

**Summary Statement for Real Journeys Limited (621/1341) and Te Anau Developments Limited (607/1342), 1 December 2016.**

**Chapter 12 Queenstown Town Centre – Hearing Stream 08**

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1. Real Journeys Limited believes that Queenstown Bay and its waterfront are effectively the heart of Queenstown as recognised in the Operative District Plan. Queenstown Bay and the views offered from the Bay are crucial to the vibrancy and attractiveness of Queenstown for residents and visitors alike. Moreover the Queenstown waterfront subzone represents a limited resource; consequently we contend that Queenstown Bay needs to be managed prudently to ensure the qualities this area is valued for are not further eroded.
2. Accordingly we contend that an integrated approach needs to be taken to the management of the Queenstown waterfront subzone. Specifically, Real Journeys does not want to see the focus of the Proposed District Plan to be shore based activities at the expense of water based activities in Queenstown Bay.
3. As stated in earlier hearings, because of the “TSS Earnslaw’s” unique handling characteristics, Real Journeys is particularly concerned about ensuring that the operation of mainly the “TSS Earnslaw” is provided for, and not compromised by future developments in Queenstown Bay.
4. Therefore Real Journeys wants to ensure the Proposed District Plan provisions can address the resource management matters likely to be encountered in the Queenstown waterfront subzone in the future.
5. Specifically, Real Journeys believes the proliferation structures and occupation of space (including vessels on moorings) in the lake between the Town Pier and Queenstown Gardens, could jeopardise the available “sea room” for vessel manoeuvring in Queenstown Bay. Accordingly we believe rule 12.4.8.1 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.
6. Moreover, Real Journeys supports Queenstown Wharves GP Limited’s assertion that there are three different areas within the Queenstown

waterfront subzone where different activities predominate and that the PDP framework needs to adequately demarcate these areas and provide a differentiated rule framework to accommodate the different attributes of these three areas.

7. Thus Real Journeys also contends that the provisions of the PDP should be amended to clarify the location of these different areas of the Queenstown waterfront subzone and the associated PDP rules. In addition, we believe the PDP objective and policies need amendment to provide better direction to avoid degradation of the values that underlie the Queenstown waterfront subzone.
8. With the proliferation of watercraft activities based in the Queenstown waterfront subzone, we believe it is short-sighted to advocate for only one central boat refuelling, grey and black water pumping facility in Queenstown Bay because such activities are time consuming and most vessel operators need to undertake these activities at a similar time, either early in the morning or in the evening. That is one facility is likely to cause undue congestion.

Fiona Black

1 December 2016