.1 we will be shut out of having any input into such applications.

3.4 This is very worrying because of the “TSS Earnslaw’s” unique handling characteristics which are not widely understood by outside parties. These characteristics are detailed as follows:

- a) Being a coal fired steam ship means the “TSS Earnslaw’s” engine fuel supply is not constant, and if our stokers are interrupted for any reason the vessel will lose power;
- b) The “TSS Earnslaw” has a narrow hull in relation to her overall length, which creates a tendency for strong directional stability which makes the vessel reluctant to turn. As a result, greater power has to be applied in a turn compared to a shorter vessel;
- c) Therefore to maintain steerage especially when turning, the “TSS Earnslaw” must maintain a speed in excess of 5 knots when coming alongside; that is within 200 metres of the shore which is typically the lower speed limit required for safe vessel operations;
- d) She is the largest vessel on Lake Wakatipu, therefore she has considerable momentum when underway and therefore cannot be stopped or turned quickly;
- e) This is further complicated because the “TSS Earnslaw” does not have a modern throttle to engage forward or reverse propulsion, rather the master must telegraph his intentions using traditional telegraph bells to the engineers below who in turn control the throttle. The telegraph engine order system creates delays in ordering power and having it applied to the shaft line which slows manoeuvring;
- f) With the telegraph system, there is also the possibility of engine order mismatch due to the chain of humans involved, which introduces risk to adjacent vessels and wharves which should be minimised;
- e) On windy days she is particularly at risk if the turn stalls from being caught in irons (unable to overcome the effects of the wind to turn up into the wind and effectively sent sideways into shoal water). In these situations the vessel may back out rather than trying to start the turn again; and
- f) As a consequence of all these factors, the “TSS Earnslaw” has fewer margins to deal with external issues, typically on approach to her wharves in Queenstown Bay, and she may behave unpredictably compared to other vessels operating on the lake when undertaking evasive manoeuvres or the vessel operation goes amiss.

3.5 Accordingly Real Journeys contends that restricted discretionary or discretionary activity status is more appropriate for rule 12.4.3: Commercial

Activities within the Queenstown Town Centre Waterfront Subzone (including those that are carried out on a wharf or jetty). Moreover the scope of rule 12.4.3 should be broadened to consider any matters related to adverse effects on commercial surface water activities in Queenstown Bay.

- 3.6 Real Journeys supports the Discretionary Activity status of Rule 12.4.7; yet for clarity we believe “interface activities” should be defined in the PDP.
- 3.7 Nevertheless proposed policy 12.2.5.2 seems at odds with the following rule 13.4.7 provision: *“Provide for or support the provision of one central facility in Queenstown Bay for boat refuelling, bilge pumping, sewage pumping;”* because we do not believe this represents *“a comprehensive approach to the provision of facilities for water-based activities”*
- 3.8 From our experience, especially in Deep Cove where there is only one “public” fuel bowser immediately adjacent Real Journeys’ fuel bowser, co-location of services creates undue congestion and creates unnecessary time pressures. Especially because many vessel operators have similar timetables and undertake vessel servicing activities at the same time; in addition vessel refuelling and pumping sullage ashore are both time consuming processes. The concept of one central vessel services facility might look good on paper but it is unlikely to be practical.
- 3.9 As stated in our submission, Real Journeys contend that rule 14.4.8.1 should be expanded to make all structures and moorings (and the associated occupation of water space), between the Town Pier and Queenstown Gardens a non-complying activity, to avoid the proliferation of in water structures and the occupation of this prime area of Lake Wakatipu.
- 3.10 Real Journeys deems that the proliferation structures and occupation of space (including vessels on moorings) in the lake between the Town Pier and Queenstown Gardens would compromise the available “sea room” for vessel manoeuvring in Queenstown Bay. Of major concern for Real Journeys, is the ability of the “TSS Earnslaw” to safely navigate (given her handling characteristics) in Queenstown Bay. Especially because bringing the “TSS Earnslaw” alongside a wharf is the riskiest part of her daily operation.
- 3.11 Moreover the proliferation of structures in this area of Lake Wakatipu will have adverse effects on the views of the ONL of the Lake from Marine Parade and the adjacent lake foreshore. Such moorings and structures

could also conflict with use of the beach by swimmers; kayakers and the like.

A handwritten signature in blue ink, appearing to read 'H. Blach', is positioned above the date.

Signed: 17 November 2016