

# Fiona Black - Summary Statement for Te Anau Developments Limited (607/1342), 28 August 2017

## Hearing Stream 13 – Queenstown Mapping

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### Overview

1. Te Anau Developments (TAD)<sup>1</sup> believes extending the rural visitor zoning to incorporate the Beach Bay Recreation Reserve and the marginal strip from Beach Point to the eastern end of the Beach Bay Recreation Reserve is appropriate.
2. TAD effectively manages this land on behalf of the Department of Conservation as part of our tourism activities within the adjoining rural visitor zone.
3. TAD has plans to develop infrastructure and expand its visitor attraction activities on this land. Such development and activity will be intrinsically linked to the existing facilities and the facilities to be developed on the adjacent TAD land. It will likely include: walking and cycling tracks; a children's adventure playground; and a multipurpose space including a chapel and/or conference venue. We also intend to provide more visitor attraction activities including additional guided tour operations; and further facilities for conference and exhibitions markets (MICE); and wedding parties.
4. Our track development proposals are to respond to increasing visitor demand for more "soft adventure" activities, for example guided walking / cycling tours, to complement our existing passive activities such as cruising and sightseeing. Visitors want to take a longer wander and take more time when at Walter Peak, especially on fine days. The development of infrastructure and provision of guided activities will enable our visitors to do so.
5. In my experience rezoning the land from rural general to rural visitor will help improve and streamline the land development and consenting processes for the type of visitor attraction activities TAD intend to provide on the land. The rural visitor zone will also better align with the visitor attraction activities TAD has planned for the land.
6. As detailed in my evidence any new activities or infrastructure in the marginal strip or Beach Bay Recreation Reserve will require authorisation from the Department of Conservation. Hence any proposal to further develop the marginal strip in Beach Bay or the Beach Bay Recreation Reserve will have a further layer of oversight from the Department.

### Natural Hazards

7. Mr Buxton raises some concern regarding natural hazard effects in his summary evidence (paragraph 26). In my opinion the operative RVZ provisions sufficiently addresses risks from natural hazards in relation to Walter Peak. This is evident in recent resource consent application processes where natural hazard risks assessment were undertaken with specific consent conditions imposed to avoid or mitigate all identified natural hazard risks. Practically, Reals Journeys is a responsible tourism operator and we do not undertake a development or activity which imposes inappropriate risks to people and property from natural hazards.

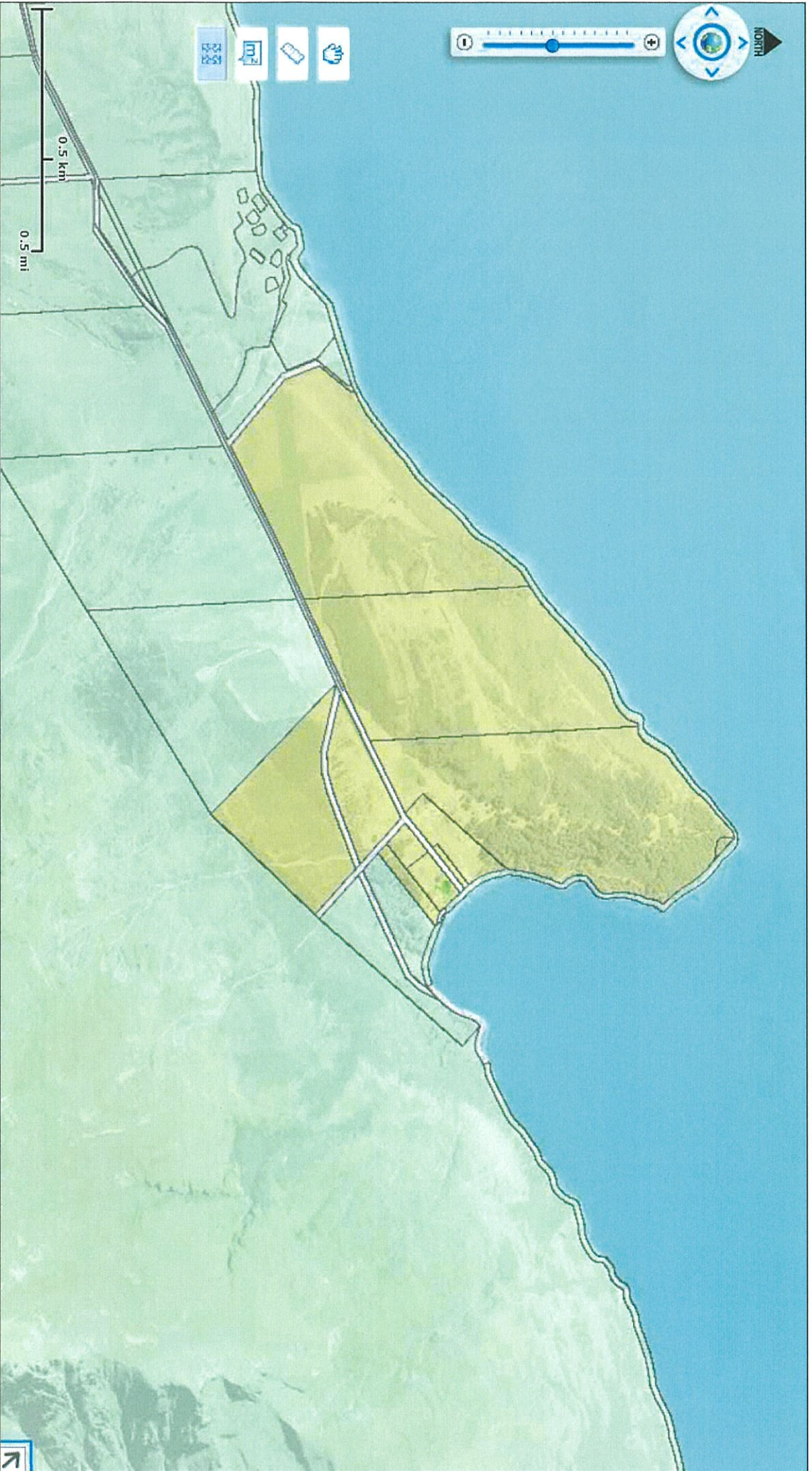
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<sup>1</sup> Being a wholly owned subsidiary of Real Journeys Limited

### Transport

8. We understand Mr. Mander is opposed to the rezoning request because of the uncertainty over potential transport effects.
9. With respect, I do not envisage how development of infrastructure and guided activities in the Beach Bay Recreation Reserve and the Beach Bay marginal strip will appreciably contribute to transport effects adjacent the Steamer Wharf in Queenstown or on the Mavora Lakes and Von Roads.
10. Currently most visitors to Walter Peak travel to and from the Steamer Wharf on a 3½ hour cycle. Our development proposals on the Beach Bay Recreation Reserve and the marginal strip will allow our "TSS Earnslaw" passengers to spend more time at Walter Peak. This will help spread out passenger transfers on and off the "TSS Earnslaw" at the Queenstown wharf.
11. Groups of people are transported to Walter Peak via vessel and dropped off and picked up from the Steamer Wharf by coach and we do not envisage this will change. Real Journeys ability to provide a seamless service to and from client accommodation and across to Walter Peak and return is one of the reasons Real Journeys is often chosen as a service provider by conference and wedding organisers. That is Real Journeys provides a one stop shop to coordinate all the activities associated with conferences including pre and post tours in the region.
12. Some visitors travel to Walter Peak via road but this is minimal and we do not believe any proposed changes to the offerings at Walter Peak will change this.
13. The Mavora Lakes and Von Roads are used to bring some supplies into our Walter Peak property to service our business. As visitor numbers to Walter Peak have grown the volume of supplies required has increased but the amount of vehicle movements on the Mavora Lakes and Von Roads has not risen significantly. For instance for at least the last five years Real Journeys has despatched a vehicle from its Te Anau store every Wednesday and this frequency has not changed.
14. Most fresh produce and dry goods are delivered to Walter Peak by vessel; predominantly on our staff vessel which departs the Steamer Wharf in Queenstown at 8.00am daily. This produce is delivered to the wharf at approximately 7.30am prior to most of the Queenstown commuter traffic arriving in the CBD.
15. Real Journeys has plans in the pipeline to develop a purpose built freight facility in Queenstown to further streamline the delivery of freight to the Steamer Wharf to reduce vehicle movements in and around the steamer wharf. That is, Real Journeys has already and continues to take steps to address traffic congestion issues in and around the Steamer Wharf in Queenstown.
16. Consequently we contend any transport effects in Queenstown created by the use of the proposed multipurpose space will be minimal. The anticipated users of this space will likely travel in and around central Queenstown via coach.

QLDC Operative District Plan Zoning (Source: QLDC GIS)



The proposed area Te Anau Developments is seeking to be incorporated into Rural Visitor Zone in PDP is outlined in red below

