

### Summary Statement of Fiona Black on behalf of the Real Journeys Group

1. **Transport Chapter:** Real Journeys is effectively a transport operator carrying in excess of 950,000 passengers last year on vessels and coaches or a combination of both. Real Journeys alone (excluding Go Orange) carries approximately 70,000 passengers per annum on coaches ex Queenstown travelling to and from Milford Sound, Manapouri, Stewart Island and Cardrona Alpine Resort. The “TSS Earnslaw” carried 269,000 passengers last year up 10% on the previous 12 months.
2. Consequently Real Journeys along with Go Orange (which operates rafting; jet boats; and water taxis in and around Queenstown) wishes to ensure privately operated transport services (on road or water) are appropriately provided for in the PDP. In practice the distinction between Motorised / non-motorised Commercial Boating Activities and public ferry services is artificial. For instance the Queenstown Water Taxis vessels operate as a timetabled ferry service and also offer exclusive lake cruises. Consequently under the PDP regime these vessels commercial surface water activities would still be considered a discretionary activity whereas if they were classified as a Public Water Ferry Service they would be restricted discretionary.
3. **Earthworks Chapter:** Real Journeys Group wishes to ensure earthworks required for the operation of modern ski fields including the establishment and maintenance of trails for summer recreation activities, are exempt from requiring resource consent. Of particular concern are proposed setbacks from water bodies because some of the streams at the Cardrona Alpine Resort are in close proximity to groomed trails consequently maintaining a 10 metre set back will be problematic.
4. I still contend Rule 25.3.4.5 should be amended to provide for exempt revegetation projects such as Walter Peak Land Restoration Project from the associated earthworks rules to ensure positive initiatives such as this can proceed without resource consent.
5. **Signage Chapter:** Te Anau Developments property at Walter Peak has the Mount Nicolas Beach Bay Road running through the middle of it. This public road terminates at the marginal strip adjacent the “TSS Earnslaw” wharf in Beach Bay. It is in this immediate vicinity of the wharf and therefore Mount Nicolas Beach Bay Road that interpretation and directional signage is required as this is where passengers require directions from – refer photo below.



6. In this context the 2m<sup>2</sup> maximum area limit for freestanding signs in Rule 31.6.7 is overly restrictive given the minimal amount of information that can be conveyed in a sign of this size.
7. **Open Space and Recreation Zone Chapter:** I still believe it would be prudent for the council to develop a policy to address how conflicting uses of the Open Space and Recreation Zone will be managed.
8. Regarding policies 38.2.2.2 and 38.2.2.5 / 38.2.3.2 the Real Journeys group is seeking that qualifiers be added to ensure that small and appropriate structures such as toilets, changing rooms and shelters are not effectively prohibited.
9. With respect to Objective 38.2.4 as stated in my evidence I do not believe that other legislation adequately addresses our Health and Safety concerns around the impacts of land based activities on adjacent waterways especially because of the unique handling characteristics of the “TSS Earnslaw” which are not understood by lay persons. Therefore the change as sought to Objective 38.2.4 is appropriate to ensure that the protection of people's health and safety is at the forefront of the decisions made with respect to the use of Open Space and Recreation Zones, particularly where they adjoin water bodies.