

Attachment F: All submissions**Contents Page: Submissions to QLDC draft Navigation Safety Bylaw 2025 /Te Ture ā-Rohe mō te Haumarū Whakatere 2025**

Name	Organisation (if any)	Speaking to submission	Page #
Online submissions			
Anthony Hill		No	5
Warwick McArthur		No	8
Dean Rankin		Yes	12
Cat Thompson		No	16
Angus Wilson		No	19
Jemima		No	23
Albert Todd		No	26
Kate		No	29
Hamish Junghenn		No	32
Matt Cotton-Everitt		No	35
Aries Hodges		No	38
Liz Munro		No	41
Jackie Cohen		No	44
Karl Argyle		No	48
Jason Morgan		No	52
Victoria Cotton-Everitt		No	55
Joshua Clowes		No	58
Stefan Haworth		No	62
Gavin James	Retired fisheries scientist	No	65
Serra Stewart		No	69
Jonty Norton		Yes	73
Chris Stewart		Yes	78
Rob Buchan		No	82
Steffan Thomas		No	85
Ros Goulding		No	88
Jeremy Rees		No	92
Rod Macleod		Yes	95
Diana Schikker		No	99
Jason Hall		No	103
Lisa Gemmell		No	106
Jonathan Walmisley		No	109
Nicky Rhodes		No	113
Grant Jenkins		No	116
John Clarkson		Yes	119
Simon Gould	Gould Media	No	123
Matiu Park		Yes	126
Jeff Fulton		No	130
Kate O'Callaghan		No	133
Jess		Yes	137
Riki Brown		No	141
Shane		No	144
Penelope Belanger		No	147
Donald		No	150
Ross Carrick		No	153
Rebecca Clarkson		No	156
Colin Robertson		No	160
J Buchanan		No	163
Dr. Marcelo J Carena		No	166

Submitters in red type are those who elected to speak at the hearing.

Name	Organisation (if any)	Speaking to submission	Page #
Caleb McDougall		No	170
Greg McIntosh		No	174
Kim Kelly	Wānaka Lake Swimmers	No	177
Anu Shinnamon	Wānaka Lake Swimmers	No	181
Alyson Cross	Wānaka Lake Swimmers	No	185
Jaime Hutter	The Wānaka Watersports Facility Trust	No	188
Charlie Jacobsen		No	191
Florence Micoud		No	194
Jeni Hughes		Yes	198
Kevin Duke		No	201
Jan and Basil Waters		No	204
Amy Wong	Fernhill Sunshine Bay Community Association	No	208
Glen Rudhall		No	212
Mark E Austin		No	216
Brodie Greenfield		No	220
Niamh Shaw	Wānaka Lake Swimmers	Yes	224
Paul Jaquin	Southern Lakes Swimming Club	Yes	228
Lee Eadie	Formerly of Eco Wanaka Adventures Ltd	No	232
Rob Jewell		No	236
James Wallis		No	240
Philippa Jopp		No	244
Anya Beale		No	247
Wayne Millow		No	250
Rod walker		No	253
Alistair Madill		No	256
Gillian Macleod		Yes	259
Claire O'Connell	Member of Wānaka Lake Swimmers, and one of the original committee members	No	262
Viv Nixon		No	266
Jarrod Johnston	Queenstown Marine	No	269
David Gwynne-Jones		No	273
Hamish Rudhall		Yes	277
David Mayhew	Kelvin Peninsula Community Association	Yes	281
Ian Brown		No	285
Lauren Norrish		No	289
Jack Paterson		No	292
Ashlin Woodley		No	295
James Clarke		No	298
Jake Huskinson		No	302
Miles Holden		No	305
Scott Aubrey		No	308
Taylor Koens		No	311
Lee McIntyre		No	314

Name	Organisation (if any)	Speaking to submission	Page #
Isaac Burrough		No	317
Lynda Walsh-Pasco		No	321
Ben Smith		No	324
Isaac Davidson		No	327
Janey Johnston	Lake swimming	No	330
Ben van Gool		No	333
Matt Hollyer		Yes	336
Tane Moore		No	340
Rod Macdonald		No	343
Pierre Marasti		No	347
Joanna Ashe Marasti		No	350
Ian Maxwell		No	353
Nadia Stanton		Yes	356
Carla		No	359
Tony Booth	Wānaka Lake Resident	No	363
Laurette Young		No	366
Richard Ford		No	369
Patrick Perkins	Go Jets Wanaka	No	374
Eamon Young		Yes	377
Keith Cooper		No	382
Riki Young		No	385
Lloyd		No	389
Jonty Pierce Rupert Norton	Southern Lakes Windriders Club	Yes	393
Blair Shepherd		No	397
Clark Scott		No	400
Ronald Clearwater - Rivers Officer	Jet Boating New Zealand Inc	Yes	403
Katherine Walker	Realnz	Yes	406
John Taylor	Hāwea Community Association Inc.	Yes	410
Ross Young		Yes	414
Stephen Thompson		No	418
Emailed submissions			
Annabel Wilson		No	421
Anthony Hill		No	422
Ben Wilson		No	425
Christine Hetherington	LINZ	Yes	426
David Allard		No	440
David Taylor		No	441
Doug Fraser	Glendhu Bay Campers Association Inc.	Yes	442
Gareth and Carol Roberts		No	445
Gary Muir	Glendhu Bay camper	No	446
Gillian Macleod		Yes	447
Glen & Lea Rudhall		No	448
Hamish Rudhall		Yes	461
John Edmonds	on behalf of FLOWT Limited	Yes	466

Name	Organisation (if any)	Speaking to submission	Page #
John Edmonds	on behalf of Million Dollar Cruises	Yes	469
Katherine Walker	on behalf of Real Journeys Ltd	Yes	508
Mark Banham		Yes	512
Michael Donald, Craig Blake		No	514
Michael Donald	Lakeland Wānaka	No	522
Robert Miller		No	530
Steve Gurney		Yes	532
Steve Woodside	Jet Boating New Zealand	Yes	534

Note: At the end of this pack is additional evidence from submitters presented at the hearing.



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: Sep 30, 2024 10:51:28 am

Last Seen: Sep 30, 2024 10:51:28 am

IP Address: n/a

- Q1. **Your name** Anthony Hill
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** Queenstown
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
-
- Q6. **Phone number** not answered
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Not huge changes, concerned about some clarification
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
-
- Q11. **Please explain your view on the proposed amendments?**
not answered
-
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
-
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
-
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
-
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
-
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered
-

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I would prefer the naming to not have to be on both sides of the vessel. I have a prominent name on one side, rather not have to repeat it on the other.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Suggest you add AIS devices to the list, these provide collision avoidance alerts, and vessel locations

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I believe the high speed access lanes, eg The Narrows need to be redrawn to extend them enough to cover the entry and exit points of of the uplifting. In the current drawing a vessel is outside the lane but within 200m of shore! At the Frankton end of the Narrows this would create an unintended bottleneck as vessels would need to move to the centre to not be immediately in contravention of the 200m barrier. A simple extension of the lines should be placed to avoid this.

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 2

Login: Anonymous

Email: n/a

Responded At: Oct 04, 2024 10:00:40 am

Last Seen: Oct 04, 2024 10:00:40 am

IP Address: n/a

-
- Q1. **Your name** Warwick McArthur
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** Wanaka
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
-
- Q6. **Phone number** not answered
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose reduction in ski lanes. The status quo should remain
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
-
- Q11. **Please explain your view on the proposed amendments?**
There is no need to reduced the number of ski lanes - particularly on Lake Wanaka. The removal of these ski lanes will just cause congestion and issues at the very few remaining sites. I cannot see ANY justification for the removal of these ski lanes - just forcing people to travel much further if they wish to use a ski lane
-
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
-
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
-
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
-
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

This should remain as is. The removal of this and other ski lanes will just cause congestion at the very few remaining sites. This site is easy access for families etc for people using the ski lanes.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This remain as the status quo. This is a a popular and convenient spot for the ski lane - it is well established and well marked, and I can see no justification for its removal.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

I can't comprehend why this is being removed. It offers shelter from southerly winds, and is used and enjoyed widely by families who find it a convenient

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Many people use these ski lanes - and the reduction is likely to cause congestion and resultant problems. the ski lanes are well established and well marked - I can't understand why this would be reduced - I have not seen any issues in the many years I have visiting this location.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Where people are travelling in groups eg a group of jet skis, it means each (often just 1 person onboard) vessel must have 2 communication devices each - a group of say 3 jet skis with one person on each will require 6 communication devices - which this by-law will require.

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

This bylaw is trying to fix something that is not broken.. The proposed reduction in ski lanes needs to be rescinded



Respondent No: 3

Login: Anonymous

Email: n/a

Responded At: Oct 04, 2024 12:25:17 pm

Last Seen: Oct 04, 2024 12:25:17 pm

IP Address: n/a

-
- Q1. **Your name** Dean Rankin
-
- Q2. **Organisation** Lifetime resident and ratepayer
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** [REDACTED]
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
-
- Q6. **Phone number** [REDACTED]
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- It seems boats are being pushed out of the main bay, Why? Has this be decided on because of the lack luster effort being put in by Cougar Security, now being the harbour master? We pay for this in our rates. Removing the ski lanes from the places mentioned in Wanaka is going to make it very hard for large familys to enjoy the lake as I have over the 46 years I've been using it. We only have the main boat ramp that is or was user friendly, but now due to parking and poor design people are using Eely point and Waterfall Creek more. And these two ramps are in a very poor state. Dublin bay can't be used for water skiing as its to shallow. Some one needs to get out from behind their computer and go and look at what we currently have. If this proposal goes ahead it is going to wreck alot of great fun times for alot of familys and lake users. How many user friendly beaches are close to town for people to use?? Not very many at all, have a look or take a ride in a boat. This is a very poor decision which the majority of ratepayers and residents will be against.
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
-
- Q11. **Please explain your view on the proposed amendments?**
- It is pushing boats and users away from the main bay and being able to enjoy time with families
-
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
-
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
-

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Leave it there

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Leave it there

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Leave it there

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

People have been jumping from the Bridge for years. It won't stop it happening

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Trying to control people

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Good for safety

Q39. What is your view of the other proposed corrections corrections? I oppose all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

You need to engage the residents and users properly and not try and run this on the Quite

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Engage with users before coming up with hair brained ideas



Respondent No: 4

Login: Anonymous

Email: n/a

Responded At: Oct 04, 2024 13:13:17 pm

Last Seen: Oct 04, 2024 13:13:17 pm

IP Address: n/a

-
- Q1. **Your name** Cat Thompson
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** Wānaka
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
-
- Q6. **Phone number** not answered
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
It's not leaving enough beach access for ski users around the lakefront, given the usage of permanent and holiday users over the boating season.
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
-
- Q11. **Please explain your view on the proposed amendments?**
See previous answer.
-
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
Roys Bay – Waterfall Creek
-
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
-
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
-
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
-
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered
-

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

These are two easy accessible boat ramp and ski lane areas. It seems absurd that the only proposed ski lane from the lake is going to be at Glendhu, which has limited parking not to mention an increase in the traffic on that piece of road.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

These are two easy accessible boat ramp and ski lane areas. It seems absurd that the only proposed ski lane from the lake is going to be at Glendhu, which has limited parking not to mention an increase in the traffic on that piece of road.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Please consider the effects of the proposed ski lane changes. I'm concerned about the large number of ski lane users ending up in one area that will not cope with the traffic.



Respondent No: 5

Login: Anonymous

Email: n/a

Responded At: Oct 04, 2024 16:23:24 pm

Last Seen: Oct 04, 2024 16:23:24 pm

IP Address: n/a

- Q1. **Your name** Angus Wilson
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** Auckland and Dublin Bay
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
-
- Q6. **Phone number** not answered
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- While I support many of the proposed changes to the Navigation Safety Bylaw, I oppose the changes proposed to Lake Wanaka waterski lanes, and specifically the closure of all Roys Bay ski lanes, while leaving the Dublin Bay lane unchanged. My reasons for opposing this aspect of the proposed change to the Bylaw: (1) it conflicts with the purpose of the bylaw to ensure maritime safety is achieved: - reducing the available ski lanes (and in particular all in Roys Bay) will lead to more waterskiers concentrating in Dublin Bay, a location with a lot of swimmers, including families and young children. Dublin Bay, with its shallow water, is renowned as the best swimming & bathing beach on the lake. More waterskiers and tow boats will increase the risk of accidents with the swimmers/bathers. The relatively unique shallow bay means people can often walk up to 200m out into the lake (unlike other bays in the lake). This again increases the risk of accidents between the waterskiers and bathers (I acknowledge that the swimmers should not be using the waterski lane, but this often happens and is actually usually the case during the busy summer periods). (2) The concentration of more boats/waterskiers will reduce the enjoyment of non-waterskiers in Dublin Bay: - as mentioned Dublin Bay, with its shallow water, is renowned as the best swimming & bathing beach on the lake. Other bays and areas are more suited to waterskiing. Concentrating more waterskiers in Dublin Bay will reduce the appeal and enjoyment of this superb bathing beach. My recommendation: (a) retain at least one waterski lane in Roys Bay - I accept Eely Point has a lot of conflicting users, so would recommend either or both of the main Roys Bay and Waterfall Creek lanes are left open. If only one I would suggest Waterfall Creek, given the better location for waterskiing given (i) less swimmer users and (ii) a more sheltered location more conducive to waterskiing.
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
-

Q11. Please explain your view on the proposed amendments?

While I support many of the proposed changes to the Navigation Safety Bylaw, I oppose the changes proposed to Lake Wanaka waterski lanes, and specifically the closure of all Roys Bay skis lanes, while leaving the Dublin Bay lane unchanged. My reasons for opposing this aspect of the proposed change to the Bylaw: (1) it conflicts with the purpose of the bylaw to ensure maritime safety is achieved: - reducing the available ski lanes (and in particular all in Roys Bay) will lead to more waterskiers concentrating in Dublin Bay, a location with a lot of swimmers, including families and young children. Dublin Bay, with its shallow water, is renowned as the best swimming & bathing beach on the lake. More waterskiers and tow boats will increase the risk of accidents with the swimmers/bathers. The relatively unique shallow bay means people can often walk up to 200m out into the lake (unlike other bays in the lake). This again increases the risk of accidents between the waterskiers and bathers (I acknowledge that the swimmers should not be using the waterski lane, but this often happens and is actually usually the case during the busy summer periods). (2) The concentration of more boats/.waterskiers will reduce the enjoyment of non-waterskiers in Dublin Bay: - as mentioned Dublin Bay, with its shallow water, is renowned as the best swimming & bathing beach on the lake. Other bays and areas are more suited to waterskiing. Concentrating more waterskiers in Dublin Bay will reduce the appeal and enjoyment of this superb bathing beach. My recommendation: (a) retain at least one waterski lane in Roys Bay - I accept Eely Point has a lot of conflicting users, so would recommend either or both of the main Roys Bay and Waterfall Creek lanes are left open. If only one I would suggest Waterfall Creek, given the better location for waterskiing given (i) less swimmer users and (ii) a more sheltered location more conducive to waterskiing.

Q12. Are there any specific ski lane amendments you wish to share further comment on? not answered

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support retaining the right of people to jump from the bridge. I support the proposal to install directional lanes under certain arches of the bridge

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Cost and effort for small (<6 metres) powered boat users to install the identification

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed?

I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?

I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?

I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices?

I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 6

Login: Anonymous

Email: n/a

Responded At: Oct 04, 2024 16:54:52 pm

Last Seen: Oct 04, 2024 16:54:52 pm

IP Address: n/a

- Q1. **Your name** Jemima
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** Wanaka
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
-
- Q6. **Phone number** not answered
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
-
- Q11. **Please explain your view on the proposed amendments?**
There is no issue at present with ski lanes. So no need to change. Will cause more congestion if lanes are taken away
-
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
-
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
-
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
-
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
-

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

There is no issue at present with ski lanes. So no need to change. Will cause more congestion if lanes are taken away

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

There is no issue at present with ski lanes. So no need to change. Will cause more congestion if lanes are taken away

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

There is no issue at present with ski lanes. So no need to change. Will cause more congestion if lanes are taken away

Q24. Please share your comments on Glendhu Bay – East Ski lane location

There is no issue at present with ski lanes. So no need to change. Will cause more congestion if lanes are taken away

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 7

Login: Anonymous

Email: n/a

Responded At: Oct 04, 2024 18:22:39 pm

Last Seen: Oct 04, 2024 18:22:39 pm

IP Address: n/a

- Q1. **Your name** Albert Todd
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** Wanaka
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
-
- Q6. **Phone number** not answered
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
-
- Q11. **Please explain your view on the proposed amendments?**
Think this will increase safety and congestion risk in Lake Wanaka by in reading boat and car traffic to and within Glendhu bay
-
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
-
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
-
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
-
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
-
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support some but not all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 8

Login: Anonymous

Email: n/a

Responded At: Oct 05, 2024 00:57:33 am

Last Seen: Oct 05, 2024 00:57:33 am

IP Address: n/a

- Q1. **Your name** Kate
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
-
- Q4. **Location** Wanaka
-
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
-
- Q6. **Phone number** not answered
-
- Q7. **I understand that all feedback will be treated as public information.** I understand.
-
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
-
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I disagree with the updates to the reduction and removal of ski lanes in Lake Wanaka
-
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
-
- Q11. **Please explain your view on the proposed amendments?**
I oppose particularly the removal of ski lane at Roy's Bay Eely Point (and Roy's Bay Waterfall Creek). This ski lane is well used and very convenient for young families so lots of gear is able to be driven to the beach where the ski lane is, and others (such as grandparents) can easily bring a chair down and watch everything from a very short distance from their car. Water sports and recreational activities such as water skiing should be encouraged, not discouraged/not allowed.
-
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
-
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
-
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
-
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
-

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

See above comments. This is a well used ski lane and its loss would be incredibly disappointing.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Good idea

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Makes sense.

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This should be common sense and self safely. You should not need a bylaw or requirement for this

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Please do not remove the water ski lane at Eely point, Lake Wānaka!



Respondent No: 9

Login: Anonymous

Email: n/a

Responded At: Oct 05, 2024 04:02:56 am

Last Seen: Oct 05, 2024 04:02:56 am

IP Address: n/a

- Q1. **Your name** Hamish junghenn
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** WANAKA
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose removing the current ski lanes on lake WANAKA
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Keep waterfall creek and eely point ski lanes
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

If having to name vessels. It must be all powered and non powered boats / yachts / dinghy's / kayaks. Not just boats 6m or longer.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 10

Login: Anonymous

Email: n/a

Responded At: Oct 05, 2024 04:23:35 am

Last Seen: Oct 05, 2024 04:23:35 am

IP Address: n/a

- Q1. **Your name** Matt Cotton-Everitt
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I am neutral about the bylaw, apart from the removal of all ski lanes from central Wanaka
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I believe we need to retain either the Eely Point or Waterfall Creek ski lanes, ideally both to avoid crowding during busy periods.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

I believe this should be retained

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

I believe this should be retained

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 11

Login: Anonymous

Email: n/a

Responded At: Oct 05, 2024 05:55:36 am

Last Seen: Oct 05, 2024 05:55:36 am

IP Address: n/a

- Q1. **Your name** Aries Hodges
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
It's stupid you're all idiots
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
As above, this is REALLY stupid and you're all idiots
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I oppose all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I oppose the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 12

Login: Anonymous

Email: n/a

Responded At: Oct 05, 2024 06:16:08 am

Last Seen: Oct 05, 2024 06:16:08 am

IP Address: n/a

- Q1. **Your name** liz munro
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
There needs to be current ski lanes left for skiers
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
We need the ski lanes left
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

People have been jumping off that bridge for years. No harm done. Stop all this pointless change

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Why ..we have never needed vessel identification there is just no point other than more control ??

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 13

Login: Anonymous

Email: n/a

Responded At: Oct 05, 2024 07:50:45 am

Last Seen: Oct 05, 2024 07:50:45 am

IP Address: n/a

- Q1. **Your name** Jackie Cohen
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I oppose the councils proposal to remove a number of ski lanes in the area. The council has a responsibility to its rate payers to provide safe usage for all lake recreation users. The council have failed to provide adequate resources to support this. Tourists have an obligation to ensure their own safety when visiting an area and understand the local rules before engaging in recreation. It should not be local rate payers who lose the use of recreation due to the councils inability to safely enforce.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I oppose the removal of the 3 ski lanes in the Roy's Bay area. The council have not taken responsibility in doing an adequate job of providing appropriate signage or personnel to educate swimmers on where to swim safely. Boat users, who are most likely local rate payers, should not be penalized for the councils inadequacies by simply removing these ski lanes. The lake should be available for all recreation users including boat users. Swimmers need to use some common sense and take responsibility when it comes to swimming where boats are so obviously being used for the purpose of water skiing and sports. It is the councils responsibility to honor fair use of the lake for all and to employ people who take this job seriously and do a sufficient job of policing and educating on correct use of the lake front.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Having a temporary stand down of the main beach ski lane over the peak summer period is adequate to mitigate the perceived danger to swimmers who choose to ignore the ski lane. The council have not done enough to provide appropriate signage or education for tourists who use this area and do not follow the rules.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

I oppose the removal of this ski lane as it is the most popular ski lane close to an adequate boat ramp. A number of boat users choose to ski here to avoid the main beach where swimmers largely choose to ignore the ski lane signage. The council is responsible for engaging the qualified services who can enforce water safety not just for boat users but swimmers alike who choose not to obey signage for their safety. So often swimmers will choose to swim in areas where boats are obviously being used for the purpose of water sports and they do this at their own discretion. Boat users should not be penalized for their lack of common sense.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

This ski lane is rarely used by swimmers so should not be removed.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Having a vessel passage is not going to mitigate the risk of people lacking common sense jumping off a bridge. Banning jumping off the bridge would be more effective.

Q27. What is your view of the proposed amendments that require vessel identification? I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections?

not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 14

Login: Anonymous

Email: n/a

Responded At: Oct 06, 2024 08:37:44 am

Last Seen: Oct 06, 2024 08:37:44 am

IP Address: n/a

- Q1. **Your name** Karl Argyle
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I support the intent of the bylaw but believe the reduction in ski lanes will have a negative impact and increase danger for all water users.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I am very concerned about the changes proposed in the Frankton Arm. Removing four lanes and condensing an increasing amount of skiers and wake boarders into a very small area will increase the danger for all water users - swimmers, boaters and skiers/boarders. Wait times will increase exponentially and people will become impatient, increasing the likelihood of risky behaviour, and there will be too many people in a small area.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
Frankton Beach
Willow Place West Side
Loop Road
Frankton Arm North Side
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
This area is already congested and dangerous. I personally do not ski here for these reasons. It has long been an accident waiting to happen and with increased boat numbers every year the risk grows. I have seen many near misses in this area. Reducing the lane width is bonkers. It will only make things worse.

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

I most regularly use this location with my jet ski or jet boat. I acknowledge it is also a popular swimming area. I suggest moving it further south, with the southern most point around Remarkables School/public toilets will ensure it is further away from swimmers on the main beach. The other issue here is that there is no sign posts indicating this is a ski lane and the vast majority of people (swimmers and boat users) don't understand what the ski poles and buoys mean. It would be very useful to also have signage at the southern end of the beach (between the school and bridge) to indicate that it is not a ski lane, and users must obey the 5 knot rule. I have seen several dangerous situations here with swimmers in the water and jet ski operators pulling out at speed.

Q18. Please share your comments on Willow Place West Side Ski lane location

I don't use it but I don't think any safe ski lanes in the Frankton Arm should be removed, due to the need to provide safe locations to meet increasing demand.

Q19. Please share your comments on Frankton Arm North Side Ski lane location

I don't use it but I don't think any safe ski lanes in the Frankton Arm should be removed, due to the need to provide safe locations to meet increasing demand.

Q20. Please share your comments on Loop Road Ski lane location

I don't use it but I don't think any safe ski lanes in the Frankton Arm should be removed, due to the need to provide safe locations to meet increasing demand.

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I think if there is only one person onboard then one device should be acceptable. Two people or more should carry at least two devices.

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I think all life jackets should be required to be a bright, flouro colour (yellow/orange/pink) as black and blue jackets are extremely difficult to see in the water, and this has lead to tragedies in other jurisdictions.



Respondent No: 15

Login: Anonymous

Email: n/a

Responded At: Oct 06, 2024 11:37:28 am

Last Seen: Oct 06, 2024 11:37:28 am

IP Address: n/a

- Q1. **Your name** Jason Morgan
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- Absolutely ridiculous proposing to get rid of the ski lanes south of waterfall creek. Family's have been using and enjoying these areas for generations. In all my times skiing as a young fella, and now a Father with two children who now also enjoy these areas, I have only ever seen a couple of incidents of questionable behaviour. While Marty Black was on patrol for many years things ran smoothly. If it's seen as a problem, maybe education to boaters rather than penalising the majority of us would be a better solution.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- Answered in question 8
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?**
- Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Answered in question 8

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Answered in question 8

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Answered in question 8

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Answered in question 8

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Great idea

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 16

Login: Anonymous

Email: n/a

Responded At: Oct 06, 2024 17:43:20 pm

Last Seen: Oct 06, 2024 17:43:20 pm

IP Address: n/a

- Q1. **Your name** Victoria Cotton-Everitt
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wānaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I don't mind
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I don't want any Wānaka ski lanes taken away.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

I don't think any boats need to come in to this area. It's just for swimmers and kayakers.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This is very popular for boaties and for swimmers so it needs to serve both purposes.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The jumping off the bridge rules are for when no boats are allowed under the bridge, so it's safe.

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Our boat doesn't have a printed name but is easily identifiable.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I oppose all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

Most Wānaka people are boat people so please don't ruin things for those who are responsible.



Respondent No: 17

Login: Anonymous

Email: n/a

Responded At: Oct 07, 2024 01:34:27 am

Last Seen: Oct 07, 2024 01:34:27 am

IP Address: n/a

- Q1. **Your name** Joshua Clowes
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Bylaw amendments proposed are inequitable to the growing number of ski lane users
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
The removal of 4 (four) access lanes from the Frankton Arm without the addition of any lanes is inequitable to the growing demand for ski lane usage following rapid population growth. This will increase congestion at the already busy Kelvin Grove access lane. Coupled with the significant residential growth in the Southern Corridor, this amenity, which is regularly disputed between skiers and swimmers, will decline in value for all users. The addition of an access lanes from at Homestead Bay to compensate for the removal of the 4 Frankton Arm lanes and acknowledge and service the existing and future Southern Corridor residents would be a proactive solution.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
Enforcement of not mooring/beaching vessels in the ski lane and swimming in the ski lane must be enforced.
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

-
- Q29. What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q37. What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.
-
- Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
If implemented, QLDC should subsidise the cost of this increased requirement to users.
-
- Q39. What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.
-
- Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

In the proposal guidance the amendment of ski lanes has been prefaced as amendment to locations and identification. The proposed reduction of widths has been omitted which is only presented during the feedback survey. This is a significant change to existing ammenities and therefore deceptive to readers who don't proceed with the formal feedback.



Respondent No: 18

Login: Anonymous

Email: n/a

Responded At: Oct 07, 2024 14:04:02 pm

Last Seen: Oct 07, 2024 14:04:02 pm

IP Address: n/a

- Q1. **Your name** Stefan Haworth
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
There is no change to Bobs cove!!!
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Bobs cove needs to change, Its a death waiting to happen!
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

I don't think it should be a requirement. Not everyone is qualified to operate a marine radio with out a radio license. Mt Mich needs a cell tower to cover the Northern Arm, And somewhere for the southern Arm. Cellphone is a better coms.

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Great to see, BUT MISSING BOBS COVE!!

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

Bobs cove is too small for a ski lane. The massive tourist population growth in the concentrated area is a death waiting to happen. I've almost been hit by 3 boats recreating on kayak, swimming. I've seen a pregnant lady almost get hit by a skier. Its fucked!! I'm a boat owner and its just not on!!



Respondent No: 19

Login: Anonymous

Email: n/a

Responded At: Oct 07, 2024 15:10:34 pm

Last Seen: Oct 07, 2024 15:10:34 pm

IP Address: n/a

- Q1. **Your name** Gavin James
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka and Christchurch
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I support the removal of the Wanaka ski land on the main beach. However, I do not support the removal of both Waterfall Creek and Eely Point ski lanes. This would result in the complete exclusion of water skiing from Roys Bay which I believe is unnecessary. In addition the ski lane at Dublin Bay is unusable when the lake is at lower levels, meaning in such conditions the only usable ski lanes in Wanaka would be in Glendhu Bay. I would like to see the ski lane at Eely Point retained. Although it is crowded during main holiday periods, my observations are that it is safe for users if people follow the rules and do not swim in or anchor jetskis within it (these are the major safety issues I have observed). Completely closing Eely Point to waterskiing would mean that for almost all of the year (except for a week or so over Christmas/New Year when it is crowded) there would be no ability to use this very convenient area. I think the proposed total removal of the Eely Point ski lane is unwarranted. If the concern is safety during peak holiday season then possibly close it for a brief period then. The consequences of removing the three lanes in Roys Bay means of course that water skiing would be shifted to beaches further afield on Wanaka. I am not sure this is wise or necessary. In relation to that it is curious that the regulations appear to ban speeds faster than 5 knots within 200m of the shore throughout the lake and I am not sure how this can be observed by water skiers on the various small beaches around Lake Wanaka.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?** I am neutral on the proposed amendments to require vessel identification.

Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

While I think there is an advantage in occasionally being able to identify boat drivers behaving badly and also assisting with searches for a missing boat if it has the boat trailer ID on it, I am not sure that these outweigh the time and cost involved in requiring all boat owners to place an ID on their boat.

Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

As an angler I oppose the uplifting of higher speed limits on commercial powerboats on this section of the river over the summer period

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. What is your view of the other proposed corrections corrections?

I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Apart from my oppositon and comments made earlier in my submission, I support the proposed alterations to the bylaw

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 20

Login: Anonymous

Email: n/a

Responded At: Oct 07, 2024 19:36:50 pm

Last Seen: Oct 07, 2024 19:36:50 pm

IP Address: n/a

Q1. **Your name** Serra Stewart

Q2. **Organisation** not answered

Q3. **Email address**



Q4. **Location** Kelvin Heights

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

I do not understand why, on lakes that are so large, you would consider reducing the legal ski lanes available. This action will mean more boats are parked in and skiing from a smaller area. The result is congestion on the beach and in the water. It is dangerous having more power boats towing more people in a smaller space. You are not making a safer lake and recreational area, you are doing the opposite. Surely it is more sensible to have fewer boats skiing from more beaches so there is less danger of any boat driving over a person in the water!

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

As per the previous comment, by reducing the amount of ski lanes, or the size of the existing ski lanes, you are condensing the same amount of boats into a far smaller area. This creates congestion and is dangerous. Surely this is contrary to public safety? You are NOT going to reduce the amount of boats on the lake just by reducing the ski lanes.

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Willow Place West Side
Glendhu Bay – East

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

There are a lot of families in the area who use this beach to teach young children to ski. If we instead have to go to the only ski lane in the area -Kelvin Grove- we are putting them in danger of being run over by the many other boats in the area accessing the only ski lane available. This is just nonsensical.

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

The ski lane in this area services an enormous amount of boats for a relatively short period of time during the summer. Again, if all the boats are forced into a smaller area we are creating more congestion and danger. Why are these proposed changes being suggested? Who has suggested them and why?

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Please consider whether you are genuinely trying to make the lakes safer for everyone. Congesting more power boats into fewer spaces creates congestion and is dangerous! We were in Te Anau when exactly this happened at one of the two public ski lanes, which was over populated on a holiday weekend, and a child was run over and killed. Please don't allow this to be repeated.



Respondent No: 21

Login: Anonymous

Email: n/a

Responded At: Oct 07, 2024 20:54:33 pm

Last Seen: Oct 07, 2024 20:54:33 pm

IP Address: n/a

- Q1. **Your name** Jonty Norton
-
- Q2. **Organisation** -
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Jacks Point
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I oppose the proposition to reduce ski lanes on Lake Whakatipu. By condensing the waterskiing in less areas, it causes more boat wakes for waterskiers (a less enjoyable/safer experience) and increases congestion and likelihood for accidents. During public holidays, it can be carnage at Kelvin Grove, boat wakes everywhere, once-a-year boaties letting their kids loose on jetskis and boats zipping around less than 200m apart from each other. We need to spread the load throughout the lake. The Willow Place ski lane is an important asset as the water depth quickly drops off, allowing lesser powered outboard motors the ability to drop off passengers in order to get on the plane faster for waterskiers. What the core of the problem is the commercial operators cutting the corner too tight. I'm a big advocate for keeping the two lanes on the south side of the arm, these have less exposure to commercial craft and typically calmer in a South - South West wind. Also the Frankton, Willow Place and Loop Road ski lanes are the closest access from the Frankton Marina and moored boats at Willow Place. There are often small weather windows when one can waterski on the lake (the weather changes quickly, wind comes up, sun goes behind the cloud etc) and by removing the lanes closest to the marina and moorings one has to drive all the way up to Kelvin Grove to enjoy the ski lane. Also be removing the poles, it will cause confusion between legacy users of the lake and people unfamiliar to the spot. Legacy users would continue to come in in an anticlockwise manner whereby new users may come straight in. By having the poles erected it establishes an authority and conveys instructions that must be followed. Legacy users will struggle harder to educate new users if there is not formal signage or regulated zones that convey a ski zone.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. Please explain your view on the proposed amendments?

I oppose the proposition to reduce ski lanes on Lake Whakatipu. By condensing the waterskiing in less areas, it causes more boat wakes for waterskiers (a less enjoyable/safer experience) and increases congestion and likelihood for accidents. During public holidays, it can be carnage at Kelvin Grove, boat wakes everywhere, once-a-year boaties letting their kids loose on jetskis and boats zipping around less than 200m apart from each other. We need to spread the load throughout the lake. The Willow Place ski lane is an important asset as the water depth quickly drops off, allowing lesser powered outboard motors the ability to drop off passengers in order to get on the plane faster for waterskiers. What the core of the problem is the commercial operators cutting the corner too tight. I'm a big advocate for keeping the two lanes on the south side of the arm, these have less exposure to commercial craft and typically calmer in a South - South West wind. Also the Frankton, Willow Place and Loop Road ski lanes are the closest access from the Frankton Marina and moored boats at Willow Place. There are often small weather windows when one can waterski on the lake (the weather changes quickly, wind comes up, sun goes behind the cloud etc) and by removing the lanes closest to the marina and moorings one has to drive all the way up to Kelvin Grove to enjoy the ski lane. Also be removing the poles, it will cause confusion between legacy users of the lake and people unfamiliar to the spot. Legacy users would continue to come in in an anticlockwise manner whereby new users may come straight in. By having the poles erected it establishes an authority and conveys instructions that must be followed. Legacy users will struggle harder to educate new users if there is not formal signage or regulated zones that convey a ski zone.

Q12. Are there any specific ski lane amendments you wish to share further comment on? Willow Place West Side
Loop Road

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

I oppose the proposition to reduce ski lanes on Lake Whakatipu. By condensing the waterskiing in less areas, it causes more boat wakes for waterskiers (a less enjoyable/safer experience) and increases congestion and likelihood for accidents. During public holidays, it can be carnage at Kelvin Grove, boat wakes everywhere, once-a-year boaties letting their kids loose on jetskis and boats zipping around less than 200m apart from each other. We need to spread the load throughout the lake. The Willow Place ski lane is an important asset as the water depth quickly drops off, allowing lesser powered outboard motors the ability to drop off passengers in order to get on the plane faster for waterskiers. What the core of the problem is the commercial operators cutting the corner too tight. I'm a big advocate for keeping the two lanes on the south side of the arm, these have less exposure to commercial craft and typically calmer in a South - South West wind. Also the Frankton, Willow Place and Loop Road ski lanes are the closest access from the Frankton Marina and moored boats at Willow Place. There are often small weather windows when one can waterski on the lake (the weather changes quickly, wind comes up, sun goes behind the cloud etc) and by removing the lanes closest to the marina and moorings one has to drive all the way up to Kelvin Grove to enjoy the ski lane. Also by removing the poles, it will cause confusion between legacy users of the lake and people unfamiliar to the spot. Legacy users would continue to come in in an anticlockwise manner whereby new users may come straight in. By having the poles erected it establishes an authority and conveys instructions that must be followed. Legacy users will struggle harder to educate new users if there is not formal signage or regulated zones that convey a ski zone.

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

Although I don't use Loop Road as much, I support the need to keep it as a ski lane, particularly as it is a sheltered spot on the south side of the lake and often very calm and out of the way of commercial operators.

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

- Q27. **What is your view of the proposed amendments that require vessel identification?** I oppose all of the proposed amendments to require vessel identification.
-
- Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- I think a combination of cost to administrate, cost to enforce burdens and destroying the aesthetic look of the boats. I oppose this amendment.
-
- Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I support some but not all of the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- Talking as the Commodore of the Southern Lakes Windriders, some of the events we would like to run are very weather dependant. And we could run a downwinder with a time frame of little as 1-2 hours before we decide to go. This may make it difficult for us to get approval in such a small time frame. I support the requirement of any event requiring approval of the Harbourmaster by removing the need for a newspaper advertisement, instead publishing a notice on the Council's website and social media.
-
- Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.
-
- Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- not answered
-
- Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- not answered
-
- Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I oppose the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- I oppose the Kawarau Dam Access Lane, that is far too close to shore, moored boats and too many blindspots for boats. There are also multiple boats on moorings nearby, and I am often rowing out across this access lane. I do not think Jetboats, commercial operators will make this a safe experience. The access lane needs to be on the other side of the tree. Also by having it on two sides of the tree creates blind spots. How do we know which way of the tree boats will be coming?
-
- Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.
-

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Lost my first application by clicking a hyperlink that didn't open in a new tab, can you make sure that all hyperlinks open in a new tab? This causes so much wasted time writing my applications again.



Respondent No: 22

Login: Anonymous

Email: n/a

Responded At: Oct 07, 2024 21:33:27 pm

Last Seen: Oct 07, 2024 21:33:27 pm

IP Address: n/a

- Q1. **Your name** Chris Stewart
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED]
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. Please explain your position on the draft Navigation Safety Bylaw 2025:

Reducing the number of ski lanes - This is so counter intuitive to safety as to be unbelievable. The safest way for water skiers and towables to operate is to have as more room to maneuver not less. There is limited vision while driving a boat as it is impossible to look both forwards and backwards at the same time thus allowing more room between craft in an inherently confined space makes sense. I have competed and driven boats in competitive settings to a national level. I have sat and passed a Coast Guard Day skippers course. I have been camping and driven boats at Glendhu Bay camping ground for 45+ years. I have kayaked, sailed, swam, water skied, paddle boarded and viewed these activities for a similar time in Lakes Wanaka, Whakatipu and the Fiordland lakes. I have witnessed the complexity of these activities from both a user and a spectator and I can categorically say that confining these activities to a smaller space is more dangerous. We were at Broad Bay in Te Anau the day a person was hit by a boat and it was almost predictable that would happen as there were too many people confined to a small area as that was where the ski lane was. It would be far safer to try and spread this activity far and wide. The safest change you could make would be to make rear vision mirrors mandatory if you are towing skiers. Naming boats and kayaks is unnecessary, expensive and dictatorial. Make owners carry a boat ownership card that can be presented on request to harbour master - Online from set up by council. Two forms of communication is solving a problem that doesn't exist. Give best practice guideline but stop acting like god - it doesn't need to be a rule.

- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. Please explain your view on the proposed amendments?

As discussed above. Taking out ski lane at Frankton beach is a good idea as it is the most used area by other lake users, swimmers etc and the beach is shallow and difficult to ski from. Encourage skiers to use unused beaches around the lake. If it is a shared beach 20% of the beach say the right end when looking out may be used to start skiers but they must be dropped 200m from shore and retrieved by the boat would be a safer outcome.

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As above better fixed by having all vessels carry an ownership card that can be shown on request

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As discussed above

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 23

Login: Anonymous

Email: n/a

Responded At: Oct 08, 2024 06:27:39 am

Last Seen: Oct 08, 2024 06:27:39 am

IP Address: n/a

Q1. **Your name** Rob Buchan

Q2. **Organisation** not answered

Q3. **Email address**



Q4. **Location** Wanaka

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

Removal of ski lanes without adding new ones will reduce the areas in which our kids can enjoy biscuiting / waterskiing The proposal does not explain the cost involved in boat identification and how owners can comply, which is additional compliance for limited benefit.

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

Removal of ski lanes in Wanaka without adding new ones will add to congestion on the existing ski lanes. Consideration should be given to adding new ski lanes in less populated areas, if the council is proposing to remove existing ski lanes.

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?**

I oppose all of the proposed amendments to require vessel identification.

Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Adds additional compliance and cost with limited benefits. No timeframe to achieve compliance is included (i.e. it will take time to get this identification on the vessel). No explanation given as to the "waterway incidents and complaints" that council is trying to solve with this problem and how extensive they are.

-
- Q29. What is your view of the proposed amendments relating to temporary waterway events?** I support all of the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.
-
- Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q37. What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.
-
- Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q39. What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.
-
- Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**
not answered
-



Respondent No: 24

Login: Anonymous

Email: n/a

Responded At: Oct 08, 2024 12:00:47 pm

Last Seen: Oct 08, 2024 12:00:47 pm

IP Address: n/a

- Q1. **Your name** Steffan Thomas
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Lake Hawea
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
In particular i support the removal of ski lane at Ely beach. This is a great beach for people to be able to play in the water and nose a boat up to shore if desired, however the location of the ski lane there prevents this from happening and/or makes it dangerous. This type of activity (ski lanes) should be located elsewhere.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

In particular i support the removal of ski lane at Ely beach. This is a great beach for people to be able to play in the water and nose a boat up to shore if desired, however the location of the ski lane there prevents this from happening and/or makes it dangerous. This type of activity (ski lanes) should be located elsewhere.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support as long as trailer registration number remains an option.

- Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.
-
- Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.
-
- Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**
not answered
-



Respondent No: 25

Login: Anonymous

Email: n/a

Responded At: Oct 08, 2024 14:30:45 pm

Last Seen: Oct 08, 2024 14:30:45 pm

IP Address: n/a

- Q1. **Your name** Ros Goulding
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Albert town
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Mostly support. Don't support registration of boats. Don't support compulsory PLB requirements. Don't support the uplift of above 5 knots on the Clutha River for commercial craft. Do support the reduction in water ski lanes from Roys Bay, but this should also include Jet Skis.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
The majority of users in Roys Bay are passive users. The ban should be on all powered craft including jet skis and sail boats using power to be less than 5 knots.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Water skiing is no longer appropriate in this area as the majority of the users are passive and water skiers and jet skis are loud noisy and require more space than is available to safely perform the activities.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This area has direct conflict with swimmers, paddle boarders, kayakers, beach side participants and sailing. The excessive wake from water skiers and jet skis is hazardous. The wind can be tricky for yachts and powered craft have not been accommodating as they seem to not understand basic maritime laws.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

A jumping platform, water depth indicator and signage of how and where to jump (not dive) and exit are sensible. A higher barrier to prevent jumpers crossing the road is sensible along with removal of straining trees down stream. I consider all powered craft be excluded from the outlet to the Albert town bridge as this is a busy section of water being used by passive unpowered craft year round and excessive use in the summer months. This includes all commercial craft as there is an obvious conflict and I can't understand why our council is allowing visitors to enjoy jet boating on a section of river in direct conflict with residents who are passive users, when there is ample river below the Albert town bridge for jet boating. Relocation of the boat launching ramp near to the start of the Upper Clutha River track, just up from the confluence of the Cardrona River. There is ample parking, the noise is away from Albert town residents and there is good separation between powered and non powered craft and less traffic negotiating the congested Albert town bridge. It also improves the ambience in the camping area.

- Q27. What is your view of the proposed amendments that require vessel identification?** I oppose all of the proposed amendments to require vessel identification.
-
- Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- This seems overly bureaucratic, I suggest that all powered craft are banned from access from the outlet to the Albert town bridge. Signage and photo evidence is sufficient. This includes jet skis. It would be better if all folk in charge of powered craft had to have a licence.
-
- Q29. What is your view of the proposed amendments relating to temporary waterway events?** I oppose all of the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- All events should be well planned and notified publicly. Jet boat races on the Clutha river should only occur below the Albert town bridge. Due to excessive noise and conflict with all the passive users.
-
- Q31. What is your view of the proposed amendment relating to the definition of speed?** I oppose the proposed amendment to the definition of speed.
-
- Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- If a craft can't make it up the river at 5 knots then it shouldn't be there! Why have a speed by-law if there are all these exceptions. Basically the council who is accepting revenue via consents for commercial use of the Clutha river is in direct conflict with residents and rate payers who are passive users. The council should be liable for any incident on this section river. The likely scenario of a jet boat running over kids floating down the river. This section of river needs management and a complete ban of powered craft would be the sensible way to go.
-
- Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- Commercial powered craft should be prohibited from the Outlet to Albert town bridge all year round. One rule easy to enforce. One small section of river that thousands of Wanaka residents/ratepayers and visitors can enjoy with out the added conflict of powered craft. There is plenty of river downstream from the bridge that is suitable for jet boating.
-
- Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- not answered
-
- Q37. What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Be proactive if boats are carrying PLB and fitted life jackets then maybe they get cheaper launching fees? I think this is a step too far. Education and encourage all users to consider safety. Don't have PLB then hire via some store or DOC? What sized vessels would this be requirement for? Kayakers and others? Should viewing the weather forecast also be compulsory? what about having an intention plan...

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

all aspects of changes should be made available for the public to review.

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I think the most important thing is to ban powered craft on the Clutha River from the Outlet to the Albert town bridge all year round. I have seen so many near misses this has be a priority.



Respondent No: 26

Login: Anonymous

Email: n/a

Responded At: Oct 10, 2024 06:26:58 am

Last Seen: Oct 10, 2024 06:26:58 am

IP Address: n/a

- Q1. **Your name** Jeremy Rees
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Invercargill
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
No significant changes, so it seems reasonable.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support the changes as they appear to allow jumping to continue, which is the best for the community.

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 27

Login: Anonymous

Email: n/a

Responded At: Oct 10, 2024 18:50:02 pm

Last Seen: Oct 10, 2024 18:50:02 pm

IP Address: n/a

- Q1. **Your name** Rod Macleod
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** ALbert Town
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- The draft schedules conditions applying to power boat usage on the Clutha River from lake outlet to Albert Town Bridge. Conditions do not adequately consider safety of kayak and rafting use of this river reach during the summer months and do not address our expectation of peaceful enjoyment of the river reach throughout the balance of the year.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I support removal of the ski lane at Eely Point as this is now a prime swimming and paddle board area.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
- not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

see above comments

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The power boat signage for up and downstream navigation is a step in the right direction. Teenagers (including visitors) will continue to jump from the bridge and should be guided only to use the true right bank side (second arch).

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Registration (as in Australia) will encourage public reporting of poor power boat behaviour and excessively noisy power boats. To date noisy boat owners have not been reprimanded despite their offensive behaviour.

- Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
We are not aware of the harbourmaster monitoring river speeds on the Upper Clutha River despite the obvious risk to swimmers, kayak and raft users of the river and wonder if they are equipped to carry out this monitoring.
-
- Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
See comments above. The risk to other river users created by the commercial operators is significant and noise remains a problem to others walking and cycling the outlet track. Many visitors to our local camping grounds are unaware of large commercial power boats operating on the river and are ill equipped when rafting the river to signal their presence.
-
- Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.
-
- Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.
-
- Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 28

Login: Anonymous

Email: n/a

Responded At: Oct 11, 2024 18:34:37 pm

Last Seen: Oct 11, 2024 18:34:37 pm

IP Address: n/a

- Q1. **Your name** Diana Schikker
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wānaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose the removal of the waterski lane at Eely Point, Wanaka
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I oppose the removal of the waterski lane at Eely Point, Roys Bay, Wanaka
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Having a waterski lane at Eely Point allows for easy access to the water and beach for these activities. Eely Point is accessible by car meaning families and people of all ages can join other family members and friends in boats to picnic and waterski, without having to be transported by boat to further away beaches where waterskiing is permissible. This will be particularly important should the suggestions to remove waterski lanes in the main bay and at Waterfall Creek are accepted. Being able to travel by car to partake in boating/waterskiing, allows for the easy transport of picnic and boating equipment and also gives the elderly and people, particularly those with young children, to have the necessary flexibility to easily head home if necessary. If people cannot go by car, foot or bike to join their boating families or friends at Eely Point, their only other alternative is to drive to Glendhu Bay to do so. I cannot believe the QLDC would want to encourage any more traffic on the road to Glendhu Bay, particularly in the summer time. At this point, many boaties would possibly tow their boats out to Glendhu Bay and use the boat ramp at Rotary Park to launch their boats. Again, I cannot believe the Council would be encouraging any more congestion at this ramp and park.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Anything that continues to allow people to jump off the bridge while improving the safety of all users has my support.

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 29

Login: Anonymous

Email: n/a

Responded At: Oct 12, 2024 07:49:52 am

Last Seen: Oct 12, 2024 07:49:52 am

IP Address: n/a

- Q1. **Your name** Jason Hall
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Will cause congestion in Dublin bay
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?**

I support all of the proposed amendments to require vessel identification.

Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q29. **What is your view of the proposed amendments relating to temporary waterway events?**

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Don't change the ski lanes



Respondent No: 30

Login: Anonymous

Email: n/a

Responded At: Oct 13, 2024 11:41:35 am

Last Seen: Oct 13, 2024 11:41:35 am

IP Address: n/a

- Q1. **Your name** Lisa Gemmell
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I oppose the removal of Lake Wanaka ski lanes. At least one should remain close to Wanaka township - ideally Eely Point. Without a designated safe space to provide high speed access for water-skiing, it is more likely that it will happen in ad-hoc areas, which is significantly less safe. Dublin Bay and Glendhu Bay are not accessible / close enough to town for involvement of the whole family.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I support the removal of Roys Bay - Main Beach as that area is much better suited for swimming. Eely Point ski lane area should remain.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
- not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Eely Point ski lane should remain, to ensure there is still a ski lane close to Wanaka township. Without a designated safe space to provide high speed access for water-skiing, it is more likely that it will happen in ad-hoc areas, which will be significantly more hazardous for other lake users.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

-
- Q29. What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q37. What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.
-
- Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q39. What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.
-
- Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**
not answered
-



Respondent No: 31

Login: Anonymous

Email: n/a

Responded At: Oct 14, 2024 11:49:21 am

Last Seen: Oct 14, 2024 11:49:21 am

IP Address: n/a

- Q1. **Your name** Jonathan Walmisley
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose changes to Ski Lanes and wish to comment on Section 17
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
In the 12 years i have been active on Lake Wanaka there have to my knowledge been any accidents within the Ski Lanes. I am aware of one within a swimming area where a rowing vessel struck a swimmer. I am also aware of a recovery mishap at Waterfall Creek and a Towed biscuit hitting a vessel around paddock bay. NONE were in a ski lane Two of the most popular ski lanes are at the most popular launch sites - Eely Point and waterfall Creek. Reducing the ski lanes will lead to the remaining becoming busier - increasing the risk of collision/injury and/or encouraging congregations at other sites where in theory they break the 5 knot rules and are further away/out of communication from help if something goes wrong (refer to biscuit accident above).
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Oppose See para 10.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Oppose See para 10

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Whilst I support this getting some 1000 recreational boats to now comply is a big ask. It took ages at Lake Hood and longer for ECANZ

Q29. **What is your view of the proposed amendments relating to temporary waterway events?** not answered

Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

With all due respect audio/visual cannot in all reality be called a means of communication as for most of the lakes they would never be seen or heard. White Flares and flashing white lights are not distress. It should also be noted that Cell phone and Radio coverage on the Lakes is patchy - Do we need to carry a SATPhone? - without it the legislation is only partially meeting the need

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Para 17 Refuelling. I See no definition of Passenger - normally the Person in Charge is not a passenger. Definition required
Some Commercial vessels on the Lake require 2 persons on the vessel to refuel - they are breaking the byelaw?



Respondent No: 32

Login: Anonymous

Email: n/a

Responded At: Oct 15, 2024 05:22:10 am

Last Seen: Oct 15, 2024 05:22:10 am

IP Address: n/a

Q1. **Your name** Nicky Rhodes

Q2. **Organisation** not answered

Q3. **Email address**



Q4. **Location** Queenstown

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

The only section I oppose is the section reducing the number of ski lanes in Lake Wakatipu. Reducing them will result in most skiers going to Kelvin Grove creating too much wake and lots of congestion. Also in the other section it should be Lake Johnson it Lake Johnston.

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

Removing them will create congestion at the remaining ones particles at Kelvin Grove.

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Frankton Beach
Willow Place West Side
Loop Road
Frankton Arm North Side

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

Don't remove it

Q18. Please share your comments on Willow Place West Side Ski lane location

Don't remove it

Q19. Please share your comments on Frankton Arm North Side Ski lane location

Don't remove it

Q20. Please share your comments on Loop Road Ski lane location

Don't remove it.

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

My vessel is already identified and as long as I don't have to change that I'm ok with it. I don't agree with vessels like kayaks having to be marked with the owners name and address.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I don't use this area

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I usually have two but don't want to start feeling stressed if one day I haven't taken a second one and then risk a fine or something

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I thought it was Lake Johnson not Lake Johnston

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 33

Login: Anonymous

Email: n/a

Responded At: Oct 15, 2024 18:32:05 pm

Last Seen: Oct 15, 2024 18:32:05 pm

IP Address: n/a

- Q1. **Your name** Grant Jenkins
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

I oppose the uplift as I kayak that stretch a lot and know of others that do also. I have come face to face and almost put out in the water by the boat wake and speed they are already exploiting. This also encourages others to think they can do the same. They in turn cut corners at speed which we have also had close calls with!

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 34

Login: Anonymous

Email: n/a

Responded At: Oct 16, 2024 10:19:07 am

Last Seen: Oct 16, 2024 10:19:07 am

IP Address: n/a

- Q1. **Your name** John Clarkson
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**

The proposed removal of ski lane at Roys Bay (Main Beach) is unnecessary, it can be simply resolved by moving the commercial operator towards the rowing club and having them educate customers that they are operating in a shared space. The conflicts I have witnessed have been between the commercial operator and boat owners. These have been caused by customers of the kayak and paddleboards rental operators failing to sufficiently educate their customers of the requirement to exit the ski lanes as quick as possible. The removal of the lane is fundamentally a commercial capitulation at the expense of providing a shared space for all of Wanaka. The issue of swimmers in the ski lanes is a product of the failure of the QLDC to provide adequate signage and information to allow swimmers to understand that a ski lane exists and that swimming is prohibited. By removing an easily accessible space you deprive wider families of the opportunity to undertake a recreational activity together. QLDC have been remiss in providing adequate signage and information to educate others about ski lanes, and are now deciding that rather than perform their duties to an acceptable standard they will take the easiest option of punishing a group of rate payers. I oppose the removal of the ski lane at Ealy Point. Whilst I do not use this facility it provides a recreational space for families to undertake powered water sports that is accessible by those with young families and also the elderly that wish to accompany the family but would be unable to travel by boat. The proposals are looking to expand the available area for non-powered sports at the expense of another sector of the community. The QLDC should focus its efforts on providing facilities to both sets of users, rather than prioritizing one over the other.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

The proposed removal of ski lane at Roys Bay (Main Beach) is unnecessary, it can be simply resolved by moving the commercial operator towards the rowing club and having them educate customers that they are operating in a shared space. The conflicts I have witnessed have been between the commercial operator and boat owners. These have been caused by customers of the kayak and paddleboards rental operators failing to sufficiently educate their customers of the requirement to exit the ski lanes as quick as possible. The removal of the lane is fundamentally a commercial capitulation at the expense of providing a shared space for all of Wanaka. The issue of swimmers in the ski lanes is a product of the failure of the QLDC to provide adequate signage and information to allow swimmers to understand that a ski lane exists and that swimming is prohibited. By removing an easily accessible space you deprive wider families of the opportunity to undertake a recreational activity together. QLDC have been remiss in providing adequate signage and information to educate others about ski lanes, and are now deciding that rather than perform their duties to an acceptable standard they will take the easiest option of punishing a group of rate payers.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

I oppose the removal of the ski lane at Ealy Point. Whilst I do not use this facility it provides a recreational space for families to undertake powered water sports that is accessible by those with young families and also the elderly that wish to accompany the family but would be unable to travel by boat. The proposals are looking to expand the available area for non-powered sports at the expense of another sector of the community. The QLDC should focus its efforts on providing facilities to both sets of users, rather than prioritizing one over the other.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed?

I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?

I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?

I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The ability to carry or store two forms of communication will be overly onerous on certain watercraft that do not have storage. Communication equipment should only be carried when exceeding either 3km (or a distance to be determined) from the lake shore or when not visible from the lake shore.

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

QLDC are replacing education with legislation, simply taking the easiest option rather than the options that provide for the greatest use by the community. Some of these regulations are poorly thought out and will have detrimental impacts for years to come. If they are enacted then the reeducation aspects would make their reversal increasing difficult



Respondent No: 35

Login: Anonymous

Email: n/a

Responded At: Oct 17, 2024 06:18:29 am

Last Seen: Oct 17, 2024 06:18:29 am

IP Address: n/a

- Q1. **Your name** Simon Gould
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Eely Point must stay as it is a great combination of launching, water skiing and people without boats being able to meet up in one area.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Eely Point ski lane must stay as it is a great combination of launching, water skiing and people without boats being able to meet up in one area.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 36

Login: Anonymous

Email: n/a

Responded At: Oct 17, 2024 07:27:55 am

Last Seen: Oct 17, 2024 07:27:55 am

IP Address: n/a

- Q1. **Your name** Matiu Park
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED] Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- The intention to remove the ski lanes from Roy's Bay, Lake Wanaka, is not in the best interests of the ratepayer community who regularly use these safe, well understood ski lanes.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- The current ski lanes in waterfall and Roy's Bay, Lake Wanaka are well known and well understood and also well used by Wanaka residents, home owners and lake regular lake users. Removing the Roy's Bay and Waterfall Bay ski lanes will require skiers to use more carbon to travel to other areas of the lake to use what will be a smaller number of increasingly overcrowded ski lanes in Glendhu Bay. This risks illegal skiing as well as increases boat movement and conflict in Glendhu Bay, an already busy skiing and boating area. This will also increase pressure on the boat ramps at an already busy Glendhu Bay. Much of the success of Wanakas growth and attraction has been built by snow and water sports loving residents and this proposal is in direct contravention of this history of the area.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?**
- Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

The current ski lanes in waterfall and Roy's Bay, Lake Wanaka are well known and well understood and also well used by Wanaka residents, home owners and lake regular lake users. Removing the Roy's Bat and Waterfall Bat ski lanes will require skiers to use more carbon to travel to other areas of the lake to use what will be a smaller number of increasingly overcrowded ski lanes in Glendhu Bay. This risks illegal skiing as well as increases boat movement and conflict in Glenda Bay, an already busy skiing and boating area. This will also increase pressure on the boat ramps at an already busy Glendhu Bay. Much of the success of Wanakas growth and attraction has been built by snow and water sports loving residents and this proposal is in direct contravention of this history of the area.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

The current ski lanes in waterfall and Roy's Bay, Lake Wanaka are well known and well understood and also well used by Wanaka residents, home owners and lake regular lake users. Removing the Roy's Bat and Waterfall Bat ski lanes will require skiers to use more carbon to travel to other areas of the lake to use what will be a smaller number of increasingly overcrowded ski lanes in Glendhu Bay. This risks illegal skiing as well as increases boat movement and conflict in Glenda Bay, an already busy skiing and boating area. This will also increase pressure on the boat ramps at an already busy Glendhu Bay. Much of the success of Wanakas growth and attraction has been built by snow and water sports loving residents and this proposal is in direct contravention of this history of the area.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

The current ski lanes in waterfall and Roy's Bay, Lake Wanaka are well known and well understood and also well used by Wanaka residents, home owners and lake regular lake users. Removing the Roy's Bat and Waterfall Bat ski lanes will require skiers to use more carbon to travel to other areas of the lake to use what will be a smaller number of increasingly overcrowded ski lanes in Glendhu Bay. This risks illegal skiing as well as increases boat movement and conflict in Glenda Bay, an already busy skiing and boating area. This will also increase pressure on the boat ramps at an already busy Glendhu Bay. Much of the success of Wanakas growth and attraction has been built by snow and water sports loving residents and this proposal is in direct contravention of this history of the area.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

The current ski lanes in waterfall and Roy's Bay, Lake Wanaka are well known and well understood and also well used by Wanaka residents, home owners and lake regular lake users. Removing the Roy's Bat and Waterfall Bat ski lanes will require skiers to use more carbon to travel to other areas of the lake to use what will be a smaller number of increasingly overcrowded ski lanes in Glendhu Bay. This risks illegal skiing as well as increases boat movement and conflict in Glenda Bay, an already busy skiing and boating area. This will also increase pressure on the boat ramps at an already busy Glendhu Bay. Much of the success of Wanakas growth and attraction has been built by snow and water sports loving residents and this proposal is in direct contravention of this history of the area.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This is simply another administration cost for boat owners. I'm not clear of the justices took for this as people can take photos of boats, or harbour masters can simply stop a vessel of interest. Again, I'm not clear on the background issues that require vessels to be named?

Q29. What is your view of the proposed amendments relating to temporary waterway events?

not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed?

not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?

not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Two communication devices are over the top. Again, I'd like to see more evidence of this requirement - as boat ownership is already expensive and this requirement is considered very onerous and just a further ongoing maintenance and owner's expense. I'd be interested to understand the rationale for this for Lake Wanaka- as one mode of communication in my experience has always been sufficient.

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

More evidence-based policy development required to align with the main users of the lakes and waterways of the region, as opposed to irrelevant, sweeping rules to capture the lowest common denominator.



Respondent No: 37

Login: Anonymous

Email: n/a

Responded At: Oct 17, 2024 09:57:26 am

Last Seen: Oct 17, 2024 09:57:26 am

IP Address: n/a

- Q1. **Your name** Jeff Fulton
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
We need separation between waterskiers and swimmers. The current lanes are perfect
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Eely point is such a great place to waterline from when the summer Norwest we is blowing
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Eely point is such a great place to waterline from when the summer Norwest we is blowing

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I oppose all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 38

Login: Anonymous

Email: n/a

Responded At: Oct 17, 2024 12:43:07 pm

Last Seen: Oct 17, 2024 12:43:07 pm

IP Address: n/a

- Q1. **Your name** Kate O'Callaghan
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Hawea
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. Please explain your position on the draft Navigation Safety Bylaw 2025:

This is too restrictive and extremely cautious approach to health and safety. This removes all local Wanaka ski lanes and leaves only Dublin bay which is too shallow to be accessible to outboard motorboats. It does not allow for any education or signage or positive measures to direct tourists and passive users to the correct areas for them to use the lake swimming/passive use areas. Instead it takes a negative approach and the most extreme safety measures towards boaters and restricts their use of the lake further for the activities they love. I would like to know where local water skiers and wakeboarders etc are now supposed to use the lake without heading miles up the lake. Why not attempt to direct and educate and take positive measures first rather than negative and restrictive measures that push boaters further Away from Wanaka. It also removes options for large family groups who can't all fit into a boat but wish to spend the day together as the only way they can participate in water sports activities is by heading away up the lake. This may lead to overloaded boats as people look for spots they can ski. Note DUBLIN BAY is not a viable option for all boaties! There have been no recent accidents which would indicate that this is an overly cautious approach. It also shows poor planning and thought when all the changes were made to the Wanaka lakefront as this should have been addressed and appropriate signage included. I strongly believe that passive users should too have dedicated safe swim areas just like ski lanes! And these swimming areas should not be the majority of the lakefront - introduce swim lanes instead of ski lanes!

- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. Please explain your view on the proposed amendments?

Restrictive and overly cautious. Leaves no accessible ski lanes for family groups and those who are unable to get on a boat and go much further up the lake, no suitable alternatives offered, no suggestion of positive co-habitation ie education and signage. Create swim lanes instead of reducing ski lanes like at beaches where people know to swim between the flags!

Q12. Are there any specific ski lane amendments you wish to share further comment on? not answered

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

No issues have occurred - the plan is extreme and does not take into account the fact that people have a brain and some common sense. There have been no incidents to justify such extreme measures.

Q27. What is your view of the proposed amendments that require vessel identification? I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

QLDC does not currently support and maintain radio services in Hawea and Wanaka therefore to require boaties to carry this equipment would mean they need to fund radio services in the upper Clutha.

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 39

Login: Anonymous

Email: n/a

Responded At: Oct 17, 2024 15:05:59 pm

Last Seen: Oct 17, 2024 15:05:59 pm

IP Address: n/a

- Q1. **Your name** Jess
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I oppose the proposed changes to the ski lanes at Kelvin Grove and Bobs Cove. I request the removal of ski lanes from both locations, as these beaches are popular with swimmers, and the current ski lanes create a conflict between swimmers and boats. Regarding the Roys Bay - Waterfall Creek ski lane, I oppose its removal and request that it remain unchanged. This area is large enough to accommodate both swimming and a waterski lane, similar to the arrangement at Wilsons Bay.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I oppose the proposed changes to the ski lanes at Kelvin Grove and Bobs Cove. I request the removal of ski lanes from both locations, as these beaches are popular with swimmers, and the current ski lanes create a conflict between swimmers and boats. Regarding the Roys Bay - Waterfall Creek ski lane, I oppose its removal and request that it remain unchanged. This area is large enough to accommodate both swimming and a waterski lane, similar to the arrangement at Wilsons Bay.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- I oppose the proposed changes to the ski lane at Kelvin Grove. I request the removal of ski lane as this beaches is popular with swimmers, and the current ski lane create a conflict between swimmers and boats.
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Regarding the Roys Bay - Waterfall Creek ski lane, I oppose its removal and request that it remain unchanged. This area is large enough to accommodate both swimming and a waterski lane, similar to the arrangement at Wilsons Bay.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

- Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I oppose the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

This area is highly popular with swimmers, particularly near the tree with a rope swing and ladder used for accessing upper branches to jump into the lake. I have frequently observed swimmers crossing the channel where the upstream access lane runs to the willow island. To reduce the risk of boats hitting swimmers, I recommend implementing a speed limit or other controls within the upstream access lane. This would help ensure the safety of those swimming in the area.
-
- Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.
-
- Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.
-
- Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 40

Login: Anonymous

Email: n/a

Responded At: Oct 17, 2024 17:32:03 pm

Last Seen: Oct 17, 2024 17:32:03 pm

IP Address: n/a

- Q1. **Your name** Riki Brown
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
The blanket approach of applying the rules to all vessels is illogical and impractical. How and why should a windsurfer be expected to carry two types of communication devices!?
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

It's not necessary

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

It's not necessary

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 41

Login: Anonymous

Email: n/a

Responded At: Oct 18, 2024 04:48:15 am

Last Seen: Oct 18, 2024 04:48:15 am

IP Address: n/a

- Q1. **Your name** Shane
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
By reducing ski lanes you are increasing congestion which automatically makes it lot more dangerous for everyone, it's an absolutely stupid idea that will again backfire on council
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

How many drownings or accidents here are you basing this off ? What data ? Or is it just the henny penny position of council of " what if" we are over regulating a area where free choice was part of the culture

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I oppose all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

More idiotic red tape ,

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I oppose all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Stop creating red tap just to justify your jobs , it's ridiculous and not what you are there for, get off your high horses and actually listen to the public



Respondent No: 42

Login: Anonymous

Email: n/a

Responded At: Oct 18, 2024 12:38:40 pm

Last Seen: Oct 18, 2024 12:38:40 pm

IP Address: n/a

- Q1. **Your name** Penelope Belanger
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I am opposing to having the ski lane at Eely Point Wanaka as they are quite dangerous and would much prefer to be able to swim over there, not just the very small enclosed selected area.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Same as comment provided previously
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

As mentioned earlier, would much prefer having the place to swim rather than another ski lane. Swimming area is really small and too many people are often over there.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 43

Login: Anonymous

Email: n/a

Responded At: Oct 20, 2024 08:17:57 am

Last Seen: Oct 20, 2024 08:17:57 am

IP Address: n/a

- Q1. **Your name** Donald
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose the changes to the ski lanes in Lake Wanaka
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

I oppose the Waterfall Creek ski lane being removed. I seek for it to be retained. Waterfall creek is a family friendly place to teach children to waterski off the beach. It is safe and has good visibility. Access to a beach close to Wanaka for waterskiing allows needs of a range of age groups within the family to be met. Younger children can come for short periods and easily be transported home.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 44

Login: Anonymous

Email: n/a

Responded At: Oct 20, 2024 15:57:11 pm

Last Seen: Oct 20, 2024 15:57:11 pm

IP Address: n/a

- Q1. **Your name** Ross carrick
-
- Q2. **Organisation** Privste
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED]
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
 Lake foreshore is now no place for ski boats, for safety and tranquility reasons Overseas visitors seem to picnic and swim in "ski lane" Also jet skis limited to 5km per hr within 50 metres (at least) of shore water line They are dangerous extremely dangerous and noisy. Often rides by over enthusiastic and under experienced lads.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
 Anything to improve safety and to make a more tranquil environment
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
 not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
 not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
 not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

No thank you



Respondent No: 45

Login: Anonymous

Email: n/a

Responded At: Oct 21, 2024 16:13:22 pm

Last Seen: Oct 21, 2024 16:13:22 pm

IP Address: n/a

- Q1. **Your name** Rebecca Clarkson
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. Please explain your position on the draft Navigation Safety Bylaw 2025:

I oppose the removal of water ski lanes in the main lake vicinity in Wanaka. Removal of the only 3 waterski lanes in Roys Bay is a terrible proposal. Dublin Bay is normally too shallow for waterskiing off the beach & boating in anything other than a jetboat or jet ski, and a long drive from Wanaka. This will thereby push every boat owner & family in Wanaka out to Glendhu Bay. There is not enough parking at Glendhu Bay to absorb every boat/watercraft and the associated family & friends at the height of summer for the thousands of boats that now use the lake. This is an absolutely ridiculous solution. I understand the kayak business in front of town sends its' patrons right across the ski lane at the main beach which causes many problems but this could easily be resolved by moving their boat hire businesses down towards the Wanaka Tree end of main beach (where they all want to go). This would keep them out of the marina, boat ramp and ski lane area. From experience those water skiing in the ski lane area at main beach, inform random swimmers that this is not a good place to swim and to move over a few metres over (much better result than restricting large numbers of users away from the water ski lane area. It is a shame that Wanaka is becoming such a nanny state in this regard, and the council treating people like idiots. I also oppose the new bylaw in relation to having to carry 2 forms of communications on a watercraft. This would require people to have waterproof phones & some sort of emergency transponder. This is incredibly elitist and unworkable for smaller, wetter, closer to the water watercraft. This law would in effect ban young and not wealthy people who don't have phones or the latest waterproof models the ability to be able to enjoy going out on the lake. We live in a country where we should be free to make decision and be responsible for our own actions without an overreaching government authority imposing unworkable laws on the everyday New Zealander. Very disappointed to say the least.

- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.

Q11. Please explain your view on the proposed amendments?

See above comments in relation to Roys Bay bans

Q12. Are there any specific ski lane amendments you wish to share further comment on? Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

See above comment

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

See above comment

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

See above comment

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See comments made above

Q39. What is your view of the other proposed corrections corrections?

I oppose all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 46

Login: Anonymous

Email: n/a

Responded At: Oct 21, 2024 16:13:37 pm

Last Seen: Oct 21, 2024 16:13:37 pm

IP Address: n/a

- Q1. **Your name** Colin Robertson
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Kingston
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Navigation safety bylaws are necessary to ensure all users of rivers and lakes under QLDC authority can do so in a safe and enjoyable manner.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Most proposed amendments are required to ensure adequate safety for all water users.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Not having a ski lane somewhere in Roys Bay could place too much pressure on Glendu Bay and Dublin Bay.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Not having a ski lane somewhere in Roys Bay could place too much pressure on Glendu Bay and Dublin Bay.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 47

Login: Anonymous

Email: n/a

Responded At: Oct 21, 2024 18:02:34 pm

Last Seen: Oct 21, 2024 18:02:34 pm

IP Address: n/a

- Q1. **Your name** J Buchanan
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Pros and cons to the draft bylaw
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Support removal of some on Lake Wānaka but alternative ski lanes should be instated as now reduced down to three from six
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 48

Login: Anonymous

Email: n/a

Responded At: Oct 21, 2024 18:16:52 pm

Last Seen: Oct 21, 2024 18:16:52 pm

IP Address: n/a

- Q1. **Your name** Dr. Marcelo J Carena
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Twizel
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- Like many local residents across the area, I would like to see a reduction in motor boat recreational activities in order to increase the water quality of our lakes and rivers, preserve safe swimming, increase biosecurity, and reduce noise pollution. Jet skies and jet boats are a significant risk to these.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- The key to safety concerns is to reduce the number of motorboats allowed in glacial lakes or ban them for the reasons previously addressed. One solution would be to allow these recreational activities in artificially made lakes only in order to preserve glacial lakes. You could either allow electric boats or none at all (only kayaks and row boats, non-motorised ones). I come from an area where we used to swim, fish, and eat the fish we caught. In just one generation, due to the increased activity in motorboats and their sizes and speeds, the lake I used to enjoy swimming in, was polluted, and my boys could not enjoy it anymore. This should serve as a lesson to preserve our glacial lakes. Besides, ski lanes, destroy the scenic nature on these lakes.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Safety will increase with a reduced number of vessels and lower speeds, which in fact translates to less pollution. In addition, monitoring compliance would be key as, in many occasions, vessels have been closer than 200m to lake shores.



Respondent No: 49

Login: Anonymous

Email: n/a

Responded At: Oct 23, 2024 17:19:19 pm

Last Seen: Oct 23, 2024 17:19:19 pm

IP Address: n/a

- Q1. **Your name** Caleb McDougall
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka Resident
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I oppose the removal of the ski lanes on lake Wanaka. The proposal to remove half the ski lanes in Wanaka will increase congestion on the remaining ski lanes causing increased safety issues. A boat captain can navigate a ski lane with normal traffic levels, and have attention to spot and avoid unexpected dangers such as swimmers. If there is increased traffic, as the proposed bylaw change would directly cause, the Captains ability to safely navigate the ski lane would be reduced. When similar reductions have been made to ski lanes around NZ the increase of traffic has resulted in a significant increase in the danger navigating the remaining ski lanes. I urge QLDC to consider the consequences of enacting the Bylaw as proposed. An alternate solution would be to add / substitute additional ski lanes to the lake to reduce traffic and increase safety. With the increased use of the lake there is reason to have more than 6 Ski lanes on lake Wanaka to ensure safe usage for all. These could be facilitated on remote beaches on The Peninsula, Roys Peninsula, Ruby Island, or other suitable beaches. This would give the secondary advantage of reducing swimmer incursion as the primary access to these locations is via boat. Regards Caleb
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- As mentioned prior.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Signage should warn all users of jumping and encourage non powered vessels to use the passage lane.

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I oppose all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed?

I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?

I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?

I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices?

I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections?

I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 50

Login: Anonymous

Email: n/a

Responded At: Oct 24, 2024 14:10:52 pm

Last Seen: Oct 24, 2024 14:10:52 pm

IP Address: n/a

- Q1. **Your name** Greg McIntosh
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED] Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I support the changes. They are clear and accurate. The changes are for the good.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Great safety improvements. Especially the emergency rescue equipment.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 51

Login: Anonymous

Email: n/a

Responded At: Oct 24, 2024 15:22:24 pm

Last Seen: Oct 24, 2024 15:22:24 pm

IP Address: n/a

- Q1. **Your name** Kim Kelly
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
i support this draft bylaw
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
have never understood why they allowed skiers and boats on the main beach when there are plenty of other places. Definitely keen to remove them.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

there is no need for a ski lane here so close to swim lane

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

there is no need for a ski lane here so close to swim lane

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Thank you for the opportunity to provide feedback. The Wānaka Lake Swimmers (WLS) welcomes the proposed amendments to the Navigation Safety Bylaw. As part of the Local Government Act requirement to protect, promote and maintain public health and safety, the WLS requests that the swimming line in Roy's Bay is maintained by council. The swimming line comprises a 500m line of round reds buoys roped between four red triangle buoys which are weighted to the lake bed. From a point approximately 200m out from the Wānaka Watersports Facility, the line runs parallel to the shoreline to a point 200m from the carpark adjacent to the Ardmore St/ McDougall St intersection. The swimming line was installed by ex-Harbourmaster Marty Black, and subsequently maintained by ex-Harbourmaster Craig Blake and Cougar security. It is used by increasing numbers of passive/non-motorised lake users, in addition to members of the 70-80 WLS swimmers. Although WLS members wear highly visible safety buoys, swim caps and/ or wetsuits, many non-members and visitors do not. Therefore the swimming line is a vital safety resource that identifies a safe swimming area for other lake users. The WLS has been advised that council will no longer repair routine damage to the swimming line, which is frequently adrift. Maintaining this vital navigational and safety aid would support council's efforts to promote safety and visibility in this popular area, as per the Navigational Safety Bylaw. The WLS requests that Council continues to maintain this line, for the safety of the general public on the lake front.



Respondent No: 52

Login: Anonymous

Email: n/a

Responded At: Oct 24, 2024 19:00:45 pm

Last Seen: Oct 24, 2024 19:00:45 pm

IP Address: n/a

- Q1. **Your name** anu shinnamon
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** albert town
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
any remaining ski lanes should have obvious signage - the general public don't know what they are or the implications of swimming in them
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Thank you for the opportunity to provide feedback. As part of the Local Government Act requirement to protect, promote and maintain public health and safety, the WLS requests that the swimming line in Roy's Bay is maintained by council. The swimming line comprises a 500m line of round red buoys roped between four red triangle buoys which are weighted to the lake bed. From a point approximately 200m out from the Wānaka Watersports Facility, the line runs parallel to the shoreline to a point 200m from the carpark adjacent to the Ardmore St/ McDougall St intersection. The swimming line was installed by ex-Harbourmaster Marty Black, and subsequently maintained by ex-Harbourmaster Craig Blake and Cougar security. It is used by increasing numbers of passive/non-motorised lake users, in addition to members of the 70-80 WLS swimmers. Although WLS members wear highly visible safety buoys, swim caps and/ or wetsuits, many non-members and visitors do not. Therefore the swimming line is a vital safety resource that identifies a safe swimming area for other lake users. The WLS has been advised that council will no longer repair routine damage to the swimming line, which is frequently adrift. Maintaining this vital navigational and safety aid would support council's efforts to promote safety and visibility in this popular area, as per the Navigational Safety Bylaw. The WLS requests that Council continues to maintain this line, for the safety of the general public on the lake front.



Respondent No: 53

Login: Anonymous

Email: n/a

Responded At: Oct 25, 2024 12:22:50 pm

Last Seen: Oct 25, 2024 12:22:50 pm

IP Address: n/a

- Q1. **Your name** Alyson Cross
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Luggate
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Safer for swimmers
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Both areas are popular with recreational swimmers esp in the summer when many tourists like to come to Wanaka and enjoy the beaches and lake .

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

As above . I. The busy season boats and jet skis moar , arrive and depart from the beach.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Safety issues with people often kids jumping from bridge and possibly hitting bottom of river , head injuries .

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Often boats , jet skis travel over speed limit leaving and landing on the beaches , esp lake Hawea

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

There are swimming holes along the Clutha river and jet boats should not be allowed to travel during the summertime busy season . The pilots don't seem to be looking out for recreational swimmers .

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Swimming buoys at Roy's beach to be maintained by the local council to ensure that swimmers can enjoy safe swimming in the areas close to the beach and lake perimeter .



Respondent No: 54

Login: Anonymous

Email: n/a

Responded At: Oct 25, 2024 13:43:08 pm

Last Seen: Oct 25, 2024 13:43:08 pm

IP Address: n/a

- Q1. **Your name** Jaime Hutter
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED] Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
The Wanaka Watersports Facility Trust believes that the changes detailed in the 205 Bylaw will make water-based recreation safer especially regarding increased distances between non-motorised lake users and motor-powered vessels.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
WWFT supports the amendments to ski lanes.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

WWFT supports the amendments to manage navigation safety risk at the Albert Town Bridge.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

The interpretation/ definition of speed in Clause 6 is cumbersome and unclear.

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

The Wanaka Watersports Facility Trust supports the submission of the Wanaka Lake Swimmers, namely that council monitors and maintains the swimming line established in Roys Bay. Thank you for the opportunity to provide feedback.



Respondent No: 55

Login: Anonymous

Email: n/a

Responded At: Oct 25, 2024 14:09:13 pm

Last Seen: Oct 25, 2024 14:09:13 pm

IP Address: n/a

- Q1. **Your name** Charlie Jacobsen
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Albert Town
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I am generally in support although I would like to see more protection regarding jetboats around the houses by the Albert Town bridge.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I would like more protection regarding jetboats around the houses by the Albert Town bridge. There are currently no noise restrictions or time restrictions in place & a number of the boats are very loud. This violates my right to enjoy my property in peace, especially outdoors over the summer when the boats are near constant for all daylight hours.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I would like to see this enforced for jet boats as well. hopefully we could use the cameras which are in place on the Albert Town bridge to capture those who are operating in an anti social way, ie doing donuts etc in front of houses, excessive noise etc.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I would like to see clauses put in stating how these will be enforced.

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I don't believe that they need to be operating there at all & that it only detracts from the enjoyment of the area for other users.

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 56

Login: Anonymous

Email: n/a

Responded At: Oct 26, 2024 11:42:33 am

Last Seen: Oct 26, 2024 11:42:33 am

IP Address: n/a

- Q1. **Your name** Florence Micoud
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- Navigation Safety Bylaw review I have read some of the information provided, concerning Lake Wānaka and surroundings. I approve the removal of water ski lanes in Roys Bay. I approve the rules limiting the use of petrol vessels on the Mata-au river. I submit to remove all petrol powered vessels from Roys Bay and that includes jetskis. Reasons for that are: Swimmers need more protection from the various motor vessels. These vehicles are very noisy, this noise can be heard several kilometres away in a urban area. The noise spoils the wellbeing of people resting at the beach or walking along the lake and rivers. These vehicles emit carbon dioxide contributing to climate change and pollutants that damage the lake water quality. The petrol smells are also a discomfort for lakeside users at times (depending on the wind). Vessels create waves that are damaging to wildlife and its habitat. Electric motor boats exist and the council can foster the switch from polluting engines to electric less-noisy low-carbon vessels with such a ban. I realise it is not popular, but the motor boats have totally spoiled Glendhu bay and the Outlet where I used to enjoy going and contemplating. If we are to share, then we need to keep some areas without motor vessels at all. Please note that all petrol vessels have been banned from some lakes in Europe (example Aiguebelle) resulting in a better environment, better lake quality and better wellbeing. Nearby towns have become increasingly attractive so it is good for business too.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?** I support all of the proposed amendments to require vessel identification.

Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

This would have perhaps allowed to identify who lit the Glendhu bay fire 2 years ago. So yes it is a good thing.

Q29. **What is your view of the proposed amendments relating to temporary waterway events?** not answered

Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** not answered

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** not answered

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Thank you for making the lakes safer and cleaner for everyone.



Respondent No: 57

Login: Anonymous

Email: n/a

Responded At: Oct 28, 2024 09:53:31 am

Last Seen: Oct 28, 2024 09:53:31 am

IP Address: n/a

Q1. **Your name** JENI HUGHES

Q2. **Organisation** not answered

Q3. **Email address**

[REDACTED]

Q4. **Location** KELVIN PENINSULA

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes

Q6. **Phone number**

[REDACTED]

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

I believe we need the water ski lane at Willow Place. I love the waterskiing outside Kelvin Peninsula, along from the Hilton - and I believe people using the walkway, as well as staying at The Hilton, do too.

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

I believe we should encourage water sports on Lake Wakatipu, and that ski lanes are there for a specific purpose - namely for waterskiers to take off & land

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Willow Place West Side

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

i love watching the waterskiing, as do walkers on the track that i have spoken to.

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 58

Login: Anonymous

Email: n/a

Responded At: Oct 28, 2024 10:47:53 am

Last Seen: Oct 28, 2024 10:47:53 am

IP Address: n/a

- Q1. **Your name** Kevin Duke
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Lake Hawea
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I have concerns re the practicality of Clause 19 - Carriage of communication devices. While to objective is sound there are significant issues in achieving it, specifically the VHF provision arrangement on Lakes Wanaka and Hawea and the cell phone coverage on both Lakes.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- The Hawea ski lane location needs to be moved, considering the views of the community.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
- not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

While to objective is sound there are significant issues in achieving it, specifically the VHF provision arrangement on Lakes Wanaka and Hawea and the cell phone coverage on both Lakes. QLDC needs to ensure adequate funding is provided to ensure the continuation of the existing (private organisation) VHF service and provide channel monitoring. Alternatively having VHF channel 16 available should be considered. QLDC also needs to work with the cell phone providers to improve coverage. Communication options and limitations need to be better communicated, especially at the launching locations.

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 59

Login: Anonymous

Email: n/a

Responded At: Oct 28, 2024 16:47:05 pm

Last Seen: Oct 28, 2024 16:47:05 pm

IP Address: n/a

Q1. **Your name** Jan and Basil Waters

Q2. **Organisation**



Q3. **Email address**



Q4. **Location**

Dunedin

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?**

No

Q6. **Phone number**

not answered

Q7. **I understand that all feedback will be treated as public information.**

I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:**

I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

Our concern and opposition relates to changes in proposed ski lanes and launching and retrieval of boats at Hampshire Glendhu Bay Camp. Having referred to the draft document we are truly confused about what changes are or aren't proposed relating to this area- figures and tables appear contradictory. We do wish to state our opposition to any shortening of the western ski lane, as this will cause more intensive use of a smaller area. Over that 4-5 week period after Christmas we suggest it needs to remain as is, it does work well (we have been there over that period for 20+ years). We suggest that for that super busy period the QLDC ensure regular patrol by the harbour master of the bay, as surely they are meant to be doing anyway. We have no comment on the eastern ski lane as we do not use this one. Re launch and retrieval, we have heard this is proposed to be regulated to only the boat ramp. Unless you triple the size of the boat ramp, this would be a dangerous proposition. This concern is due to the incredibly fast weather change patterns on the lake and the chaos that would ensue with urgent retrieval of all the boats on lake - in reality it will be highly dangerous. We urge QLDC to physically investigate these ski lanes and ramps during the excessively busy season to understand the dangers of these proposed changes

Q10. **What is your view of the proposed amendments to the district's ski lanes?**

I oppose all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

As stated previously

Q12. **Are there any specific ski lane amendments you wish to share further comment on?**

not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Na

Q27. What is your view of the proposed amendments that require vessel identification? I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Do you homework first.



Respondent No: 60

Login: Anonymous

Email: n/a

Responded At: Oct 28, 2024 18:46:14 pm

Last Seen: Oct 28, 2024 18:46:14 pm

IP Address: n/a

Q1. **Your name** Amy Wong

Q2. **Organisation**

[REDACTED]

Q3. **Email address**

[REDACTED]

Q4. **Location**

[REDACTED] Queenstown

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?**

No

Q6. **Phone number**

not answered

Q7. **I understand that all feedback will be treated as public information.**

I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:**

I support the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

The FSBCA supports the section in the statement of proposal regarding the moving and formalising of the Sunshine Bay ski lane

Q10. **What is your view of the proposed amendments to the district's ski lanes?**

I support all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

The FSBCA is wanting to put in a consent for a pontoon at Sunshine Bay, we have the funding and are currently waiting for notification that jetty and mooring resources are now being reviewed. Moving the Sunshine Bay ski lane 50m down the beach will be a positive move for the potential instalment of a community pontoon.

Q12. **Are there any specific ski lane amendments you wish to share further comment on?**

Sunshine Bay

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

The FSBCA is wanting to put in a consent for a pontoon at Sunshine Bay, we have the funding and are currently waiting for notification that jetty and mooring resources are now being reviewed. Moving the Sunshine Bay ski lane 50m down the beach will be a positive move for the potential instalment of a community pontoon.

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 61

Login: Anonymous

Email: n/a

Responded At: Oct 28, 2024 18:49:21 pm

Last Seen: Oct 28, 2024 18:49:21 pm

IP Address: n/a

- Q1. **Your name** Glen Rudhall
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I have some concerns over some aspects around how the proposals will be equitably determined and applied to lake users and the lack of real data or proper study being undertaken prior to far reaching decisions being made. Since last time very little evidence of education and appropriate signage has been seen. I am concerned that despite specifically identifying as interested parties previously and requesting being kept informed we have once again only learned of these proposal late in the piece and through family. QLDC Communications are a weak point in their performance, across multiple services. A significant amount of time and resource seems to be spent on a relatively small aspect of activities (and largely not particularly problematic) in our community whilst other key issues go unaddressed or money is wasted on poorly considered roading projects.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- We will restrict our comment to the Wanaka and Hawea based area and cover in a separate submission.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Would support restricted zone during peak times. Separate submission

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Would support restricted zone during peak times. Separate submission

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Do not support. Separate submission.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Support this proposal with conditions Makes sense.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Well researched and considered proposals make for a sensible, workable and valuable series of solutions. Well done.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Event organisers need to have the right to appeal Harbour Masters decision direct to QLDC. Quick, simple process necessary. Harbour Master is a commercial operator and there is insufficient safeguards to prevent possible conflicts of interest.

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

You need to maintain an accurate and effective register of interested parties and ensure we are always kept informed.



Respondent No: 62

Login: Anonymous

Email: n/a

Responded At: Oct 28, 2024 19:05:05 pm

Last Seen: Oct 28, 2024 19:05:05 pm

IP Address: n/a

- Q1. **Your name** Mark E Austin
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I support the changes to ski lanes to allow safer swimming. I support carrying two effective communication devices.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Safe swimming is important. adjusting to have a safe swimming area in Kelvin Heights, more at Frankton Beach, and better separation at Sunshine Bay is a good idea.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This also makes rescue clearer. Matching vessel to crew is critical with so many kayaks and dinghys on the shore

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

I would like a compulsory radio call added before traversing the bridge. Either on 16 or the local working channel. I would like to have river left, left of the islands, reserved for kayaking.

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

I support the carrying of two effective communication devices. I just question whether two are required for Lake Hayes and the Frankton Arm? These areas have good cell coverage and many on shore observers. I once had folks call the coast guard while I was practicing self rescues@

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Paddling a kayak is slow, with a maximum of about 5 knots. Crossing Queenstown Bay commercial vessels may not see us low in the water. I would like to see compulsory radio calls on entry and exit from Queenstown Bay. So far I haven't heard a radio call anywhere on Lake Whakatipi, ever! Boaties are great at following speed restrictions, spotting while skiing, giving others plenty of room. Jet skiers often exit and enter beaches for above the 5 knot restrictions. QLDC needs a plan to educate and enforce these limits. I would rather see positive action in this area than any changes to ski lanes. On education I am yet to find a single sign with the local work Channel. It took half an hour of searching online to find it and confirm it. It's at every launch site in Te Anau and Manapouri. There's no point in asking people to carry vomms if the channels aren't advertised. Thanks



Respondent No: 63

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 07:40:04 am

Last Seen: Oct 29, 2024 07:40:04 am

IP Address: n/a

- Q1. **Your name** Brodie Greenfield
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Christchurch
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I am opposed to the following points: 1) Ski lane at Glendhu East is just fine as it is. 2) Boats must be able to be launched and recovered from any part of the beach in Glendhu - safety hazard 3) Vessel communication - this appears to cover whitewater kayakers. Unnecessary for all participants to carry communication.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I have no knowledge for most of them, however the width must be retained for Glendhu East.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Width must be retained, along with the ability for boats to launch and recover from the beach within the ski lane. Glendhu Bay is a wild place when the lake cuts up rough, which can happen extremely quickly, and the ability to recover a large number of boats quickly, instead of queuing for the ramp is a must for safety. As much entertainment as it would be to watch unprepared boats take on water and potentially sink, this is an unacceptable outcome, and one that has been proposed, and rejected before, for this reason. STOP BRINGING IT UP!

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Jumping off a bridge is fun, is there really that much marine traffic that necessitates this, or is this just health and safety gone mad?

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

For the most part, this is for Karens to ring up and say such-and-such vessel is being naughty, and is unnecessary for any other situation. At least you haven't gone as far as ecan did, and don't even think about it.

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

No idea. Retain lake access for other users - no-one is so important as to block access.

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Don't care, but seems reasonable.

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Still don't care

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Not a Kawarau dam user.

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This reads that kayakers must carry some form of communication. The simple way around this is of course a whistle - which is already standard equipment for kayakers once they have their own gear and have graduated beyond "beginner" status - rivers are noisy places, and we sometimes don't have line-of-sight for communication to each other on harder rivers above class 3. However, I believe that making this mandatory for beginners is unnecessary, particularly on class 1 and 2, and would be useless for anyone beyond their immediate group anyway.

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Don't really care tbh.

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

DON'T FUCK WITH GLENDHU BAY!



Respondent No: 64

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 08:21:00 am

Last Seen: Oct 29, 2024 08:21:00 am

IP Address: n/a

- Q1. **Your name** Niamh Shaw
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wānaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
The Wānaka Lake Swimmers generally support the proposed amendments to the Navigation Safety Bylaw
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Support
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Support retention of bridge-jumping while establishing separation of upstream/ downstream passage lanes for powered vessels

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Fully supportive of implementing vessel identification rules

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Support all amendments relating to temporary waterway events

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The interpretation/ definition of speed in Clause 6 is unclear and cumbersome

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Yes please

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Thank you for the opportunity to provide feedback. The Wānaka Lake Swimmers (WLS) welcomes the proposed amendments to the Navigation Safety Bylaw. As part of the Local Government Act requirement to protect, promote and maintain public health and safety, the WLS requests that the swimming line in Roy's Bay is maintained by council. The swimming line comprises a 500m line of round reds buoys roped between four red triangle buoys which are weighted to the lake bed. From a point approximately 200m out from the Wānaka Watersports Facility, the line runs parallel to the shoreline to a point 200m from the carpark adjacent to the Ardmore St/ McDougall St intersection. The swimming line was installed by ex-Harbourmaster Marty Black, and subsequently maintained by ex-Harbourmaster Craig Blake and Cougar security. It is used by increasing numbers of passive/non-motorised lake users, in addition to members of the 70-80 WLS swimmers. Although WLS members wear highly visible safety buoys, swim caps and/ or wetsuits, many non-members and visitors do not. Therefore the swimming line is a vital safety resource that identifies a safe swimming area for other lake users. The WLS has been advised that council no longer repairs routine damage to the swimming line, which is frequently adrift. Maintaining this vital navigational and safety aid would support council's efforts to promote safety and visibility in this popular area, as per the Navigational Safety Bylaw. The WLS requests that Council continues to maintain this line, for the safety of the general public on the lake front (or alternatively, that Council establishes and maintains a swimming line in the same general location). Many thanks

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Thank you for the opportunity to provide feedback. The Wānaka Lake Swimmers (WLS) welcomes the proposed amendments to the Navigation Safety Bylaw. As part of the Local Government Act requirement to protect, promote and maintain public health and safety, the WLS requests that the swimming line in Roy's Bay is maintained by council. The swimming line comprises a 500m line of round reds buoys roped between four red triangle buoys which are weighted to the lake bed. From a point approximately 200m out from the Wānaka Watersports Facility, the line runs parallel to the shoreline to a point 200m from the carpark adjacent to the Ardmore St/ McDougall St intersection. The swimming line was installed by ex-Harbourmaster Marty Black, and subsequently maintained by ex-Harbourmaster Craig Blake and Cougar security. It is used by increasing numbers of passive/non-motorised lake users, in addition to members of the 70-80 WLS swimmers. Although WLS members wear highly visible safety buoys, swim caps and/ or wetsuits, many non-members and visitors do not. Therefore the swimming line is a vital safety resource that identifies a safe swimming area for other lake users. The WLS has been advised that council no longer repairs routine damage to the swimming line, which is frequently adrift. Maintaining this vital navigational and safety aid would support council's efforts to promote safety and visibility in this popular area, as per the Navigational Safety Bylaw. The WLS requests that Council continues to maintain this line, for the safety of the general public on the lake front (or alternatively, that Council establishes and maintains a swimming line in the same general location). Many thanks



Respondent No: 65

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 09:08:38 am

Last Seen: Oct 29, 2024 09:08:38 am

IP Address: n/a

- Q1. **Your name** Paul Jaquin
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** 0272501990
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
We represent the swimmers in Queenstown and the surrounding area. We would like the Navigation Safety Bylaw to address the needs of swimmers as well as users of powered craft
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
OK to reduce the number and size of ski lanes
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

If this is to be the case, then the harbourmaster needs to be proactive and responsive. We run weekly swims, and occasional events. The mechanism of approval and conditions should be further explained (essentially what will get approved or rejected, and why)

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Could we please please have some signage or information about no swimming in this area. This is another area with significant risk and consequence, where there currently isn't any mention of swimming risks

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

We would like to make swimming lanes part of the Navigation Safety bylaw. This seems to be the only legal mechanism to do this. There is a swimming lane in the Frankton Arm, and a swimming lane in Lake Wanaka. These should be marked and given the same designation as the 5 knot areas. We would also like to address specific drowning risk areas (GY river mouth, Kawarau Dam etc). If the mapping produced by QLDC could address 'no swimming' and 'swimming' areas then that would likely improve safe outcomes on the lakes



Respondent No: 66

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 10:13:35 am

Last Seen: Oct 29, 2024 10:13:35 am

IP Address: n/a

- Q1. **Your name** Lee Eadie
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I support the following sections of the proposal: 1) removal of Ski Lanes in Roys Bay, Wanaka 2) the proposal to create safe vessel lanes under the Albert Town Bridge. 3) Vessel Identification 4) Temporary Events on Water- but I would like to add an additional amendment to this proposal-"that all commercial lake operators must be notified of any upcoming events on the water prior to the event by at least two weeks". 7) Carriage of Communication devices by all vessels, I would also like to recommend that all Jetskis (apart from the Harbourmaster or Safety Jetskis operated by Yacht Club or Commercial operators), are removed from Roys Bay area as they pose a major danger to swimmers and other boat users due to the wild and erratic nature of their driving and the fact that they do not generally abide by the 5 knot rule within 200 metres of the shore. I would also like to recommend that an alternative Boat ramp area with at least two Boat Ramps is created at the Waterfall Creek area in Roys Bay to take the pressure off the existing Ramps at the Wanaka Marina and Eely Point.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I support removal of Ski Lanes in Roys Bay as they pose a serious danger to swimmers and other boat users
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

I support removal of Ski Lanes in Roys Bay as they pose a serious danger to swimmers and other boat users

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

I support removal of Ski Lanes in Roys Bay as they pose a serious danger to swimmers and other boat users

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

I support removal of Ski Lanes in Roys Bay as they pose a serious danger to swimmers and other boat users

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I agree that there is a serious risk of harm under current conditions and some regulations need to be put in place to allow both jumpers and boat users to operate safely

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

It is essential that all boats can be identified

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I would also like to add please - That "Commercial Boat operators on any Lake or River MUST be notified of any upcoming Water events that may impact their operations with at least two weeks notice prior to the event.

Q31. What is your view of the proposed amendment relating to the definition of speed?

I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This makes sense

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?

I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?

I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices?

I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Yes I see this as essential to safe operations on any Lakes or Rivers

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I would also like to recommend that all Jetskis (apart from the Harbourmaster's or Safety Jetskis operated by Yacht Club or Commercial operators), are removed from Roys Bay area as they pose a major danger to swimmers and other boat users due to the wild and erratic nature of their driving and the fact that they do not generally abide by the 5 knot rule within 200 metres of the shore. I would also like to recommend that an alternative Boat ramp area with at least two Boat Ramps is created at the Waterfall Creek area in Roys Bay to take the pressure off the existing Ramps at the Wanaka Marina and Eely Point.



Respondent No: 67

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 10:16:05 am

Last Seen: Oct 29, 2024 10:16:05 am

IP Address: n/a

- Q1. **Your name** rob jewell
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose the bylaw and specifically the removal of ski lanes
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

This ski lane is easy to use and has wide open sight lines and minimal other boat traffic in the general vicinity outside of peak holiday period Christmas/New Year. Its close to onshore toilet facilities.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This is the most popular ski lane on the lake. It is sheltered from the pesky nor wester. It has a BBQ area, seating, car parking to meet family & friends and toilet facilities. The buoy line offers adequate separation between swimmers and ski lane users. Close to boat launching ramp. The close proximity to town and the boat ramp this ski lane offers a convenient location for an after work ski in the summer evenings and at this time there is minimal other boat traffic.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

This ski lane is easy to use and has wide open sight lines and minimal other boat traffic in the general vicinity outside of peak holiday period Christmas/New year..

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This draft section is pragmatic and seems to offer a good solution for a win/win to support bridge jumpers and safe navigation for any boat traffic.

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The speed rule should be the same for all users regardless of whether its a business or private user.

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 68

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 11:36:11 am

Last Seen: Oct 29, 2024 11:36:11 am

IP Address: n/a

- Q1. **Your name** James Wallis
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- It seems that QLDC do not want people waterskiing or undertaking similar recreational activities: 5 of 11 ski lanes in Lake Wakatipu have been removed and 3 of 6 ski lanes in Lake Wanaka have been removed. No additional ski lanes have been added to replace those that have been removed. Waterskiing (and similar activities) have been enjoyed in the above locations, by both locals and visitors, up until now. What has changed? Are newer activities being given priority over the more established ones? Or are wealthy property owners adjacent to the removed ski lanes getting priority over the wider community? Also, with regard to the use of other recreational craft within ski lanes, these create a hazard for all involved; paddleboards, kayaks, etc should not be permitted to be used in ski lanes, just as water skiing is not permitted in other areas. High speed jetskis create a larger hazard, as they rarely conform with the established direction of travel. Further, compulsory life jacket or full length wetsuit for paddleboards is unreasonable. These are usually used in calm areas, and the user is usually tied to the paddleboard with a leg rope or similar. I do not paddleboard, but find this rule ridiculous. Obviously those supervising minors etc should exercise appropriate caution and ensure they are suitably supervised or are wearing life jackets
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- See previous answer. It seems Council are prioritising new activities/users over those that have been established for decades, and/or have been influenced by the owners of high value residential properties
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
Willow Place West Side
Loop Road
Frankton Arm North Side

Q13. Please share your comments on Kelvin Grove ski lane location.

This is Queenstown's busiest ski lane, and Council plans to reduce the size of it? This will create a situation where the same number of users will be using a smaller area and will likely compromise public safety

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

Why remove this ski lane? It is generally used only when conditions are suitable and reduces congestion at Kelvin Grove

Q19. Please share your comments on Frankton Arm North Side Ski lane location

Why remove this ski lane? It is generally used only when conditions are suitable and reduces congestion at Kelvin Grove

Q20. Please share your comments on Loop Road Ski lane location

Why remove this ski lane? It is generally used only when conditions are suitable and reduces congestion at Kelvin Grove

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

- Q27. **What is your view of the proposed amendments that require vessel identification?** I am neutral on the proposed amendments to require vessel identification.
-
- Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- This has the appearance of an interim step before Council introduces mandatory registration of recreational vessels. This would increase the costs associated with recreational boating, making it unaffordable for a larger portion of the population
-
- Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- not answered
-
- Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- not answered
-
- Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- not answered
-
- Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- not answered
-
- Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.
-
- Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
- This essentially makes radios or satellite phones mandatory for all recreational boaters. This increases costs associated with recreational boating, making it unaffordable for a larger portion of the population.
-
- Q39. **What is your view of the other proposed corrections corrections?** I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

A lot of the amendments to the bylaw appear to be aimed at reducing the number of recreational boaters on Lakes Wanaka and Wakatipu by: - essentially halving the number of ski lanes, and reducing the size of the busiest ones - introducing measures that increase the cost of recreational boating, meaning it increasingly becomes an activity reserved for the wealthy

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

A large portion of recreational boat users in the QLDC area are ratepayers. Given the high costs associated with living in the area, increasing costs associated with recreational boating lacks inclusivity, as boating will become increasingly affordable to only the wealthy



Respondent No: 69

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 11:57:46 am

Last Seen: Oct 29, 2024 11:57:46 am

IP Address: n/a

- Q1. **Your name** Philippa jopp
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Council need to continue to maintain the swim bouy line in Wanaka for the safety of lake swimmers in Wanaka. This is a well used swimming area for those training for local events.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 70

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 12:07:34 pm

Last Seen: Oct 29, 2024 12:07:34 pm

IP Address: n/a

- Q1. **Your name** Anya Beale
-
- Q2. **Organisation** Private individual
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I am concerned that the buoys at Roy's bay May no longer be repaired This lane of swim buoys is used by the Lake swimming club and those training for Wanaka Challenge .As a less that triathlete swimmer I find the buoy line to be a great safety net providing marking but also something to hang on to and rest in rough weather. It is important they don't run into disrepair
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
- not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?**

I support all of the proposed amendments to require vessel identification.

Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q29. **What is your view of the proposed amendments relating to temporary waterway events?**

I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 71

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 12:11:28 pm

Last Seen: Oct 29, 2024 12:11:28 pm

IP Address: n/a

- Q1. **Your name** Wayne Millow
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 72

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 12:38:40 pm

Last Seen: Oct 29, 2024 12:38:40 pm

IP Address: n/a

Q1. **Your name** rod walker

Q2. **Organisation** ratepayer

Q3. **Email address**



Q4. **Location** wanaka

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

I do not really understand the finer points of this bylaw. Being able to manage the plethora of boats that now appear regularly on the lake is important. this is of particular relevance to the upsurge in jet ski use in Roys bay

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

The Roys Bay area is now becoming increasingly busy with all manner of powered craft as well as kayaks and swimmers. the use of the Bay for higher speed activities is becoming increasingly hazardous

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Too close to swimmers and other non motorised craft

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

this area is becoming overcrowded and the number of boats speeding about is becoming dangerous

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Too close to swimmers and non powered craft which are becoming increasingly prevalent

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I feel strongly that the swim lane buoys in Roys Bay should be maintained to a high standard by the council just the same as other playgrounds in town. The swim lane is increasingly popular and the only protection offered from powered vessels.



Respondent No: 73

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 13:30:39 pm

Last Seen: Oct 29, 2024 13:30:39 pm

IP Address: n/a

- Q1. **Your name** Alistair Madill
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** not answered

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** not answered

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

Please retain and MAINTAIN the swim bouy line in the western corner of Roys Bay, adjacent to the Wanaka Watersports Facility. This is a SAFETY measure as it encourages swimmers to keep more to one area rather than random spots around the shoreline. Not perfect, but an important safety measure. Thank you



Respondent No: 74

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 13:46:42 pm

Last Seen: Oct 29, 2024 13:46:42 pm

IP Address: n/a

- Q1. **Your name** Gillian Macleod
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED] Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Overly in favour of commercial activities
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
As more people have boats and want to use them on the lake more Ski lanes will be needed to cater for these people into the future. These Ski veins are well spread out and don't conflict with each other. Not many people swim in the lake owing to the very cold nature of our lake but any conflict is easily spotted and handled in my experience of the last, 30 odd years on the lake.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
Willow Place West Side
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
This is a great location maybe overcrowded on two weeks or the odd fine day of the year. People just need educating about the circuit but it does not need reduced in width
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

This is a great little Ski lane that is used by a maximum of three or four boats at the very height of Sommer. We have skied here for around 30 years and never experienced any conflict with commercial boats swimmers or anyone else. It's a great place to learn without a lot of other people around.

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I don't see it as a problem because there are so few boats on the lake, but I haven't thought much about the issue

- Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
I don't know enough about this, but the proposed and measurements seem to be okay
-
- Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
The only problem with speed is mad jet skis. Or the roaring jet boat commercial trips.
-
- Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I oppose the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
They work fine now but they change. Will bring them in closer to moored boats and may cause a conflict.
-
- Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.
-
- Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
Seems to be overkill but situations when useful , but most people have mobile phones. Where do you draw the line... does a kitesurfer have to carry one
-
- Q39. **What is your view of the other proposed corrections corrections?** I support some but not all of the proposed corrections to the bylaw.
-
- Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
Please do not alter and reduce ski lanes. Too much priority given to commercial ventures.
-
- Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**
I thought i had made a submission but it was not recorded



Respondent No: 75

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 15:20:20 pm

Last Seen: Oct 29, 2024 15:20:20 pm

IP Address: n/a

- Q1. **Your name** Claire O'Connell
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I believe that the buoy line at the Stoney Creek corner of Roy's Bay is no longer going to be repaired. I was president of the Wanaka Lake Swimmers Club when this buoy line was installed. It was never requested by the Lake Swimmers but was initiated by the council to provide a visible safe zone for open water swimming. It was subsequently appreciated by the WLS Club as it provides a safe place for our local swimmers. It also attracts swimmers from out of town - we are a significant tourist town - as it's clearly visible that this is a safe place to swim. Prior to the buoy line being there, non-local swimmers had no idea where may be safe and were often in trouble with boaties and lake safety monitors from QLDC as they would hop into the water wherever, not knowing where would be safe. Open water swimming has increased in popularity over the past 15 years, swimmers don't get in to swim 100m, they get in to swim perhaps for an hour and they need a decent amount of space to do that. If this clearly visible safe swim zone isn't retained, the council risks having tourists from all over the world getting injured by motorised equipment as they won't know where is/isn't safe.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?**

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I oppose the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 76

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 15:21:37 pm

Last Seen: Oct 29, 2024 15:21:37 pm

IP Address: n/a

- Q1. **Your name** Viv Nixon
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Please maintain the safety of the Buoy Line for recreational swimmers
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Reduce of noise pollution from Roy's Bay, Pembroke park by removing ski Lane
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 77

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 16:03:34 pm

Last Seen: Oct 29, 2024 16:03:34 pm

IP Address: n/a

- Q1. **Your name** Jarrod Johnston
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose the draft bylaw. I believe some of the changes proposed are cause for great concern surrounding the health and safety of recreational boat users on lake Whakatipu.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
Frankton Beach
Willow Place West Side
Loop Road
Frankton Arm North Side
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
I oppose the proposed size reduction of the Kelvin Grove ski lane, due to the amount of people who currently utilize this ski lane, as this would become a larger safety concern.
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

I oppose the proposed removal of the Frankton Beach ski lane, due to the impact this would have on the amount of people having to use the Kelvin Grove ski lane, as this would become a larger safety concern.

Q18. Please share your comments on Willow Place West Side Ski lane location

I oppose the proposed removal of the Willow Place West Side ski lane, due to the impact this would have on the amount of people having to use the Kelvin Grove ski lane, as this would become a larger safety concern.

Q19. Please share your comments on Frankton Arm North Side Ski lane location

I oppose the proposed removal of the Frankton Arm North Side ski lane, due to the impact this would have on the amount of people having to use the Kelvin Grove ski lane, as this would become a larger safety concern.

Q20. Please share your comments on Loop Road Ski lane location

I oppose the proposed removal of the Loop Road ski lane, due to the impact this would have on the amount of people having to use the Kelvin Grove ski lane, as this would become a larger safety concern.

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support the proposed changes to the bylaw regarding the identification of vessels. This is common place in other regions around the country and I believe would be beneficial.

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support this proposed change to the bylaw. I recommend this to my customers as best practice for safe and responsible boating currently.

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I do believe some of the proposed changes would be of benefit to users of Lake Whakatipu, both recreational and commercial. But some of the changes proposed, largely the removal and reduction of ski lanes in the Frankton Arm/Kelvin Heights area, cause me great concern. I am a frequent user of this area of Lake Whakatipu, both in a commercial and recreational setting, and have been for 15+ years. I believe these changes proposed would have a detrimental effect on the area, as well as the safety of all users of this area of Lake Wakatipu.



Respondent No: 78

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 21:10:10 pm

Last Seen: Oct 29, 2024 21:10:10 pm

IP Address: n/a

Q1. **Your name** David Gwynne-Jones

Q2. **Organisation** Private

Q3. **Email address**

[REDACTED]

Q4. **Location**

[REDACTED] Lake Hawea

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

I disagree with clause 18.3. Multisport kayaks and surf skis can be up to 6.4m long, or longer for a double. Clause 18.3 should not limit identification of kayaks to only 6m or less. Clause 19.1 requires two forms of communication in a kayak being operated on a lake more than 50m offshore and one on a river. I think this is unrealistic especially when paddling on a lake. one form may be a reasonable compromise or increase the distance off shore to 200m. While I usually carry full safety gear and 1 form of communication when paddling on the clutha it is unreasonable to expect kayakers, sit ons or paddle boards to carry two forms of communication or stay within 50 m of shore on lakes

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

not answered

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I agree on the requirement for a name but not for a unique one that has to be registered with MNZ. Trailer rego is a less attractive option. See previous comments on the length of some kayaks or surf skis that may exceed 6m. Suggest removing an upper length limit or increasing it to at least 6.4m

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Compulsory notification ok as long as approval not unreasonably withheld eg small scale kayak races with minimal impact on other users

Q31. What is your view of the proposed amendment relating to the definition of speed?

I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

How can this be enforced? No excuse for jet boats to speed

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?

I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Too many river users on this stretch . Dangerous to have any jet boats going at speed through here

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?

I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices?

I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See previous comments. Extend lake zone from 50m to 200m without requirement. Only 1 form needed for kayaks or similar non-powered craft

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 79

Login: Anonymous

Email: n/a

Responded At: Oct 29, 2024 21:43:35 pm

Last Seen: Oct 29, 2024 21:43:35 pm

IP Address: n/a

- Q1. **Your name** Hamish Rudhall
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I am opposed to the removal of any waterski access lanes on lake Wanaka. As an active watersports participant and user of waterski access lanes I know the importance of having these access areas in appropriate locations to keep both active and passive lake users safe.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I know that there is a perceived conflict between active and passive lake users especially in the busy summer holiday periods. I don't believe there has been an increase in conflicts. I think generally the ski access lanes work very well. I don't think that just removing ski access lanes is a viable solution.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

The argument that there is increased conflict in this area due to a rearrangement of car parking areas is flawed, there has always been car parking available along the lakefront. The signage and demarcation identifying the waterski access lane is flawed. Signage faces the wrong way. Buoy lines are not clear. Swimming areas are not well marked. Better signage, demarcation and education is required.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

One of the few sheltered areas for waterskiing when the wind is up. Natural geographic features allow this area to work really well as a boat launching area, waterski access lane and sheltered swimming area. There is congestion in the busy periods, but I believe the waterski access lane works really well, and I don't believe there has been any serious incidents here or increased conflicts.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

The only other sheltered area when the wind is up, again ideal for it's natural geography. A natural boat launching area and car parking. Very poor signage, demarcation and education in this area.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Glendhu Bay camping and boating is extremely popular and with the huge number of boaters that visit every year to participate in both active and passive watersports activities, the waterski lanes here are a must. Again an informal boat launching area, it makes sense to move the waterski lane pole to the other side of the boat ramp. Poor signage and demarcation. Swimming areas need to be more visible. Opportunities for greater education.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As a boat owner I oppose having to have identification on my boat. I take pride in the appearance of my vessel and enjoy the freedom to express my views individually. To me it seems the QLDC wants to move towards enforcement rather than education, which I believe education will make our waterways safer.

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I don't believe the requirement to carry communication devices should be something this bylaw can enforce.

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I have emailed a formal submission to www.letstalk@qldc.govt.nz with a more detailed breakdown of my opposition to the proposals and I would like the opportunity to speak at any hearings or meetings concerning this matter.



Respondent No: 80

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 07:14:34 am

Last Seen: Oct 30, 2024 07:14:34 am

IP Address: n/a

- Q1. **Your name** David Mayhew
-
- Q2. **Organisation** Kelvin Peninsula Community Association
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- KPCA disagrees with the proposal concerning Ski Lanes in Frankton Arm; and with the proposed changes to the Kawarau Dam Access Lanes. The details of our objections are contained in a written submission sent to QLDC (Craig Fahey)
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- The draft Bylaw proposes to remove 4 ski lanes in Frankton Arm: Frankton Beach, Frankton Arm North Side, Willow Place West Side and Loop Road; and to alter the 5th, Kelvin Grove. KPCA considers that the navigational and safety issues at Kelvin Grove are just as great, if not more so in relation to safety, as the other ski lanes in Frankton Arm which are proposed to be removed for the such reasons. Retaining only the Kelvin Grove ski lane within the Frankton Arm will concentrate more waterskiing activity at Kelvin Grove, resulting in greater conflict between multiple users of the beach, and ultimately increased safety concerns. Reluctantly, we have come to the conclusion that Kelvin Grove must be treated the same as the other waterski lanes within Frankton Arm and, if navigational and safety concerns warrant their removal, then the same should apply to Kelvin Grove. Please see our separate written submission for further details.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
Frankton Beach
Willow Place West Side
Loop Road
Frankton Arm North Side

Q13. Please share your comments on Kelvin Grove ski lane location.

Over recent years, there has been markedly increased congestion at Kelvin Grove beach during the height of the summer holiday period which has raised significant safety issues for all users of the beach. We submit that, with increasing population within Kelvin Peninsula and the district generally, Kelvin Grove has outgrown its traditional use as a waterski lane to the extent that such activities within 200m of the beach creates a significant conflict between the multiple users of the beach. Please see our separate written submission for further details.

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

We support the removal of this ski lane. The beach is very popular in the summertime and often too shallow for waterskiing anyway.

Q18. Please share your comments on Willow Place West Side Ski lane location

If a ski lane or lanes are to be retained in the Frankton Arm, we submit that the Frankton Arm North Side, Willow Place West Side and Loop Road ski lanes are the best in minimising any navigational risks and conflict between users. The concern that “the ski lane is not currently demarcated by ski lane poles on the foreshore or buoys”, would be answered by simply reinstalling the ski lane poles and buoys. We also note that the fact that each of these ski lanes “is not frequently used” does not raise a navigation or safety concern.

Q19. Please share your comments on Frankton Arm North Side Ski lane location

If a ski lane or lanes are to be retained in the Frankton Arm, we submit that the Frankton Arm North Side, Willow Place West Side and Loop Road ski lanes are the best in minimising any navigational risks and conflict between users. The concern that “the ski lane is not currently demarcated by ski lane poles on the foreshore or buoys”, would be answered by simply reinstalling the ski lane poles and buoys. We also note that the fact that each of these ski lanes “is not frequently used” does not raise a navigation or safety concern.

Q20. Please share your comments on Loop Road Ski lane location

If a ski lane or lanes are to be retained in the Frankton Arm, we submit that the Frankton Arm North Side, Willow Place West Side and Loop Road ski lanes are the best in minimising any navigational risks and conflict between users. The concern that “the ski lane is not currently demarcated by ski lane poles on the foreshore or buoys”, would be answered by simply reinstalling the ski lane poles and buoys. We also note that the fact that each of these ski lanes “is not frequently used” does not raise a navigation or safety concern.

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I oppose the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

KPCA considers that commercial jet boat use is best restricted to the centre of the Lake where there is less wash and potential for conflict with recreational lake users, and better noise attenuation to the shore. There is a real danger to recreational users in the high speed access lanes being widened: kayaks, boards and little sailboats (optimists and lasers) often with young sailors at the helm use the areas between the shore and the islands. Any change should be circumscribed to the specific usage required. So, where boats need to get on the plane (i.e. exceed 5 knots) in areas which they cannot do so lawfully (i.e. within 200 metres of the shore), the increase in the size of the existing access lanes should be restricted to those areas and/or purposes that are strictly necessary. See our separate written submission for further detail.

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 81
Login: Waikouro
Email: Waikouro@gmail.com

Responded At: Oct 30, 2024 07:40:22 am
Last Seen: Oct 29, 2024 19:51:42 pm
IP Address: 203.184.10.252

- Q1. **Your name** IAn Brown
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose deletions of ski lanes in the roys bay area
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
The amendments dont seem to consider the ski lane users- just those commercial operators and perhaps other water sports users. Water safety does not mean removing the rights and TRADITIONS of another group
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

this area has tradition. Whilst it is near many commercial operators and other beach users consideration should be given to how they use the area and not a blanket removal of the ability of a small group of people to utilize their rights- Please note- i do not use and never have used this area for waterskiing- i just see it as a focus on one group when there are further considerations. Consideration must also be given to the fact that the areas receives major use only for a short window over the holiday period.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This is a great family area accessible in specific late conditions. Whilst it gets considerable use, and only for a specific short period, again a blanket removal of ski access is not the only consideration. The area does need education and "policing" easily overcome via the resources employed- and volunteers

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

This area should also be left as is. Due to weather/ lake conditions this area receives limited use. Educate- dont police!

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Whilst i support, commonsense not laws should be applied - and have in the past. The failure of QLDC to enforce prohibition in the past reflects this.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

vessel ID is important and overall MAY change general attitudes and behaviours

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The wording should include something like "instant and wide?? " . People think the new Texting ability will suffice but the send is only to specific people. Things like VHF use means that a message is instantly heard by a range of users. In an emergency time is of the essence.. Note also that most boats have VHF and it is standard marine coms- QLDC should encourage use.

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

The working group making these suggestions should involve a wider demography- ie the USERS. Not QLDC employed bureaucrats out of touch with the real community.



Respondent No: 82

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 07:41:02 am

Last Seen: Oct 30, 2024 07:41:02 am

IP Address: n/a

- Q1. **Your name** Lauren Norrish
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
The buoyline and a safe swimming space is a right for all
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
There should be ski lanes available in wanaka to keep all who use the lake safe
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

People should be able to use the bridge for jumping and there should be more regulations for boats under it

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

Keep the buoyline on Wanakas Roy's bay and keep all swimmer safe!



Respondent No: 83

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 08:48:34 am

Last Seen: Oct 30, 2024 08:48:34 am

IP Address: n/a

Q1. **Your name** Jack Paterson

Q2. **Organisation** not answered

Q3. **Email address**



Q4. **Location** Wanaka

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

By changing the ski lands you are negatively shaping the recreational landscape of the southern lakes

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

Negative impact on the lake and recreational activities

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** not answered

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I am neutral on the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 84

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 09:13:47 am

Last Seen: Oct 30, 2024 09:13:47 am

IP Address: n/a

- Q1. **Your name** Ashlin Woodley
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I am strongly supportive of the changes to ski lanes proposed on lake Whakatipu, particularly those located at Kelvin Grove, Frankton Beach, Willow Place, Loop Road, Frankton Arm (north side) and Wilsons Bay. I am supportive of the proposed requirements for vessel identification as this will vastly improve the efficacy of our Waterways regulator.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I am strongly supportive of the changes proposed at Kelvin Grove, Frankton Beach, Willow Place, Loop Road, Frankton Arm (north side) and Wilsons Bay. I remain neutral on the remainder of the proposed changes.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Kelvin Grove
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- I'm very very happy to see the proposed changes for this ski lane. As a passive user over the past few summers I have seen multiple near misses and concerning behaviour at this location. I feel that adjusting the position of the lane as proposed will go a long way to improving the user experience for all at this location and will reduce the risk of a serious accident.
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

-
- Q29. What is your view of the proposed amendments relating to temporary waterway events?** I support all of the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.
-
- Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q37. What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.
-
- Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q39. What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.
-
- Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**
not answered
-



Respondent No: 85

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 09:16:12 am

Last Seen: Oct 30, 2024 09:16:12 am

IP Address: n/a

- Q1. **Your name** James Clarke
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I oppose certain parts of the bylaw, specifically the removal of ski lanes in Roys Bay. Ski lanes are an important part of water sports, allowing a number of important aspects. Most commonly, for people new to water sports a ski lane helps them to try a type (waterski/wakeboard/etc) with help from the shore. Bystanders are able to coach and help the person while the boat is still close by. Also allowed is the ability to tow watersports users to the beach at speed, dropping them in a safer area where they're easily seen, rather than in the middle of a large mass of water. The proximity of the ski lane is also an important note. People generally prefer the easiest option when going about their activities. The removal of the ski lane could lead to people operating illegally from beaches with no designated ski lanes, which could pose a grave risk to other water users.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- Ski lanes are an important part of water sports, allowing a number of important aspects. Most commonly, for people new to water sports a ski lane helps them to try a type (waterski/wakeboard/etc) with help from the shore. Bystanders are able to coach and help the person while the boat is still close by. Also allowed is the ability to tow watersports users to the beach at speed, dropping them in a safer area where they're easily seen, rather than in the middle of a large mass of water. The proximity of the ski lane is also an important note. People generally prefer the easiest option when going about their activities. The removal of the ski lane could lead to people operating illegally from beaches with no designated ski lanes, which could pose a grave risk to other water users. Time and money should be spent on education and informational signage. The council could also consider adding a lane of bouys in the water to make the ski lane more obvious. Based on the Council's report, the problem is actually with swimmers, so why should boaties be punished?
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

This is a commonly used ski lane, especially in summer. Instead of removing this ski lane, time and money should be spent on education and informational signage. The council could also consider adding a lane of bouys in the water to make the ski lane more obvious.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This is a commonly used ski lane, especially in summer. Instead of removing this ski lane, time and money should be spent on education and informational signage. The council could also consider adding a lane of bouys in the water to make the ski lane more obvious.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Boaties shouldn't have to take on all the responsibility for water safety. The council could consider adding signage for 'jumpers' saying "look before you leap" or something of the like.

Q27. What is your view of the proposed amendments that require vessel identification? I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This is clause 18. Also 18.1.c is open to interpretation, what if the Harbour master has bad eyesight?

Q29. What is your view of the proposed amendments relating to temporary waterway events? I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I don't like the New Zealand mentality where if there's a 'problem', we just take the easy way out and remove something instead of resolving the actual root cause. In this case, looking at the ski lanes, the council would rather just remove them in certain areas, instead of actually working on education, public signage, and upgrades. Also, please make links open in new pages, not in the same page. I lost my responses.



Respondent No: 86

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 09:16:24 am

Last Seen: Oct 30, 2024 09:16:24 am

IP Address: n/a

Q1. **Your name** Jake Huskinson

Q2. **Organisation** not answered

Q3. **Email address** [REDACTED]

Q4. **Location** [REDACTED] wanaka

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

I believe it is a great idea to remove ski lanes on publicly accessible beaches in town. People with boats have the rest of the lake and its beaches to use for skiing without disturbing those who can only use the town accessible beaches

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

I believe the changes to ski lanes will make the beaches and lake front close to town more enjoyable for those wishing to swim and enjoy the lake peacefully. As a boat owner and user myself I agree with these amendments and think it will make the lake a much more pleasurable place for all

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 87

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 09:32:50 am

Last Seen: Oct 30, 2024 09:32:50 am

IP Address: n/a

- Q1. **Your name** miles holden
-
- Q2. **Organisation** rate payer
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I feel that some of the removal of ski lanes is unfair
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Frankton beach has been a summer ski spot for over 60 years and has room to support all water activities
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Frankton Beach
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

More than enough room for all water users at frankton beech

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

leave as is this is further nanny state over politicing

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

dont change what is not broken



Respondent No: 88

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 09:50:54 am

Last Seen: Oct 30, 2024 09:50:54 am

IP Address: n/a

- Q1. **Your name** Scott Aubrey
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
This has been a great spot for water skiers for a long time and such a shame to take it away from The community
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
This has been a great spot for water skiers for a long time and such a shame to take it away from The community
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Same as above

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Same as above

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Same as above

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

People have been doing this for years and has there ever been an accident here? Such a shame to take away an activity that is great for kids

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 89

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 09:58:47 am

Last Seen: Oct 30, 2024 09:58:47 am

IP Address: n/a

- Q1. **Your name** Taylor Koens
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Generally more protection is required for swimmers/non-motorised craft in lake Wanaka from powered vessels specifically around Roys bay, Waterfall Creek, and Ruby Island
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Proposed low speed zone on the Clutha river from lake outlet to below the Cardrona confluence to reduce hazard to swimmers/jumpers and noise issues for residential properties.

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Commercial jet boat operators cause hazards to swimmers/kayakers on the popular stretch of river.

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

The bridge is a potentially valuable area for whitewater kayaking training, however signage appears to restrict access. Consideration for non-motorised only lanes that contain hydraulic features to enable users to surf the standing waves present without risk of collision.

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

It is not practical for every river kayaker in a group to carry a waterproof communication device. Propose adjusting requirement to one per group for paddle powered craft under 6m.

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 90

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 10:12:37 am

Last Seen: Oct 30, 2024 10:12:37 am

IP Address: n/a

- Q1. **Your name** Lee McIntyre
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I do not support the removal of Ski lanes in Roys Bay or the removal of the right to jump off Albert Town Bridge
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I do not support the removal of ski lanes in Roys Bay
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Maintain stautus quo

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Maintain status quo

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Maintain status quo

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

the proposal has the effect of QLDCV sanctioning jumping etc as a rish free activity. Legal advice should be taken on the liability created therein and how to both protect and warn users.

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Any council employee/contractor with discretion to approve and or refuse applications and have cart blanche ability to apply conditions is an absolute joke.

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

let those who ride decide

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 91

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 10:22:44 am

Last Seen: Oct 30, 2024 10:22:44 am

IP Address: n/a

- Q1. **Your name** Isaac Burrough
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wānaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I am opposed to the removal of the Roy's Bay and Eely point ski lanes. It seems that the issues you have highlighted seem to be from a lack of education for passive lake users rather than a lack of space, especially when you consider that the foreshore is over 1.3km long. A failure by QLDC to put carparking and signage in an appropriate place shouldn't be to the detriment of the waterskiing community. For Eely point, there are three passive user exclusive beaches at Bremner and Beacon Point. Dublin bay is not a very good water ski beach due to the long shallow area before becoming deep enough for an outboard. The draft also doesn't consider the needs of young kids learning to water ski by removing their access to decent beaches where they can be supported in the water while learning to start.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I am opposed to the removal of the Roy's Bay and Eely point ski lanes. It seems that the issues you have highlighted seem to be from a lack of education for passive lake users rather than a lack of space, especially when you consider that the foreshore is over 1.3km long. A failure by QLDC to put carparking and signage in an appropriate place shouldn't be to the detriment of the waterskiing community. For Eely point, there are three passive user exclusive beaches at Bremner and Beacon Point. Dublin bay is not a very good water ski beach due to the long shallow area before becoming deep enough for an outboard. The draft also doesn't consider the needs of young kids learning to water ski by removing their access to decent beaches where they can be supported in the water while learning to start.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Maybe if the council cleared some of the pines from this area then the scout den end of the beach would become more appealing users would be less inclined to gravitate towards the boat ramp/ski lane end of the beach

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?** I am neutral on the proposed amendments to require vessel identification.

Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 92

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 10:26:17 am

Last Seen: Oct 30, 2024 10:26:17 am

IP Address: n/a

- Q1. **Your name** Lynda Walsh-Pasco
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I am against the removal of ski lanes on Lake Wānaka. There are limited places for waterskiing/ ski biscuits to be used that can be accessed by road and the areas currently available should remain.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Ski lane should remain as they are on Lake Wānaka.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

This should remain as not everyone can access ski areas up the lake and should be available to be driven to.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This should remain as not. Everyone can access ski areas up the lake and should be available to be driven to.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

This ski lane should remain aspen be available to everyone.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 93

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 10:38:19 am

Last Seen: Oct 30, 2024 10:38:19 am

IP Address: n/a

- Q1. **Your name** Ben Smith
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 94

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 12:14:40 pm

Last Seen: Oct 30, 2024 12:14:40 pm

IP Address: n/a

- Q1. **Your name** Isaac Davidson
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
The Lake wanaka ski lanes should be left as they are.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Leave the ski lanes as they are. Generations have enjoyed these lanes
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support some but not all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 95

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 13:02:39 pm

Last Seen: Oct 30, 2024 13:02:39 pm

IP Address: n/a

- Q1. **Your name** Janey Johnston
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Skiers need boundaries and clear, common sense areas and speeds to recreate
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Not a skier, more focused on Council maintaining safe buoy line for swimmers

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** not answered

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

No comment not my area

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Only focused on safe sensible use of swimmers safety in Roys Bay ,Wanaka

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

No



Respondent No: 96

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 13:36:25 pm

Last Seen: Oct 30, 2024 13:36:25 pm

IP Address: n/a

- Q1. **Your name** Ben van Gool
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose the removal of the 3 ski lanes in Roy's bay and reducing the size of the one in Glendhu Bay
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I oppose the removal of the ski lanes in Lake Wanaka
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** not answered

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** not answered

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 97

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 14:32:15 pm

Last Seen: Oct 30, 2024 14:32:15 pm

IP Address: n/a

Q1. **Your name** matt hollyer

Q2. **Organisation** not answered

Q3. **Email address** [REDACTED]

Q4. **Location** QUEENSTOWN

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes

Q6. **Phone number** [REDACTED]

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

A lot of the content of this extensive report seems an exercise in job creation. Why is there so much desire to change things? Why is there any intention to reduce ski lanes when we have fast growing population? If there are more people, there is a need for more amenity, reducing the number of ski lanes in any way, shape or form is simply illogical. And for the rationale of one closure (Loop Rd ski lane) to be justified because of difficult access is entirely illogical - boats get there by boating to it! And by the way, it's the closest to the Frankton Marina and a great spot on southerly wind day. That specifically is a recommendation that is completely flawed. There is clearly a well established harbourmaster contract in place. For the 5-10 days when the lakes are actually busy and if they see poor boat use skills going on, go and talk to the boat user, explain how a ski lane works. Get proper signage at boat ramps and ski lanes about how to use them correctly. Or have I missed the point? Is the QLDC intentionally creating less areas to ski to create more intensification of activity which leads to more need for patrols and prosecutions and therefore more personnel working to limit fun and generate more fines. Give us all a break folks! The review could (and should) easily have read: "It's all pretty good, lets continue as is and plan for the future with new ski lanes to create in X, Y and Z locations." As for the requirement for recreational boats to have 2 forms of waterproof communications, please think about this - i gather this is a greater level of compliance than commercial operators. I have a marine radio - but it's built into the structure of the boat. Do you mean I need to pull it out and replace it with some kind of waterproof solution to sit next to my cell phone? This number just seems like a dice has been rolled and landed on 2, in 5 years time will it become 6, or will you roll 2 dice and we need 11 forms of communication. I say, enough with the clobbering of boaties, mooring holders and water users. You seem to be being advised of problems to fit pre-determined solutions. If you don't want people to get out on the lakes simply drain the lakes and put up a sign saying fun is cancelled. It's great to see investment in boat ramps - Glenorchy is going to be great once finished, and good to see a ramp payment system that is now suitable for this side of 2010! The recommendation of boats being identifiable is the only content in the report which seems genuinely sensible, an overdue change. But alongside this keep sane with all other recommendations please.

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.

Q11. Please explain your view on the proposed amendments?

A lot of the content of this extensive report seems an exercise in job creation. Why is there so much desire to change things? Why is there any intention to reduce ski lanes when we have fast growing population? If there are more people, there is a need for more amenity, reducing the number of ski lanes in any way, shape or form is simply illogical. And for the rationale of one closure (Loop Rd ski lane) to be justified because of difficult access is entirely illogical - boats get there by boating to it! And by the way, it's the closest to the Frankton Marina and a great spot on southerly wind day. That specifically is a recommendation that is completely flawed. There is clearly a well established harbourmaster contract in place. For the 5-10 days when the lakes are actually busy and if they see poor boat use skills going on, go and talk to the boat user, explain how a ski lane works. Get proper signage at boat ramps and ski lanes about how to use them correctly. Or have I missed the point? Is the QLDC intentionally creating less areas to ski to create more intensification of activity which leads to more need for patrols and prosecutions and therefore more personnel working to limit fun and generate more fines. Give us all a break folks! The review could (and should) easily have read: "It's all pretty good, lets continue as is and plan for the future with new ski lanes to create in X, Y and Z locations." As for the requirement for recreational boats to have 2 forms of waterproof communications, please think about this - i gather this is a greater level of compliance than commercial operators. I have a marine radio - but it's built into the structure of the boat. Do you mean I need to pull it out and replace it with some kind of waterproof solution to sit next to my cell phone? This number just seems like a dice has been rolled and landed on 2, in 5 years time will it become 6, or will you roll 2 dice and we need 11 forms of communication. I say, enough with the clobbering of boaties, mooring holders and water users. You seem to be being advised of problems to fit pre-determined solutions. If you don't want people to get out on the lakes simply drain the lakes and put up a sign saying fun is cancelled. It's great to see investment in boat ramps - Glenorchy is going to be great once finished, and good to see a ramp payment system that is now suitable for this side of 2010! The recommendation of boats being identifiable is the only content in the report which seems genuinely sensible, an overdue change. But alongside this keep sane with all other recommendations please.

Q12. Are there any specific ski lane amendments you wish to share further comment on? Loop Road

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

Included in my main note. Don't close it. Dumb idea from flawed logic

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The recommendation of boats being identifiable is the only content in the report which seems genuinely sensible, an overdue change. But alongside this keep sane with all other recommendations please.

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

See my main text One device is fine. Two is excessive

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

My comments in previous sections cover all the points I wish to make. Thank you for your consideration.



Respondent No: 98

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 15:05:44 pm

Last Seen: Oct 30, 2024 15:05:44 pm

IP Address: n/a

- Q1. **Your name** Tane Moore
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
Don't remove ski lanes
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Keep them, maybe close them in busy season
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Beach starting from the lake front is a dream of mine

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 99

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 15:35:23 pm

Last Seen: Oct 30, 2024 15:35:23 pm

IP Address: n/a

- Q1. **Your name** Rod Macdonald
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED]
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I think much of the change is "change for the sake of it". To be honest, things seem to be working fine, and I am on the lake A LOT. Where there are issues are with monitoring, enforcement and education. There is little to nothing in the way of signage, and the harbour master is notably absent other than the 10-15 day over summer when it is busy in the frequented places. You don't need to change the bylaw, just those who administer it.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- Generally we boat on the other side of the Lake away from the crowds and boat wake. I do however question why there is any intention to reduce ski lanes when we have fast growing population? If there are more people, there is a need for more amenity, reducing the number of ski lanes in any way, shape or form is simply illogical. And for the rationale of one closure (Loop Rd ski lane) to be justified because of difficult access is entirely illogical - boats get there by boating to it! And by the way. It is also the closest to the Frankton Marina and a good respite spot on southerly wind day. This recommendation appears to lack any logic or common sense (not local knowledge !!!!) whatsoever.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Loop Road
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

As above

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As for the requirement for recreational boats to have 2 forms of waterproof communications, this again seems to be backed with little in the way of sensible rationale. This appears a greater level of compliance than commercial operators. People carry cell phones, and that is more than sufficient for most who are users of our waterways. People do go into the great outdoors at their own risk. As with any outdoor recreational pursuit - people must be prepared. We dont need to create a nana state here. Education should be the focus.

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

There needs to be ongoing investment in boat ramps and parking to serve the needs of the district's boaties.



Respondent No: 100

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 16:18:54 pm

Last Seen: Oct 30, 2024 16:18:54 pm

IP Address: n/a

- Q1. **Your name** Pierre Marasti
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** not answered
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** not answered

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** not answered

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

Kia ora, I am a member of the Wanaka Lake Swimmers club and we have been told that the council wants to stop maintaining the Roy's Bay swimmer's safety buoy line. I am urging you to reconsider this decision as it is incredibly important to protect the swimmers, in this very popular swimming area, against boat traffic in summer. We hope that you will keep maintaining the buoy line to avoid any accidents in the future. Thank you Pierre



Respondent No: 101

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 16:18:54 pm

Last Seen: Oct 30, 2024 16:18:54 pm

IP Address: n/a

Q1. **Your name** Joanna Ashe Marasti

Q2. **Organisation** not answered

Q3. **Email address**



Q4. **Location** Wanaka

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No

Q6. **Phone number** not answered

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered

Q10. **What is your view of the proposed amendments to the district's ski lanes?** not answered

Q11. **Please explain your view on the proposed amendments?**
not answered

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** not answered

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** not answered

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** not answered

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** not answered

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** not answered

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

Kia ora, I am a frequent swimmer in Lake Wanaka, and a member of the Wanaka Lake Swimmers. I am saddened to hear that the council will no longer be maintaining the safe swimming buoy line in Roys Bay. This buoy line often gets misaligned and broken due to boats ploughing into it, or from strong weather events. The swim buoy line is a safe area to swim up and down, and it would be a real loss not to have it maintained. There are not many places in the lake (especially in summer with all the boats) that you can easily access and where you feel like you are seen by the other lake users. If this buoy line is not maintained and becomes unusable the swimming community will be greatly affected. Please continue to support the swimmers in the lake, by maintaining the swimmers buoy line. Thank you Joanna



Respondent No: 102

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 16:48:15 pm

Last Seen: Oct 30, 2024 16:48:15 pm

IP Address: n/a

- Q1. **Your name** Ian Maxwell
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I support the maintenance of a ski lane within Roys Bay - one at Eely Point.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I propose retaining one ski lane within Roys Bay Lake Wanaka - at Eely Point.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Retain this ski lane

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 103

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 17:50:49 pm

Last Seen: Oct 30, 2024 17:50:49 pm

IP Address: n/a

- Q1. **Your name** Nadia Stanton
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
The eely point ski lane is well used and do no agree with the ski lane removal.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
The eely point ski lane is central but yet out of the way from the main bay. This ski lane should be retained. It's used so well by many!
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Eely Point
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Why would you remove a ski lane that is used so well amongst many members of the community. The boat parking is full in Summer. If you removed this ski lane, imagine the boat parking issues you are going to cause at only designated ski lane area locations. It'd be congested and a complete nightmare.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I oppose all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 104

Login: Anonymous

Email: n/a

Responded At: Oct 30, 2024 19:55:51 pm

Last Seen: Oct 30, 2024 19:55:51 pm

IP Address: n/a

- Q1. **Your name** Carla
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Lake Hāwea
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I am oppose to a few of the recommendations
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
I oppose the removal of the Roys Bay ski lanes which I believe are an important aspect of safe boating in the water. Without them, I believe will result in further unsafe boating and does not fairly acknowledge the multiple users of the lake. I also would like to recommend moving the Lake Hāwea Ski Lane to somewhere that is slightly more accessible to car parking. Although it might seem like car parking is not important to where a ski lane is because a boat is launched at a ramp, that is not the case. It is important for other parties that may be joining the boat group, for people that own jet skis and families that would like to set up on the lakefront. This is because when you are boating you often have lots of ski gear, beach items and maybe even stuff for a bbq. Currently the ski lane is at a roughly 300 metres from either Esplanade or Scotts beach. Which means if you are boating and driving the car somewhere to meet the boat; it is a long way to walk with gear, which is there is plenty of with any sort of lake day. If it is kept at its current position I'm afraid it won't get used due to inaccessibility which will result it unsafe boating. If you want people to use it then I recommend somewhere that is slightly more accessible, I think Lake Hāwea is big enough that there would still be plenty of space between a swimming area and a ski lane.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q27. **What is your view of the proposed amendments that require vessel identification?**

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I oppose the need to notify all events to the harbour master, I think this could be more specify if wanting to cover more aspects rather than making a blanket rule, it seems over controlling.

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I support all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 105

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 06:20:33 am

Last Seen: Oct 31, 2024 06:20:33 am

IP Address: n/a

Q1. **Your name** Tony Booth

Q2. **Organisation**

[Redacted]

Q3. **Email address**

[Redacted]

Q4. **Location**

Lake Hawe

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?**

No

Q6. **Phone number**

not answered

Q7. **I understand that all feedback will be treated as public information.**

I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:**

I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

I don't think all areas of the bylaw require change, only some.

Q10. **What is your view of the proposed amendments to the district's ski lanes?**

I oppose all of the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

Safety for all water way users is paramount and removing or reducing the size of any lane will put pressure on the remaining lanes. If anything we need more lanes. Public education is the key here as most beach goers, swimmers and tourist wouldnt have a clue what the poles mean. Keep the lanes and educate the public.

Q12. **Are there any specific ski lane amendments you wish to share further comment on?**

not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Again, public & waterway users education.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As a boatie and with changing public attitudes I feel boat identification is becoming necessary but how do you enforce this with vessels from out of the district?

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I oppose all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

At present the bylaw is sufficient and change is unnecessary.

Q31. What is your view of the proposed amendment relating to the definition of speed? I oppose the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I am a jetboater and current speed restrictions are fine.

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Most people have cell phones these days. Simple.

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Don't complicate this safety bylaw.



Respondent No: 106

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 07:45:27 am

Last Seen: Oct 31, 2024 07:45:27 am

IP Address: n/a

- Q1. **Your name** Laurette Young
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose the removal of ski lanes in Roy's Bay, Lake Wanaka.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Condensing the ski lane in Glendhu Bay is nothing short of dangerous. The number of boat users in this area during the summer months more than quantifies having a large ski lane. Removing ski lanes in Roy's Bay is absurd. Lake Wanaka is used extensively for recreational boating purposes and providing safe areas for this is absolutely required.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Necessary for families that require an accessible lane. Better signage and awareness of rules is required in this area.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

High use area that is also an area that is easily accessible for families. More signage and education on ski lanes should be provided.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

The perfect area to help with congestion during peak Summer months. A ramp should also be reinstalled here.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Requires a large area to accommodate the high usage during summer months.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

A registration number on vessels would be sensible.

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 107

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 07:47:20 am

Last Seen: Oct 31, 2024 07:47:20 am

IP Address: n/a

- Q1. **Your name** Richard Ford
-
- Q2. **Organisation** Submission in Personal Capacity
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED]
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- While many features of the draft bylaw are welcomed, there are fundamental flaws in the approach to some aspects in my opinion based on experience.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I am opposed to changes to the "Glendhu Bay - East" ski lane for a number of reasons detailed in my response to previous navigation safety bylaw reviews, based on 25+ years experience making use of the lake in this area (use of the access lane skiing, observing the use of the area by others, swimming in adjacent swimming area and kayaking on the lake). I also oppose the removal of all three ski lanes from Roy's Bay, with no thought to replace capacity elsewhere on the lake. This will result in a significantly greater number of users elsewhere on the lake, likely resulting in breaches of the bylaw and increased conflict between users. The bylaw also does not place enough emphasis upon education and advocacy - particularly around the use of access lanes, which I acknowledge is difficult to align to "regulatory obligations" but would have a far greater positive impact on outcomes.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

While the proposal suggests that the changes will make the area safer for swimmers, this is contingent upon increased education and monitoring of users of the space (both from the Harbourmaster and community led). At present this particular ski lane is functioning well (and has for 25+ years) and this appears to be a blanket regulatory approach rather than understanding exactly how each area functions during the busy summer season and what measures might be useful in a practical manner. With particular regard to Glendhu Bay ski lanes (where I have been skiing, towing skiers, swimming, boating and assisting people to learn to ski for 25+ years), I would like to highlight the following concerns: - Reducing of the available East ski lane to 120m would be inappropriate given the number of users on busy summer days (given there is 1000m+ of swimming area at Glendhu Bay already). - Traditionally a well functioning area for learners, there would be increased congestion when attempting to teach skiers within the ski lane. - Most users of the ski lane in my experience are willing to listen and learn and are some of the most aware users I have witnessed across the lower South Island. They also play an important role in ensuring the lane is continually used in a safe manner (by all activities) as evidenced by the lack of incidents I have witnessed at this location. - Swimmers will require increased monitoring and education, as at present some campers will swim directly in front of their campsite despite it being in the ski lane (despite repeated attempted education from other users). Or they will travel along the beach (often children in kayaks) traversing through the ski lane. These have been the only major safety concern I have witnessed in my 25+ years of skiing at Glendhu Bay. - Those skiers using inflatable towables will continue to use the swimming area and "travelling at 5 knots until reaching the 200m bouys", which will not decrease the interaction between swimmers and boats and may cause confusion for all parties requiring education. Some uneducated (often new boaters) skiers have also operated from outside the ski lane due to this confusion in the past, with other users usually able to inform them of their error. - Due to the differing length of ski loops taken, speed of approach or delays from falling, such a short length of beach to depart and drop off at will cause congestion immediately beyond the ski lane creating further navigation issues for those towing skiers who would technically have to slow to 5 knots (and dropping skiers in busy water), as its unlikely on approach to the ski lane there would be sufficient space to manoeuvre at adequate distance which is another issue highlighted particularly at Glendhu Bay. While I used many of the other ski lanes, I do not have similar significant experience with them (like my 25 years+/650+ hours at Glendhu Bay) in order to provide considered comments. Although as referred to above, education and monitoring is the most important aspect to a safely operating ski lane, and this fundamentally starts with those people who use the area of lake in and around the ski lane.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Suggest that clear signage is provided at the launching ramp adjacent to the Albert Town Bridge for those from outside the region

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

While a good outcome, this may take some education and monitoring at local boat ramps (and local fishing/watersports/boat outlets) to implement. The lack of any formal register leaves this aspect of the bylaw less functional though. I support the alignment with ORC Navigation Bylaw.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

Support alignment with ORC Navigation Safety Bylaw

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support this approach. However I will make two notes based on my extensive experience boating on rivers. Some rivers and vessels will enable travel at displacement upstream while being less than 5 knots with respect to the ground. While safe, this may be contrary to environmental or other considerations associated with a lack of uplift on that stretch of river. Conversely, downstream speeds may be excessive with respect to the ground (ie faster than 5 knots) which may cause perception issues with the public, of safety issues with static objects in or above the water.

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support this amendment, but am concerned, some ill informed vessel owners will require education/enforcement.

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support this approach and particularly note the commensurate to context approach. For example when Jet Boating in some locations elsewhere in the country, UHF to ground based stations is often far more useful than VHF marine radio. Suggest education at boat ramps is a good option to ensure compliance.

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 108

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 08:21:54 am

Last Seen: Oct 31, 2024 08:21:54 am

IP Address: n/a

- Q1. **Your name** Patrick Perkins
-
- Q2. **Organisation** [REDACTED]
- Q3. **Email address** [REDACTED]
- Q4. **Location** wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- If there's going to be a dedicated arch for vessels going under the bridge then signage clearly needs to be seen. Both from the bridge & signage around all boating ramps. In my opinion if this is for the safety of bridge jumpers they also need to be aware of where it's safe to jump from. I would like to see a dedicated jumping platform off the side of the Alberttown Bridge as it's become dangerous for jumpers & motorists as I have seen users fall backwards onto the one lane Bridge with vehicles close to running them over. This to me is more dangerous than the left right hand rule. A dedicated jumping platform would make this safe for all users.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As previous noted.

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I oppose the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

This is a crucial area for the commercial operators to have access to & from the lake. Currently only 2 commercial operators run through this area at a reduced speed for the safety of other river users. As stated which is included in there SOP. During the closing dates for recreational this is a crucial time which effects the commercial vessels

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** not answered

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

All vessels should have a minimum of 2 communication devices including vhf

Q39. **What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 109

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 10:20:16 am

Last Seen: Oct 31, 2024 10:20:16 am

IP Address: n/a

- Q1. **Your name** Eamon Young
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.

Q9. Please explain your position on the draft Navigation Safety Bylaw 2025:

Submission: Opposition to Removal of Ski Lanes in Roy's Bay, Lake Wanaka I am writing to express my strong objection to the proposed removal of ski lanes in Roy's Bay. As a parent with a young family that enjoys water sports such as skiing and wakeboarding on Lake Wanaka, I believe that removing these designated ski lanes will significantly compromise the safety and enjoyment of all lake users. Key Concerns: 1. Safety Risks for Young Learners Ski lanes provide a crucial, designated area for water sports, allowing for safer interaction between skiers and other watercraft. Expecting young children, particularly those just beginning to ski or wakeboard, to operate 200 meters offshore is not only impractical but also poses serious safety risks. For families with young children, having closer access to designated areas is essential for safe and manageable participation in water sports. 2. Accessibility and Practicality Traveling further up the lake to find a secluded beach is not always feasible, especially for families or casual users. Roy's Bay is one of the few accessible areas that caters to a diverse group of lake users, including families, who want to enjoy Lake Wanaka without needing to venture far. This space should remain available to everyone, not just a select group. 3. Potential to Manage User Conflicts through Education I recognize that Lake Wanaka can be busy at certain times of the year, and managing multiple user groups can be challenging. However, many of these issues could be effectively mitigated through proactive education on lake rules and responsible behavior. Removing the ski lanes, which were originally established to create a safe environment for recreational boating, undermines the objective of providing structured and safe zones for different activities. 4. QLDC's Duty under the Maritime Transport Act 1994 The QLDC is obligated under the Maritime Transport Act 1994 to ensure maritime safety and allow everyone to safely enjoy our waterways. By removing these ski lanes, QLDC is failing to uphold this duty and is compromising the safety of water sports enthusiasts in Roy's Bay. I believe the council should prioritize maintaining safe, designated areas for various water-based activities, as mandated by the Act. Concerns about Transparency and Long-Term Intentions Additionally, I am concerned that the proposed changes to Roy's Bay may signal the beginning of broader restrictions on recreational boating in this area. The council's intentions regarding the long-term future of recreational boating in QLDC lakes, particularly in relation to ski lanes, have not been made fully transparent. I urge the council to provide clear, detailed information on both the immediate impacts of these changes and any potential long-term plans for recreational boating in Roy's Bay and other areas.

Q10. What is your view of the proposed amendments to the district's ski lanes? I oppose all of the proposed amendments to ski lanes.

Q11. Please explain your view on the proposed amendments?

Submission: Opposition to Removal of Ski Lanes in Roy's Bay, Lake Wanaka I am writing to express my strong objection to the proposed removal of ski lanes in Roy's Bay. As a parent with a young family that enjoys water sports such as skiing and wakeboarding on Lake Wanaka, I believe that removing these designated ski lanes will significantly compromise the safety and enjoyment of all lake users. Key Concerns: 1. Safety Risks for Young Learners Ski lanes provide a crucial, designated area for water sports, allowing for safer interaction between skiers and other watercraft. Expecting young children, particularly those just beginning to ski or wakeboard, to operate 200 meters offshore is not only impractical but also poses serious safety risks. For families with young children, having closer access to designated areas is essential for safe and manageable participation in water sports. 2. Accessibility and Practicality Traveling further up the lake to find a secluded beach is not always feasible, especially for families or casual users. Roy's Bay is one of the few accessible areas that caters to a diverse group of lake users, including families, who want to enjoy Lake Wanaka without needing to venture far. This space should remain available to everyone, not just a select group. 3. Potential to Manage User Conflicts through Education I recognize that Lake Wanaka can be busy at certain times of the year, and managing multiple user groups can be challenging. However, many of these issues could be effectively mitigated through proactive education on lake rules and responsible behavior. Removing the ski lanes, which were originally established to create a safe environment for recreational boating, undermines the objective of providing structured and safe zones for different activities. 4. QLDC's Duty under the Maritime Transport Act 1994 The QLDC is obligated under the Maritime Transport Act 1994 to ensure maritime safety and allow everyone to safely enjoy our waterways. By removing these ski lanes, QLDC is failing to uphold this duty and is compromising the safety of water sports enthusiasts in Roy's Bay. I believe the council should prioritize maintaining safe, designated areas for various water-based activities, as mandated by the Act. Concerns about Transparency and Long-Term Intentions Additionally, I am concerned that the proposed changes to Roy's Bay may signal the beginning of broader restrictions on recreational boating in this area. The council's intentions regarding the long-term future of recreational boating in QLDC lakes, particularly in relation to ski lanes, have not been made fully transparent. I urge the council to provide clear, detailed information on both the immediate impacts of these changes and any potential long-term plans for recreational boating in Roy's Bay and other areas.

Q12. Are there any specific ski lane amendments you wish to share further comment on? Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East

Q13. Please share your comments on Kelvin Grove ski lane location.

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

Ski lanes provide a crucial, designated area for water sports, allowing for safer interaction between skiers and other watercraft. Expecting young children, particularly those just beginning to ski or wakeboard, to operate 200 meters offshore is not only impractical but also poses serious safety risks. For families with young children, having closer access to designated areas is essential for safe and manageable participation in water sports.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

Ski lanes provide a crucial, designated area for water sports, allowing for safer interaction between skiers and other watercraft. Expecting young children, particularly those just beginning to ski or wakeboard, to operate 200 meters offshore is not only impractical but also poses serious safety risks. For families with young children, having closer access to designated areas is essential for safe and manageable participation in water sports.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

Ski lanes provide a crucial, designated area for water sports, allowing for safer interaction between skiers and other watercraft. Expecting young children, particularly those just beginning to ski or wakeboard, to operate 200 meters offshore is not only impractical but also poses serious safety risks. For families with young children, having closer access to designated areas is essential for safe and manageable participation in water sports.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Ski lanes provide a crucial, designated area for water sports, allowing for safer interaction between skiers and other watercraft. Expecting young children, particularly those just beginning to ski or wakeboard, to operate 200 meters offshore is not only impractical but also poses serious safety risks. For families with young children, having closer access to designated areas is essential for safe and manageable participation in water sports.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

I am concerned that the proposed changes to Roy's Bay may signal the beginning of broader restrictions on recreational boating in this area. The council's intentions regarding the long-term future of recreational boating in QLDC lakes, particularly in relation to ski lanes, have not been made fully transparent. I urge the council to provide clear, detailed information on both the immediate impacts of these changes and any potential long-term plans for recreational boating in Roy's Bay and other areas.



Respondent No: 110

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 11:08:59 am

Last Seen: Oct 31, 2024 11:08:59 am

IP Address: n/a

- Q1. **Your name** Keith Cooper
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I agree with most aspects other than removal of of ski lanes in Roy's Bay on following basis : 1 Water skiing from the lack front has been a long held use and is part of the Wanaka and lake lifestyle. It's part of what makes Wanaka. 2 With the closure last year of the lake front lane many boaties went to other beaches and skied as they wished from beaches around the lake. One could argue this creates more danger than a managed position in Roy's Bay. 3 A solution could be to mark the ski lanes with Boys and patrol and educate. It's really only a 2 week Xmas issue. Keep the old school Wanaka alive and well and keep the history - not sterilise it .
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- As above
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

As above

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

As above

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

As above

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. **What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I support the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support some but not all of the proposed corrections to the bylaw.

Q40. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q41. **Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**

not answered



Respondent No: 111

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 12:02:50 pm

Last Seen: Oct 31, 2024 12:02:50 pm

IP Address: n/a

- Q1. **Your name** Riki Young
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I strongly oppose the draft bylaw more specifically the removal of the ski lanes in the Roys Bay area located in Wanaka. These are very popular spots frequented mostly by families. Having road and water access makes these 3 key spots easily accessible for people who have young families or multiple families sharing a boat who wish to enjoy boating activities. Removing these will cause not only unnecessary congestion on an already busy lake but lots of families will not be able to enjoy boating activities from the beachfront. Not everyone has access to their own boat, but instead share it with extended family.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- I strongly oppose the draft bylaw - specifically the removal of the ski lanes in the Roys Bay area, Wanaka. These are very popular spots frequented mostly by families. Having road and water access makes these 3 key spots easily accessible for people who have young families or multiple families sharing a boat who wish to enjoy boating activities. Removing these will cause not only unnecessary congestion on an already busy lake but lots of families will not be able to enjoy boating activities from the beachfront. Not everyone has access to their own boat, but instead share it with extended family.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

More signage around the lake front for lake users, on rules etc.



Respondent No: 112

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 12:15:31 pm

Last Seen: Oct 31, 2024 12:15:31 pm

IP Address: n/a

- Q1. **Your name** Lloyd
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED]
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
General Comment on Ski Lane Changes proposed by QLDC – Lake Wanaka 30 October 2024
1. Narrowing ski lanes makes it unsafe for boats and skiers. Anything less than 200m is a problem. Boats enter and leave at 50 to 60 km per hour. You need space.
2. I disagree with the removal of the 3 ski lanes in the Wanaka area, as this leaves no waterskiing options for locals and visitors.
Specific comment on Glendhu Bay East Changes
1. Glendhu is a great place for learning to ski, and learning to drive and be a ropey, but learners need space and anything less than 200m is inadequate.
2. Banning boats from parking on the beach in the ski lane causes safety issues when the lake blows up, which it does many days. Most of these boats are ski boats. There is no conflict. There is no safety issue.
3. I have used this space for over 50 years without issue. In the busy period there is a water patrol. There is no problem at Glendhu. Please leave it alone!
4. Glendhu Bay has always been and will continue to be a traditional family boating camp and that is its attraction. Please keep it that way.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?**
Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
Glendhu Bay – East
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

2. I disagree with the removal of the 3 ski lanes in the Wanaka area, as this leaves no waterskiing options for locals and visitors.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

2. I disagree with the removal of the 3 ski lanes in the Wanaka area, as this leaves no waterskiing options for locals and visitors.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

2. I disagree with the removal of the 3 ski lanes in the Wanaka area, as this leaves no waterskiing options for locals and visitors.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

Specific comment on Glendhu Bay East Changes 1. Glendhu is a great place for learning to ski, and learning to drive and be a ropey, but learners need space and anything less than 200m is inadequate. 2. Banning boats from parking on the beach in the ski lane causes safety issues when the lake blows up, which it does many days. Most of these boats are ski boats. There is no conflict. There is no safety issue. 3. I have used this space for over 50 years without issue. In the busy period there is a water patrol. There is no problem at Glendhu. Please leave it alone! 4. Glendhu Bay has always been and will continue to be a traditional family boating camp and that is its attraction. Please keep it that way.

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge? not answered

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification? not answered

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? not answered

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections?

not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 113

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 12:54:49 pm

Last Seen: Oct 31, 2024 12:54:49 pm

IP Address: n/a

Q1. **Your name** Jonty Pierce Rupert Norton

Q2. **Organisation**

[REDACTED]

Q3. **Email address**

[REDACTED]

Q4. **Location**

Queenstown

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?**

Yes

Q6. **Phone number**

[REDACTED]

Q7. **I understand that all feedback will be treated as public information.**

I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:**

I oppose the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

On behalf of the Southern Lakes Windriders Club, there are a few clauses to the bylaw that don't take into consideration the nuances of operating a windpowered 'vessel' like wingfoiling, kitesurfing and windsurfing. On most occasions we are operating close by to shore (as we launch from shore) and need to exceed a speed greater than 5 knots in order to operate our craft safely and in get on the plane so we can practice in a safe riding zone. This is in order to ensure we don't collide with obstacles on land, end up in a precarious situation or dangerous zone and make sure we are getting out of each others way. On all occasions we take into consideration swimmers, other vessels and other crafts. Not only for the safety of others, but for our own safety as the person in charge of this windpowered craft. Because we need to operate in a safe manner On more cases than not, we are looking out for one another in the water and need to cross paths within 50 meters of each other. This will be done in excess of 5 knots. This is for safety and communication purposes, and when one is picking a board or other piece of equipment that might have been dropped.

Q10. **What is your view of the proposed amendments to the district's ski lanes?**

I am neutral on the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

Neutral - these places don't affect the Southern Lakes Windriders Club

Q12. **Are there any specific ski lane amendments you wish to share further comment on?**

not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. Please share your comments on Wilsons Bay ski lane location.

not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This does not affect the Southern Lakes Windriders Club

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As we are non-power-driven vessels 6m or less in length this does not apply to kitesurfers, wingfoilers or windsurfers.

Q29. What is your view of the proposed amendments relating to temporary waterway events? I support some but not all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

As a club that in the past has organised events that don't trigger any of the requirements, the club opposes the need to obtain approval from the Harbourmaster "of all temporary events regardless of their impact on speed uplifts, reserved areas or access lanes" For example one of our events, a Glenorchy Open day, involves kiteboarders coming to enjoy a spot whereby they would normally kite. With maybe just a handful more people in the area. In part, this may affect the operation of commercial operators, as they are used to little or no other vessels in that area. However if we are expecting more people, we would often notify local operators in the area, say Dart River Jetboats when we have an open day up at Glenorchy. With events we hold, we are required to be nimble due to the weather, receiving approval from the Harbourmaster for a short window is a cumbersome process. Interested to know whether a club like the Wakatipu Yacht Club have to notify the harbourmaster of all their regattas, weeknight sailing and weekend sails? We suggest an added clause that removes the need for approval from the Harbourmaster if an event is to occur in an already dedicated reserved area for that sport. We would like to add a few "reserved areas" for windsports on the lake.

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

This does not take into account how windsports such as Kiting, Windsurfing and Winging operate. We are often just wearing a wetsuit and due to being a high impact sport (crashing down from height, down waves and travelling at fast speeds and crashing into the water) we want to wear and carry minimal accessories apart from impact vests and padded wetsuits. Any PLBs, cellphones can actually cause more harm on impact. All club members operate under a "Don't be venturing further out than what you could swim" and "always kite with a buddy or a spotter" rule within the club. That said, if we are doing longer downwinders, where we are away from the sight of others, we 100% support the carriage of communication devices. We suggest adding: 19.3 Subclauses 19.1 and 19.2 do not apply to: (c) a person participating in a windriders activity within a declared recreational windsport zone operating no more than 400m from the beach

Q39. What is your view of the other proposed corrections corrections?

I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

The definition of vessel does not include reference to 'hydrofoil' which is a new form of vessel that is now commonly used on the district's waterways. Such vessels are known to be powered in some instances. It is recommended that this definition be amended to also reference hydrofoils in limb (h) as follows (addition underlined): Not to be confused with powered and unpowered hydrofoils. There are power-driven hydrofoils - e.g e-foils and then unpowered (wing foils, kitefoils, windsurf foils). A distinction needs to be made here, as they are completely different craft.

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

Except where the bylaw specifically provides otherwise, no person may, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or some object) at a proper speed greater than five knots within: (a) 50 metres of any other vessel or floating structure or person in or on the water; (b) 200 metres of the shore or of any structure; Clause 9.1(b) does not apply to: (a) a vessel operating in an access lane or a reserved area for the purposes for which the access lane or reserved area was declared, unless, in the case of a reserved area, this bylaw provides otherwise; This does not take into account how windsurfers, kiteboarders and wingfoilers operate. On most occasions we are operating close by to shore (as we launch from shore) and need to exceed a speed greater than 5 knots in order to operate our craft safely and in get on the plane so we can practice in a safe riding zone. This is in order to ensure we don't collide with obstacles on land, end up in a precarious situation or dangerous zone and make sure we are getting out of each others way. On all occasions we take into consideration swimmers, other vessels and other crafts. Not only for the safety of others, but for our own safety as the person in charge of this windpowered craft. Because we need to operate in a safe manner On more cases than not, we are looking out for one another in the water and need to cross paths within 50 meters of each other. This will be done in excess of 5 knots. This is for safety and communication purposes, and when one is picking a board or other piece of equipment that might have been dropped. Proposed amendments: Option 1 (asking for multiple zones to be declared recreational windsport zones) Kingston, Jardines, Kelvin Heights, Frankton Beach, One Mile, 25 Mile, Rat Point, Glenorchy to be declared a reserved area/zone for recreational windsports. Or Option (2) 9.3 Clause 9.1(b) does not apply to: (e) Kitesurfers, Wingfoilers and Windsurfers moving through a 'launch and transition' zone, whereby windriders are moving from land (or a designated launch spot) out to the open water. I am more than happy to provide GPS coordinates to either launch and transition zones or possible recreational windsport zones



Respondent No: 114

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 13:27:04 pm

Last Seen: Oct 31, 2024 13:27:04 pm

IP Address: n/a

- Q1. **Your name** Blair Shepherd
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
mainly appose the removal of all roy bay ski lanes
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
suggest removal of all ski lanes at roy bay will limit opportunities for families enjoy watersports as these are readily accessible rather than having to make a number of trips to other lanes further away.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

as per comments above, we have used these lanes due to easy access for family and friends rather than having to make multiple trips further away in the boat.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

as per comments above, we have used these lanes due to easy access for family and friends rather than having to make multiple trips further away in the boat

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

makes sense

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I support the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

makes sense

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I support the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I support the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

i agree with communication required and carry a cellphone, VHF (and PLB if jetboating) it is unclear if outside cellphone and vhf reception (ie top of matukituki river do you still need two sources or would the PLB be suffice?)

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 115

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 13:33:14 pm

Last Seen: Oct 31, 2024 13:33:14 pm

IP Address: n/a

- Q1. **Your name** Clark Scott
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
- I oppose the intention of reducing the number of water ski lanes in the district. On the few days (or weeks) that these public amenities are actually busy making them busier is counter intuitive on the grounds of safety. I believe that the intention of the amendments is to improve safety? Increasing the number of uses into fewer ski lanes is increasing risk. As an ex commercial water ski boat skipper I have first hand seen accidents caused by ski lanes that were simply too busy. Reducing the number of ski lanes in the region will do exactly that, increasing the intensity / busyness will directly increase the risk and danger factor. Hence I strongly oppose removing any existing water ski lanes. Further I am at odds with the suggestion / requirement to have 2 water proof forms of communication. 1 is adequate. Sure suggest 2 is recommended, but make 1 a requirement. Why do we in this district need rules that do not exist elsewhere in NZ???
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
- See previous comments
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
- not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
- not answered

Q15. Please share your comments on Sunshine Bay Ski lane location

not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

-
- Q29. What is your view of the proposed amendments relating to temporary waterway events?** I am neutral on the proposed amendments to the way that temporary waterway events are managed.
-
- Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q31. What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.
-
- Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.
-
- Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I oppose the proposed amendment to the Kawarau Dam access lanes.
-
- Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
Please see the submission in respect to Million Dollar Cruise's use of this area, which I support in full. This is an addition to the proposal.
-
- Q37. What is your view of the proposed requirements to carry communication devices?** I oppose the proposed requirements to carry communication devices.
-
- Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
Surely 1 appropriate form is adequate.
-
- Q39. What is your view of the other proposed corrections corrections?** I am neutral on the proposed corrections to the bylaw.
-
- Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**
not answered
-
- Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?**
not answered
-



Respondent No: 116

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 13:50:08 pm

Last Seen: Oct 31, 2024 13:50:08 pm

IP Address: n/a

Q1. **Your name** Ronald Clearwater - Rivers Officer

Q2. **Organisation** Jet Boating New Zealand Inc

Q3. **Email address**



Q4. **Location** Christchurch

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes

Q6. **Phone number**



Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

JBNZ does not oppose the making of a bylaw under s 33M Maritime Transport Act 1994 (Act). JBNZ is interested in speed upliftings and prohibitions on boating for the section of the Upper Clutha from the Lake Wanaka Outlet and downstream to the Albert Town Bridge and the Hunter River. See submission attached.

Q10. **What is your view of the proposed amendments to the district's ski lanes?** I am neutral on the proposed amendments to ski lanes.

Q11. **Please explain your view on the proposed amendments?**

not answered

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I oppose all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

See submission attached.

Q27. **What is your view of the proposed amendments that require vessel identification?**

I am neutral on the proposed amendments to require vessel identification.

Q28. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

See submission attached.

Q29. **What is your view of the proposed amendments relating to temporary waterway events?**

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See submission attached.

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See submission attached.

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I oppose the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See submission attached.

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See submission attached.

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See submission attached.

Q39. What is your view of the other proposed corrections corrections? I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

See submission attached.

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

See submission attached.



Respondent No: 117

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 14:19:28 pm

Last Seen: Oct 31, 2024 14:19:28 pm

IP Address: n/a

- Q1. **Your name** Katherine Walker
-
- Q2. **Organisation** Realnz
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I support the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
We are generally in support of the draft bylaw, with a few areas we wish to submit on.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I support all of the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. **What is your view of the proposed amendment relating to the definition of speed?** I am neutral on the proposed amendment to the definition of speed.

Q32. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q33. **What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent?** I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q35. **What is your view of the proposed extension to the existing Kawarau Dam access lanes?** I support the proposed amendment to the Kawarau Dam access lanes.

Q36. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

Page 42, Kawarau River/ Lake Whakatipu Access Lane. a) We support the proposed speed uplift area near the Kawarau bridge. This would work well for our jetboats and water taxi movements. However, we understand from attending the drop-in sessions, that the QLDC is considering further amendments to this new uplift area for the Kawarau River/Lake Wakatipu access. If the Council does look to change or reduce the proposed uplift area further, we propose that the council consider amending the limits as detailed on the map below. We have fully discussed our proposal with the Harbour Master. The reason for this is to ensure: a) that the jetboats don't have to immediately drop to 5 knots once they leave the access lane and, b) the water taxis are able to get up on the plane once they leave the Hilton, and are also able to remain up on the plane as they approach the Hilton, where the water can become very shallow when lake levels drop. Our submission is that the access lanes are both extended, and that there is a separate lane to the west of the islands for the water taxi approach and departure to and from the Hilton. This map has been sent to the Harbour Master's office, who we understand has forwarded it to the QLDC planning team. We have a map available, and will email separately.

Q37. **What is your view of the proposed requirements to carry communication devices?** I support the proposed requirements to carry communication devices.

Q38. **Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.**

not answered

Q39. **What is your view of the other proposed corrections corrections?** I support some but not all of the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

QLDC proposed wording: 36.438.4 No powered vessels may operate on that part of the Kawarau River located downstream from the confluence between the Kawarau River and below the Arrow River We submit that this should instead say: No powered vessel past 45°00'30.7"S 168°52'59.1"E. This is the GPS reference point downstream of the Kawarau/ Arrow Confluence, near the sign stopping vessels has been placed. The reason for this is that Realnz currently drops off rafting passengers near the Arrow River confluence, which does change position). This would provide more flexibility for safe disembarkation of passengers. We have a map available, and will email separately.

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 118

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 14:32:20 pm

Last Seen: Oct 31, 2024 14:32:20 pm

IP Address: n/a

Q1. **Your name** John Taylor

Q2. **Organisation** Hāwea Community Association Inc.

Q3. **Email address** [REDACTED]

Q4. **Location** Lake Hawea

Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes

Q6. **Phone number** [REDACTED]

Q7. **I understand that all feedback will be treated as public information.** I understand.

Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I am neutral to the draft bylaw.

Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**

Lake Hāwea features extensive beaches which are accessible for most water activities. Many years ago the community opted for Swimming Areas rather than Ski Lanes. This enabled the community to have protected areas for folk and families to enjoy swimming and children to enjoy buoyancy devices within buoyed areas free of powered boats and jetskis. Families who wanted to enjoy waterskiing, boarding, or biscuiting, could do this outside of the designated swimming areas. They could do this anywhere along the very extensive beach areas, wherever they wanted to go. They would often combine these activities with picnics etc. Two years ago this changed with an unannounced Ski Lane put in place between Scott's Beach and the Esplanade Beach area. Re the comments in The Statement of Proposal: Councils Proposal re consultation with communities October 2022, there was no consultation with the Hāwea Community at all regarding a Ski Lane. I well remember the information which appeared in newspapers in regards to the Ski Lanes in Roys Bay in Lake Wānaka. No mention of the Ski Lane in Lake Hāwea. We are not entirely opposed to a Ski Lane at Lake Hāwea, but if one is proceeded with, it needs to be in a position with reasonable access from family vehicles and hence the suggestion the Lane could be placed just eastward of the Esplanade Beach - between the Esplanade and Kite Surfer Beaches but not protruding into the latter. The very strong community wish is for the retention of the Swimming Areas at Scott's and The Esplanade Beaches, plus the one established earlier this year at the John Creek Beach. There is a strong community desire for the Scott's Beach Swimming Area buoy line to be at least 180 metres long, 200m if possible, and The Esplanade Beach Swimming Area buoy line to be at least 180 metres long. And if possible, the John Creek Swimming Area buoy line to have another 50m added.

Q10. **What is your view of the proposed amendments to the district's ski lanes?** not answered

Q11. **Please explain your view on the proposed amendments?**

As previously mentioned, we would support the Ski Lane for Lake Hāwea if to be retained, being moved from between Scott's Beach and the Esplanade Beach, to between The Esplanade Beach and Kite Surfer Beach.

Q12. **Are there any specific ski lane amendments you wish to share further comment on?** not answered

Q13. **Please share your comments on Kelvin Grove ski lane location.**

not answered

Q14. **Please share your comments on Wilsons Bay ski lane location.**

not answered

Q15. **Please share your comments on Sunshine Bay Ski lane location**

not answered

Q16. **Please share your comments on Kinloch Main Beach Ski lane location**

not answered

Q17. **Please share your comments on Frankton Beach Ski lane location**

not answered

Q18. **Please share your comments on Willow Place West Side Ski lane location**

not answered

Q19. **Please share your comments on Frankton Arm North Side Ski lane location**

not answered

Q20. **Please share your comments on Loop Road Ski lane location**

not answered

Q21. **Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location**

not answered

Q22. **Please share your comments on Roys Bay – Eely Point Ski lane location**

not answered

Q23. **Please share your comments on Roys Bay – Waterfall Creek Ski lane location**

not answered

Q24. **Please share your comments on Glendhu Bay – East Ski lane location**

not answered

Q25. **What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?**

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

I support the "rite of passage" for folk to be able to jump from the Albert Town Bridge.

Q27. What is your view of the proposed amendments that require vessel identification? I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? not answered

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? not answered

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? not answered

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? not answered

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I support the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections?

not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 119

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 14:49:27 pm

Last Seen: Oct 31, 2024 14:49:27 pm

IP Address: n/a

- Q1. **Your name** Ross Young
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** [REDACTED] Wanaka
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** Yes
- Q6. **Phone number** [REDACTED]
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
I oppose the restrictions that are being listed for Roys Bay to delete 3 ski lane from the area.
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I oppose all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
not answered
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Roys Bay – Main Beach adjacent to Pembroke Park
Roys Bay – Eely Point
Roys Bay – Waterfall Creek
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered

Q16. Please share your comments on Kinloch Main Beach Ski lane location

not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

not answered

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

I agree that over the peak Christmas holidays period from 20/12/ to 31/01 the ski lane should be closed for skiing but still able to park your boat in the area observing the 5 KN rule. If you wish to ski you need to travel out 200 meters off shore and ski from that point and also on return drop your skier off 200 meters off shore. For the remainder of the year it should be able to be used as before, with clear signage showing direction of travel for take off and drop off.

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

This area should remain as is with clear signage showing direction of travel for take off and drop off. There should also be clear signage for swimmers that they must use the marked area for swimming and under no circumstances do they swim near the parked boats or the ski lanes. The QLDC should look at installing a double concrete boat launching ramp in this area this would reduce congestion while launching and or retrieving boats.

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

This area should remain as is or perhaps increase the area for 2 separate ski lanes with clear signage showing direction of travel for take off and drop off. The QLDC should look at installing a double concrete boat launching ramp in the area this would reduce congestion while launching and or retrieving boats.

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I support all of the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I support all of the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q29. What is your view of the proposed amendments relating to temporary waterway events? I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I oppose the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? not answered

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered



Respondent No: 120

Login: Anonymous

Email: n/a

Responded At: Oct 31, 2024 15:09:26 pm

Last Seen: Oct 31, 2024 15:09:26 pm

IP Address: n/a

- Q1. **Your name** Stephen Thompson
-
- Q2. **Organisation** not answered
-
- Q3. **Email address** [REDACTED]
- Q4. **Location** Queenstown
- Q5. **You have the right to be heard at a hearing in support of your submission. Do you wish to speak at a hearing?** No
- Q6. **Phone number** not answered
- Q7. **I understand that all feedback will be treated as public information.** I understand.
- Q8. **Regarding the draft Navigation Safety Bylaw 2025:** I oppose the draft bylaw.
- Q9. **Please explain your position on the draft Navigation Safety Bylaw 2025:**
not answered
- Q10. **What is your view of the proposed amendments to the district's ski lanes?** I support some but not all of the proposed amendments to ski lanes.
- Q11. **Please explain your view on the proposed amendments?**
Kelvin Grove is already very busy and Frankton Arm needs more than one ski lane. I oppose the removal of the ski lane at Loop Rd.
- Q12. **Are there any specific ski lane amendments you wish to share further comment on?** Loop Road
- Q13. **Please share your comments on Kelvin Grove ski lane location.**
not answered
- Q14. **Please share your comments on Wilsons Bay ski lane location.**
not answered
- Q15. **Please share your comments on Sunshine Bay Ski lane location**
not answered
- Q16. **Please share your comments on Kinloch Main Beach Ski lane location**
not answered

Q17. Please share your comments on Frankton Beach Ski lane location

not answered

Q18. Please share your comments on Willow Place West Side Ski lane location

not answered

Q19. Please share your comments on Frankton Arm North Side Ski lane location

not answered

Q20. Please share your comments on Loop Road Ski lane location

As above

Q21. Please share your comments on Roys Bay – Main Beach adjacent to Pembroke Park Ski lane location

not answered

Q22. Please share your comments on Roys Bay – Eely Point Ski lane location

not answered

Q23. Please share your comments on Roys Bay – Waterfall Creek Ski lane location

not answered

Q24. Please share your comments on Glendhu Bay – East Ski lane location

not answered

Q25. What is your view of the proposed amendments to manage the navigation safety risk associated with recreational jumping from the Albert Town Bridge?

I am neutral on the proposed amendments to manage navigation safety risk at the Albert Town Bridge.

Q26. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q27. What is your view of the proposed amendments that require vessel identification?

I am neutral on the proposed amendments to require vessel identification.

Q28. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

There needs to be consequences for non compliance in placing ID on your vessel. Also by using the vessels trailer registration as ID, NZTA will maintain for free a relatively solid database.

Q29. What is your view of the proposed amendments relating to temporary waterway events?

I am neutral on the proposed amendments to the way that temporary waterway events are managed.

Q30. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q31. What is your view of the proposed amendment relating to the definition of speed? I am neutral on the proposed amendment to the definition of speed.

Q32. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q33. What is your view of the proposed amendments relating to a speed uplifting for the Clutha River / Mata-Au for commercial vessels that operate under an approved resource consent? I am neutral on the proposed amendment to create an additional speed uplifting on the Clutha River / Mata-Au.

Q34. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q35. What is your view of the proposed extension to the existing Kawarau Dam access lanes? I am neutral on the proposed amendment to the Kawarau Dam access lanes.

Q36. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q37. What is your view of the proposed requirements to carry communication devices? I am neutral on the proposed requirements to carry communication devices.

Q38. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q39. What is your view of the other proposed corrections corrections? I am neutral on the proposed corrections to the bylaw.

Q40. Please add any comments on your position. What aspects do you oppose or support, what amendments do you seek to the proposal? Feel free to provide as much additional information to support your position.

not answered

Q41. Do you have any final comments you wish to make on the draft Navigation Safety Bylaw 2025?

not answered

From: [Annabel Wilson](#)
To: [Let's Talk](#)
Cc: [Ben Wilson](#); [Angus Wilson](#); [MartyBurns](#)
Subject: Navigation safety bylaw
Date: Tuesday, 22 October 2024 3:09:16 PM

The draft plan is a daft plan.

Removal of dedicated ski lanes from Roys bay will result in boats/people trying to ski from swimming areas. It makes sense to maintain the status quo so people know where to swim and ski safely.

Noted the ski lane has NOT been removed from Dublin Bay. Dublin Bay is typically too shallow for ski boats and is largely used by people with young kids. (For the reason it is very shallow, especially in summer).

Moving ski boats out of Roys bay into Dublin bay makes no sense.

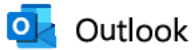
Submission to maintain all ski lanes as they are.

Ngā mihi nui

Annabel Wilson

Annabel Wilson
Writer / Editor / Educator





Re: draft lake survey

From Anthony Hill [REDACTED]
Date Wed 30/10/2024 12:15 PM
To Let's Talk <letstalk@qldc.govt.nz>

I think my submission is self explanatory, I don't need to speak to it.
Regards Anthony

From: Let's Talk <letstalk@qldc.govt.nz>
Sent: Wednesday, October 30, 2024 10:22:34 AM
To: [REDACTED] Let's Talk <letstalk@qldc.govt.nz>
Subject: RE: draft lake survey

Kia ora Anthony,

Thanks again for your submission. I am emailing to ask whether you'd like to speak to your submission at a hearing for the draft Navigation Safety Bylaw 2025?

Kind regards,

Hitch

From: [REDACTED]
Sent: Monday, September 30, 2024 1:56 PM
To: Let's Talk <letstalk@qldc.govt.nz>
Subject: draft lake survey

I filled in the online form but there was nowhere to include documents. My main comment was in relation to the need to extend the entry and exit points for the high speed access lanes to avoid "grey" areas where you would be exceeding 5knots but within 200m of shore. Without those extension you would force traffic into the middle, at the risk of collisions.



Anthony Hill

Outlook

draft lake survey

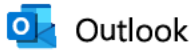
Date Mon 30/09/2024 1:56 PM

To Let's Talk <letstalk@qldc.govt.nz>

I filled in the online form but there was nowhere to include documents. My main comment was in relation to the need to extend the entry and exit points for the high speed access lanes to avoid "grey" areas where you would be exceeding 5knots but within 200m of shore. Without those extension you would force traffic into the middle, at the risk of collisions.



Anthony Hill



Navigation safety bylaw

[REDACTED]

Date Fri 4/10/2024 6:13 PM

To Let's Talk <letstalk@qldc.govt.nz>

[REDACTED]

The draft plan is a daft plan.

Removal of dedicated ski lanes from Roys bay will result in boats/people trying to ski from swimming areas. It makes sense to maintain the status quo so people know where to swim and ski safely.

Noted the ski lane has NOT been removed from Dublin Bay. Dublin Bay is typically too shallow for ski boats and is largely used by people with young kids. (For the same reason it is nice and shallow)

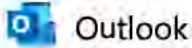
Moving ski boats out of Roys bay into Dublin bay makes no sense.

Submission to maintain all ski lanes as they are.

Ben Wilson

[REDACTED]

Sent from [Nine](#)



Submission on Draft Navigation Safety Bylaw 2025

Date Wed 30/10/2024 5:45 PM

To Let's Talk <letstalk@qldc.govt.nz>

1 attachments (3 MB)

LODGEMENT_LINZ_Submission_QLDC_Draft_Navigation_Safety_Bylaw_w_map_2025_20241031docx.pdf;

Hi

Please find attached a submission from LINZ on the Draft Navigation Safety Bylaw 2025. LINZ are happy to discuss the content of the submission with QLDC, and have requested to be heard in relation to this submission.

We look forward to hearing from you.

Could you please also acknowledge receipt of this email?

Regards

Christine Hetherington.

Christine Hetherington | Planner | Senior Professional

NEW ZEALAND

BOFFA MISKELL

VISIT OUR > [Website](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#)

WHANGĀREI | AUCKLAND | HAMILTON | TAURANGA | WELLINGTON | NELSON |

CHRISTCHURCH | QUEENSTOWN | DUNEDIN

Boffa Miskell is proudly a Toitū net carbonzero@ certified consultancy, [learn more>](#)

This electronic message together with any attachments is confidential. If you receive it in error: (i) you must not use, disclose, copy or retain it; (ii) please contact the sender immediately by reply email and then delete the emails. Views expressed in this email may not be those of Boffa Miskell Limited. **Electronic Data.** By accepting or using electronic data files provided by Boffa Miskell Limited, you acknowledge and agree that (i) The purpose for which the files were prepared may differ from the purpose that you intend to use the files, and Boffa Miskell makes no representation that the files are suitable for your intended use; (ii) Boffa Miskell gives no representation as to the accuracy, completeness or correctness of the information in the files. You acknowledge that it is your responsibility to confirm all measurements and data in the files; (iii) The provision of the files does not transfer any copyright or other intellectual property rights in the files or any information contained therein. All references to Boffa Miskell shall be removed if any information in the files is copied or altered in any way; and (iv) To the full extent permitted by law, Boffa Miskell accepts and shall have no liability whatsoever (including in negligence) for any loss, damage or liability arising from the receipt or use of the files. This e-mail message has been scanned for Viruses and Content.

Feedback form on QLDC Draft Navigation Safety Bylaw 2025

Name of organisation or person providing feedback:

Land Information New Zealand Limited (LINZ),

[REDACTED]

[REDACTED] Wellington 6145, New Zealand

At ention: J Percival/ J Lasenby.

[REDACTED]

Contact person (if different from the one above):

Christine Hetherington, Planner, Boffa Miskell Limited (as agent for LINZ)

Telephone:

[REDACTED]

Email:

[REDACTED]

Presentation of Oral Submission:

LINZ wish to present an oral submission at any hearings held.

LINZ's feedback on QLDC Draft Navigational Safety Bylaw 2025

Section A. Rationale for LINZ Feedback

Background information on LINZ, its responsibilities and biosecurity related work undertaken in the Queenstown Lakes District is contained as **Appendix A**. The following information summarises the basis upon which LINZ have submitted on this bylaw, and the reasons for seeking the inclusion of provisions to reduce or eliminate biosecurity risk within the District.

LINZ considers that the operation of vessels within various waterbodies within the Queenstown Lakes District has the potential to spread aquatic pest species, such as lagarosiphon. Lagarosiphon, if allowed to spread, can form dense surface-reaching weed beds. Aquatic weeds such as lagarosiphon constitute a pest species under the provisions of the Otago Regional Pest Management Plan.

These weed beds can create a nuisance by significantly interfering with the ability to safely navigate waterways in vessels and cause significant hazards for people swimming or undertaking recreation activities in waterbodies where lagarosiphon is present. In addition, LINZ considers that the spread of aquatic weed species has the potential to reduce not only the recreational values of the waterways within the District, but also their associated natural character, aesthetic and ecological values.

LINZ currently undertakes aquatic weed programmes in Lakes Wanaka and Whakatipu, as well as in the Kawarau River, to reduce/ eliminate the spread of these pests. The annual cost of these programmes is an average of \$1.5 million per year. QLDC actively fund lagarosiphon control work in Lake Whakatipu, Lake Wānaka and Kawarau River to the value of approximately \$40K per year.

The aquatic biosecurity control programs funded by LINZ, QLDC, and other partners over the past 20 years have significantly invested in controlling lagarosiphon infestations. One of the key control methods in recent years involves having qualified divers laying hessian matting on the lakebed to smother lagarosiphon. This method is highly effective but requires a significant investment of time and money to lay and maintain the hessian. The hessian must remain undisturbed for 6 to 12 months to allow natural sediment buildup, which prevents photosynthesis in the lagarosiphon.

If vessels travel at high speeds near areas where hessian matting has been laid, the resulting underwater currents can displace the sediment by pushing water and air under the matting, creating large billows. These disturbances compromise the effectiveness of the matting, rendering the substantial investment in control efforts ineffective. Additionally, this disruption can lead to the further spread of lagarosiphon into areas already under control, diverting resources away from other waterbodies and necessitating remediation efforts in previously treated areas.

This disruption could be reduced by actions such as:

- *Establishing an engine switch-off zone on the Kawarau River for vessels entering Frankton Arm to reduce the risk of lagarosiphon reinfestation.* This proposed zone could mandate that all vessels travelling from the Kawarau River into Frankton Arm turn off their engines downstream of Remarkables Beach, allowing any weed trapped on intakes to release due to the reduction in suction pressure.

Currently, an informal agreement exists on the Kawarau River, primarily targeting jet boat operators to voluntarily switch off their engines when travelling upstream into Frankton Arm (in the area shown on the map contained as Appendix D). At present, there is a sign jointly erected

by Otago Regional Council (ORC) and LINZ asking vessels to switch off their engines voluntarily before heading from Kawarau River into Frankton Arm. However, compliance is inconsistent, leading to the continued reinfestation of lagarosiphon from the Kawarau River into Frankton Marina, where divers are actively working on control efforts.

Frankton Arm and Kingston are the only two locations within Lake Whakatipu currently with very low levels of lagarosiphon infestation. Therefore, LINZ considers that it is crucial to implement formal rules to prevent the unnecessary transportation of any additional weeds from the Kawarau River, which can interfere with the ability to safely navigate waterways and to protect these areas from further infestation.

Additional spread of weed can be managed by actions such as:

- *Checking and cleaning boats and trailers.* If trailers and boats are not checked and cleaned for aquatic weeds before entering and leaving waterways, they can inadvertently spread weeds from one waterbody to another. These weeds could be trapped within trailers, propellers, and water intakes on jet boats. Prevention by the community through checking, cleaning, and drying is one of the first lines of defence for protecting lakes and preventing any new infestations from establishing.

Format of Feedback

LINZ's specific feedback on the draft bylaw is outlined in the following sections of this document:

- Section B: LINZ comments on the proposed amendments to the existing bylaw;
- Section C: LINZ requests new provisions to be included in the bylaw; and
- Section D: includes a brief discussion of any consequential/ additional amendments to the bylaw that may be required.

Section B. Proposed Changes to the Bylaw

Draft Bylaw provision	Reasons
Clause 33 – Temporary Events in Water	<p>LINZ supports the proposed change to require the Harbourmaster to be notified of all temporary events creating a 'navigational risk'.</p> <p>LINZ further seeks the addition of biosecurity as one of the matters over which the Harbourmaster can exercise discretion to require an approval of a temporary activity in Clause 33 (addressed in Section C below).</p>
Clause 38, Map 3 Changes to the Kawarau Dam access lanes.	<p>Clause 38.1 of the draft bylaw states that '<i>no person may rest or stop a vessel in the areas immediately below the 'downstream gate' and the 'upstream gate' at the Kawarau Falls Dam</i>'. LINZ appreciates that this control may be sought for the public safety.</p> <p>However, LINZ seeks that this be amended to require a temporary engine turn off restriction be imposed on all vessels before travelling from Kawarau River into Frankton Arm of Lake Whakatipu (as outlined in Section C of this submission). For this</p>

Draft Bylaw provision	Reasons
	<p>reason, LINZ seeks that Clause 38.1 be amended to enable the imposition of temporary engine turn off area.</p> <p>LINZ also requests that QLDC clarify the extent of the area currently referred to as ‘immediately below’ (ie is this interpreted as 5m? 50m? 100m?) to ensure clarity in how this clause will be applied.</p>

Section C: New Provisions Sought to be Incorporated into the Bylaw:

Suggested Provision	Reasons
Part 1 - Preliminary	
<p>Clause 6 – Interpretation.</p> <p>Add the following definition:</p> <p><u>‘Aquatic weed pest species’ means any aquatic weed species declared as a pest in the operative Otago Regional Pest Management Plan. Freshwater pest plants shall have the same meaning.</u></p>	<p>LINZ consider that the spread of aquatic pest species from the use of vessels constitutes a nuisance to persons utilising these waterbodies by interfering with safe navigation in these areas. It seeks that the bylaw includes a number of controls intended to limit or reduce the spread of such species.</p> <p>As such, it is considered appropriate and in accordance with standard practice of regulation drafting that a definition of ‘aquatic weed pest species’ be included in the bylaw.</p> <p>Further, it is considered appropriate that this definition is based on the provisions contained in the Otago Regional Pest Management Plan. This Plan binds the Crown, and places obligations on ORC, QLDC and the occupiers of any ‘place’ (which is defined in Section 3.3.1 of the Plan as including any building, conveyance, craft, land or structure and the bed and waters of the sea and any canal, lake, pond, river or stream).</p>
Part 2- General Navigation Safety Requirements	

Suggested Provision	Reasons
<p>Clause 9 Speed of Vessels:</p> <p>Add a new sub clause (d) to clause 9.1:</p> <p>'Except where the bylaw specifically provides otherwise no person may, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or some object at a speed greater than five knots within:</p> <p><u>'(d) 10 m of any buoy line marking the location of hessian matting in navigable waterbodies subject to LINZ aquatic pest control operations'.</u></p>	<p>The current lagarosiphon weed control programme involves a mixture of diver-based hand weeding, agricultural spaying and the placement of hessian matting (a bio-degradable weed suppressant) on the bed of Lakes Whakatipu, Wānaka and in the Kawarau River in the vicinity of the Kawarau Dam.</p> <p>Over the last five financial years, LINZ has spent approximately 6 million dollars controlling lagarosiphon within these three water bodies. Hessian matting is a key control method - it is very effective but labour-intensive and costly. There have been several instances where hessian has been disturbed by watercraft exceeding 5 knots around the buoyed-off areas (see image of a buoy below) where hessian is present, resulting in the hessian having to be re-laid at the expense of the control programme.</p> <p>LINZ consider that hessian matting is an asset that should be protected to ensure that watercraft do not disturb the matting on the beds and prevent the hessian matting from the control of the lagarosiphon (which in itself creates a 'nuisance'). It considers that 10m from the buoy line is appropriate to ensure that no damage is caused to either the buoy or the hessian matting, which lies on the surface of the water body below this buoy.</p> 
<p>Clause 16 Prevention of Nuisances:</p> <p>Add the following new clause 16A or 17:</p> <p><u>'To avoid the spread of freshwater pest plants:</u></p> <ul style="list-style-type: none"> - <u>All occupiers of vessels or craft entering any waterbody in Queenstown Lakes District shall ensure</u> 	<p>This measure is intended to prevent the transportation of weed fragments to or between all waterbodies subject to the bylaw. As outlined in the introduction to this feedback, aquatic weed pest species fragments can easily be transferred between water bodies by vessels and associated trailers. Actions such as the adoption of checking, cleaning, and drying are one of the first lines of defence for protecting lakes and preventing any new infestations from establishing.</p> <p>Further, weed fragments are often trapped in ballast water. A restriction on the transfer of this water any water body to any other location will minimise the spread of any aquatic pest species from any water body to any other location will minimise the spread of any aquatic pest species that may occur once such ballast water is released.</p>

Suggested Provision	Reasons
<p><u>their vessels or craft (including trailers) are free from any aquatic weed pest species including fragments'</u></p> <p>- <u>No person shall transport ballast water from any water body to any other location'</u></p>	
Part 4 – Specific Water – Based Activities	
<p>Clause 33 Temporary Events</p> <p>Add the following Clause 33.1(b)(vi):</p> <p><u>'the activity involves vessels travelling between any waterways which has the potential to increase biosecurity risk through the spread of aquatic weed pest species where:</u></p> <ul style="list-style-type: none"> - <u>vessels involved in the activity are likely to have been in contact with another waterbody within the previous 30 days, or</u> - <u>the event involves multiple waterbodies.'</u> <p><u>'In assessing the potential for biosecurity risk the Harbourmaster shall have regard to</u></p> <ul style="list-style-type: none"> (i) <u>any proposed self-assessment guidelines and / or biosecurity protocols for managing boat and equipment hygiene, and</u> (ii) <u>any other proposed measures will be used to eliminate, isolate or minimise this risk'.</u> 	<p>LINZ considers it appropriate that the Harbourmaster can require an application for approval if a temporary event where the use of vessels will increase biosecurity risks that may impact safe navigation. This will allow the Harbourmaster to impose terms and conditions relating to steps to reduce the spread of aquatic weed species when granting approval. The occurrence of these events has the potential to increase the spread of aquatic pest species both within and between waterbodies in the Queenstown Lakes District, particularly where vessels involved in the activity are likely to have been used or moored within another waterbody within the previous 30 days or the event involves multiple waterbodies.</p> <p>It is considered appropriate to introduce these as specific matters over which the Harbourmaster can exercise discretion, and provide the ability to assess each risk on a case by case basis (for example, this may simply include a requirement for 'wash and dry' procedures prior to and following an event).</p>
Part 5 – Rules Relating to Specific Locations	
<p>Clause 38 – Kawarau River</p> <p>Add a new Clause 38.5:</p>	<p>The transportation of aquatic weed pest fragments between waterbodies can be minimised by the temporary cut off of engines on any motorised</p>

Suggested Provision	Reasons
<p><u>'All persons operating a motorised vessel travelling from the Kawarau River into Lake Whakatipu, Frankton Arm must temporarily turn off their engines within the engine switch off zone downstream of Remarkables Beach as shown on Map X'</u> [see Appendix D of this feedback]</p>	<p>vessel. This enables any weed fragments entangled in the motor of such craft to be expelled.</p> <p>This measure is intended to prevent the transport of weed fragments into Lake Whakatipu, Frankton Arm. Currently, large lagarosiphon weed beds are present within the Kawarau River. However, there are no large weed beds of lagarosiphon in Frankton Arm.</p> <p>Every time jet boats travel into the Kawarau River; they have the potential to suck up fragments of weed into the intakes due to the presence of large weed beds of lagarosiphon in this area (see image below). If these vessels do not turn off their engines before entering Frankton Arm, weed fragments can drop off their intakes onto the bed of Lake Whakatipu once they turn their engines off. These fragments will settle on the lake bed and grow into larger plants.</p> <p>LINZ consider that it is essential to prevent new fragments from being brought back into Frankton Arm from the Kawarau River to avoid a requirement to then hand weed in Frankton Arm (which is required to ensure any fragments are not establishing and able to grow into large patches). The annual costs of this hand weeding is in the order of hundreds of thousands of dollars.</p>  <p><i>Image shows weed trapped in water intake of a jetboat which has travelled through large weed beds.</i></p>

Section D: Additional Amendments.

If QLDC considers that the matters over which LINZ has requested for inclusion are more appropriately addressed in other clauses of the bylaw, LINZ is happy to discuss this further.

Similarly, if as a result of the issues raised by LINZ QLDC consider that additional matters should be included in the bylaw LINZ is also happy to discuss these in further detail.

Appendix A.

Toitū te Whenua | Land Information New Zealand (LINZ) is the Government agency responsible for the management of large areas of land including the beds of many waterbodies throughout Aotearoa New Zealand and manages associated weed and pest control programmes in these systems. LINZ represents the Crown as the owner of the land, lake beds and riverbeds pursuant to the Land Act 1948.

LINZ undertakes both terrestrial and aquatic weed and pest control activities as part of the wider LINZ biosecurity programme, within the Otago Region. Biosecurity is defined in the National Policy Statement for Freshwater Management as '*activities to eliminate pests and unwanted organisms (as those terms are defined in the Biosecurity Act 1993)*'. The role of the biosecurity programme is to manage the control of pest species, both fauna and flora, on Crown land. This land contains some of Aotearoa New Zealand's most threatened species and habitats, is of significant economic and cultural value, and attracts high recreational use and tourist numbers.

The programme is focused on managing the species listed in the Regional Pest Management Plan or plans or programmes prepared in accordance with the Otago Biosecurity Strategy (2019). The aquatic weed programme focuses on *Lagarosiphon major* ("lagarosiphon"), and the terrestrial programme focuses on a range of weed and pest animal species, including rabbits, broom, gorse and old man's beard. Funding is also provided to Community Trusts that manage wilding pines within the region.

The primary focus of the aquatic weed programme is the control of lagarosiphon in various waterbodies across the region (lagarosiphon is identified as a pest in the Otago Regional Pest Management Plan 2019). By way of example, the effects of lagarosiphon on water quality, and ecological, and recreational values is summarised in Appendix B.

LINZ undertake an annual control programme, developed in line with a 10-year lake weed management plan. The plan provides a shared, long-term view of weed management, and is developed in collaboration with multi-agency weed management/ stakeholder groups (including District and Regional Councils, Department of Conservation, statutory bodies (such as Fish and Game, Guardians of Lake Wānaka), as well as various community groups (such as WAI Wānaka). NIWA provide overall scientific advice to the programme and undertakes independent inspections at key sites on the effectiveness of the control works.

The current activities undertaken by LINZ in the Queenstown Lakes District are:

- Lake Wānaka, Whakatipu and Kawarau River - currently being managed for the control of lagarosiphon by methods including use of hessian matting, agrichemicals (diquat), hand removal and cutting of weeds, suction dredging.

Control programmes are undertaken over varying periods – often on an annual basis and usually seasonally to maximise efficiency. The extent of the individual programmes is based on the success of work undertaken in previous seasons, site and weather conditions, contractor availability, and budget constraints.

Appendix B

Effects of Lagarosiphon

Lagarosiphon is considered to have a competitive advantage over native submerged plants in colonising new habitats easily, by shading native plants through the development of an extremely dense subsurface canopy and by having a physiological advantage over potential competitors. Consequently, lagarosiphon displaces and excludes native vegetation leading to monospecific beds of low diversity. It is also thought that lagarosiphon may reduce fish access to macroinvertebrate food, whereas harvested channels within large weed beds may enhance fish access and feeding. Dense lagarosiphon beds restrict water movement, reduce light and may locally modify water chemistry.

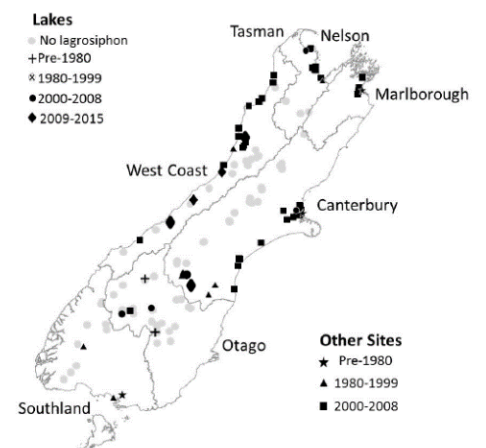
The high water transparency of Lake Wanaka supports internationally important examples of the deep-growing plants, charophytes and bryophytes. The lake also has a high biodiversity of native submerged plants, which at 26 species represents approximately half the submerged plant species known from New Zealand.

Large beds of canopy-forming weeds are associated with a reduction in hydropower production capacity, depressed quantity and quality of boating, swimming, angling, visual amenity issues and nearshore recreation. Entanglement and drownings have been linked to invasive weed beds, while dense mats of weed provide good habitat for the snail hosts of parasites that cause 'swimmer's (duck) itch'.

Currently in the Otago Region, lagarosiphon is present in the upper Kawarau River, Lake Wanaka, the Clutha River and Lake Dunstan and downstream, with records also in Canterbury, West Coast and Southland Regions. However, there remain numerous lakes in the Otago Region that have not been invaded by lagarosiphon.

A number of methods are utilised to control lagarosiphon. These are detailed in Section 1.2 of this feedback, and include the use of a benthic barrier (such as hessian matting). The use of this technique is outlined in a fact sheet prepared by NIWA:

http://niwa.co.nz/sites/niwa.co.nz/files/Bot_om%20lining%20FAQs_A4.pdf.



(Figure source: modified from de Winton, M.D., Champion, P.D., Clayton, J.S., Wells, R.D.S. (2009) Spread and status of seven submerged pest plants in New Zealand lakes. *New Zealand Journal of Marine & Freshwater Research*, 43: 547–561)

Appendix C

Extract from Otago Regional Pest Management Plan.

Objective, principal measures and rules

Plan Objective 6.5.7

Over the duration of the Plan actively manage lagarosiphon to:

- a) reduce the extent of lagarosiphon in Lake Wanaka and the Kawarau River (Map 4 in Appendix 3) through progressive containment over the next 10 years;
- b) implement sustained control of lagarosiphon in Lake Dunstan (Map 4 in Appendix 3);
- c) prevent the establishment of lagarosiphon in Lake Wakatipu (Map 4 in Appendix 3);
- d) prevent the establishment of lagarosiphon in lakes, rivers and tributaries where it is not already present

to avoid, mitigate or prevent effects on the environment, and amenity and recreational values.

Principal measures to be used

Land Information New Zealand will take a lead role in controlling and eradicating lagarosiphon in Otago's lakes and rivers that it administers. Otago Regional Council will work collaboratively with Land Information New Zealand and other partners in the preparation, administration and delivery of 10-year Management Plans for the control of lagarosiphon and in other initiatives to deliver the outcomes in the objectives.

Occupiers will be responsible for eradicating lagarosiphon within private ponds and aquariums.

The **requirement to act, service delivery, advocacy, education, and collaboration** described in section 5.3 of the Plan, will be used primarily to achieve Plan Objective 6.5.7.

How the Otago Regional Council intends to support the delivery of these objectives with Land Information New Zealand is described more fully in Section 3 of the Biosecurity Strategy.

Appendix D

[Proposed new map identifying the location of the proposed engine switch off area in the lower reaches of the Kowarau River downstream of Remarkables Beach (as referred to in proposed new clause 38.5)]



Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors





Data Sources:

Projection: NZGD 2000 New Zealand Transverse Mercator



LEGEND

-  Existing Switch Off Point
-  Proposed Switch Off Zone

Sarah Hitchings

From: David Allard <[REDACTED]>
Sent: Wednesday, 30 October 2024 12:05 PM
To: Let's Talk
Subject: Re: Waterways

Dear Hitch,

I do not wish to speak to my submission. It's pretty simple and I don't think that I can add anything.
Regards,
David

Sent from my iPhone

> On 30 Oct 2024, at 10:27, Let's Talk <letstalk@qldc.govt.nz> wrote:

>

> Kia ora David,

>

> Thanks again for your submission. I am emailing to ask whether you'd like to speak to your submission at a hearing for the draft Navigation Safety Bylaw 2025?

>

> Kind regards,

>

> Hitch

>

> -----Original Message-----

> From: David Allard <[REDACTED]>

> Sent: Thursday, October 3, 2024 7:54 AM

> To: Let's Talk <letstalk@qldc.govt.nz>

> Subject: Waterways

>

> I wish to register my opposition to the proposed reductions in water ski lanes.

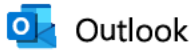
> I am not a user of these facilities but consider that water skiers need to be better catered for than is proposed. By spreading the lanes around the shoreline there is less chance of congestion and possible harm.

> Regards

> David Allard

> [REDACTED]

> Sent from my iPhone



Navigation safety bylaw 2025

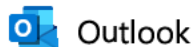
From hostie <[REDACTED]>
Date Tue 29/10/2024 10:52 PM
To Let's Talk <letstalk@qldc.govt.nz>

I would like to see the coastguard boat out more often on the lake instead of being tied up in Frankton marina for what appears always.

Jetskis are a real nuisance close to the shore just outside the 5 knot marker boys speeding excessively. I believe jetskis in particular should have some of identification and monitored for antisocial behaviour.

Regards

David Taylor



SUBMISSION. NAVIGATIONAL SAETY BYLAW 2025

From Doug Fraser. <[REDACTED]>

Date Thu 31/10/2024 12:49 PM

To Let's Talk <letstalk@qldc.govt.nz>

SUBMISSION. NAVIGATIONAL SAETY BYLAW 2025

DOUG FRASER

Chairman

GLENDHU BAY CAMPERS ASSOCIATION INC.

I wish to be heard in support of our submission.

We understand that all feedback will be treated as public information.

We submit and encourage our members to make individual submissions based on their own experience.

We wish to submit on Ski Lanes and wider safety issues regarding the launching and retrieval of boats at the Glendhu Bay Camping Ground.

I attended the drop-in engagement session on 19th October at Frankton.

-The Council Report (September 2024) "proposes a range of changes from the current bylaw to ensure navigational safety"

I have been unable to identify or obtain (I have requested) any formal report which identifies safety issues that require changes to the ski lanes or regulations on the storage, launching or retrieval of boats from the beach at the Glendhu Bay Camping Ground.

In my experience from camping at Glendhu Bay for 72 years there are no safety issues in the way the ski lane is designated.

The last two or three years has seen a significant decline in the visibility of the Harbourmaster and a consequent increase of swimmers in the ski lane.

Fortunately there is strong element of self policing amongst beach users, most of who are long term campers.

Good clear signage is important to identify the ski lane for itinerant beach users.

-Proposal to reduce the width of the ski lane by 50 metres.

This proposal initiated by the Harbourmaster to provide improved swimming access and clear the boat ramp from the ski lane, can be accommodated together with improving ski lane operation and safety if the ski lane buoys are correctly located at a 35 degree angle to the foreshore from the ski lane poles.

If the ski lane buoys are 100 metres from the foreshore this will provide an extra 70 metres width at each end of the ski lane at the buoys.

This provides a much safer flow of boats starting and dropping off skiers.

At present and in recent years the ski lane buoys are effectively at right angles to the foreshore.

We also submit that the ski buoys carry a flag which clearly identifies their purpose.

Also the 200 metre 5km/h buoys (which are never at 200 m) should be removed to avoid confusion.

Removal of any ski lanes from other areas under your management will inevitably shift skiing to areas with no designation or regulatory oversight.

-Boat storage/launching/retrieval

The greatest safety risk will arise if Hampshire's threat to remove boat storage, launching and retrieval from the beach is enacted.

There will be a land based risk (which is not a direct issue for these bylaw changes) of boats being towed around the camp from dawn to dusk as fishermen and water sport boats attempt to access the one boat ramp in the camp.

The increased risk to children walking/riding/playing in the camp is significant.

The principal navigational safety issue is the retrieval of scores of boats when the lake cuts up rough, which can often be a daily occurrence.

This is clearly an issue for your consideration in this review, particularly given the apparent attitude of Hampshire regarding boats on the beach.

The requirement of scores of boats to be launched and retrieved using one boat ramp is a recipe for disaster.

Swamped boats and the possibility of drownings are real.

Conflict as boat owners attempt to retrieve their prized possession is a real possibility.

Currently scores of boats can be retrieved in minutes as soon as white caps appear at the head of the bay.

And then when the wind dies down, as it often does in the evening, boats can be relaunched for an evening ski or a fish in Paddock Bay.

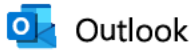
The magic of Glendhu Bay.

The magic that the Overseas Investment Office insisted must be retained.

Doug Fraser

28th October 2024

Sent from my iPad



Navigation Safety Bylaw 2025

From Gareth and Carol Roberts <[REDACTED]>

Date Sat 5/10/2024 12:04 PM

To Let's Talk <letstalk@qldc.govt.nz>

Hi,

Submission on 'Navigation Safety Bylaw 2025'.

Proposal:- That water skiing is not permitted in Paddock Bay, Lake Wanaka.

Paddock Bay Lake Wanaka is an exceptional location for shoreline brown trout fishing, due to its shoreline being of a shallow nature. The shallow nature of Paddock Bay's shoreline leads to it being a location that brown trout favour. For this reason, I propose that water skiing is not permitted in Paddock Bay.

Regards,
Gareth Roberts



Fwd: Navigation Safety bylaw review

From QLDC Services <services@qldc.govt.nz>

Date Tue 29/10/2024 10:58 AM

To Let's Talk <letstalk@qldc.govt.nz>

Cc [Redacted]

Hello, Kia ora

Please find below a submission for the Navigation Safety Bylaw review from Gary Muir.

Kind regards, Kā mihi

Amber.

<p>QLDC Customer Service Team Queenstown Lakes District Council P: +64 3 441 0499 E: services@qldc.govt.nz</p>	 <p>QUEENSTOWN LAKES DISTRICT COUNCIL</p>
---	--

From: [Redacted]
Sent: Monday, October 28, 2024 12:36 PM
To: services@qldc.govt.nz
Subject: Navigation Safety bylaw review

I submit this email in opposition to the changes being suggested as they directly affect Glendhu Bay Camping ground. I strongly advocate for the status quo as the suggested changes will increase not decrease the chances of accidents both on and off the water through congestion at peak times , the danger of too many boats trying to get out of the water at the limited boat ramp space when the lake suddenly cuts up rough(this I believe would be a major problem and result in serious incidents).

My other real concern is where boat owners will park their rigs if they are unable to position them by the lakeside. Please don't allow bureaucracy to destroy something that has worked wonderfully well for many many years and will for many to come.

Thank you for listening
 Regards
 Gary Muir
 Glendhu Bay camper
 Sent from my iPhone



Reduction in water ski lanes

From Gillian Macleod <[REDACTED]>

Date Mon 7/10/2024 3:24 PM

To Let's Talk <letstalk@qldc.govt.nz>

Im not sure who has taken it upon themselves to reduce the number of waterski lanes on Frankton Arm, citing a conflict issue.

We have lived at [REDACTED] since 2001 and frequently waterski on the lake, about 60 times a season- in fact we went out yesterday evening launching from Willow PLace West. (6 October 2024)

99 percent of the time we find we are the only people enjoying the lake and constantly ask ourselves- "where is everyone?", so it is very hard to understand what the conflict could be that is cited in the document.

Occasionally we see swimmers or kayakers, and we are all careful to spot each other and keep out of each others way. We have never perceived the waterski lane as a danger to them or ourselves. there is plenty of space and vision for everyone.

Jet boats are in the middle of the lake, the million dollar cruise is putting around somewhere waving at us. These boats dont seem to have a conflict with each other or us.

The only madness we see on the lake is crazy jetskis but they arent generally towing anyone just zooming in circles or racing each other. They are not users of the ski lane.

There may be one or at most two weeks over summer when there are more than three boats at Willow Place West.

When we go to ski at Kelvin Grove we usually find it overcrowded on a sunny day.. reducing the width of the ski lane seems counterproductive.

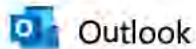
To now demand that everyone go to Kelvin grove is surely going to exacerbate overcrowding and create true conflict.

I cant see why as a growing community we would seek to reduce activities on the lake?

I would like to speak at the hearing.

Kind REgards

Gillian Macleod
[REDACTED]



Outlook

Draft Navigation Safety Bylaw 2025

From Lea Rudhall [REDACTED]

Date Wed 30/10/2024 11:39 PM

To Let's Talk <letstalk@qldc.govt.nz>

📎 1 attachments (24 KB)

SUBMISSION 28-10-24.docx;

Hi,

Please see our attached submission.

If photos wont allow bulk upload I will attach additional emails referencing G Rudhall

I would appreciate acknowledgement of receipt.

Regards

Glen & Lea Rudhall

SUBMISSION TO QLDC - PROPOSED SAFETY IMPROVEMENTS FOR WATERWAYS

Glen & Lea Rudhall – [REDACTED]
[REDACTED]

Have filed an electronic feedback form through Lets Talk referencing this submission

BACKGROUND

The key reasons for this proposal are to:

address issues related to navigation safety, including:

- Ski lane locations and identification – **We Oppose based on the attached.**
- Navigation safety risk associated with recreational jumping from the Albert Town Bridge – **We support and commend a well reported and considered series of solutions.**
- Vessel identification – **We support – And our vessel is identified.**
- Temporary events on the water – **We support based on commentary.**
- Vessel speed interpretation – **We support. Common-sense.**
- Kawarau Dam access lanes – **We are neutral – Do not know enough about this specifically.**
- Carriage of communication devices – **We support. We carry Cell phones and VHF.**
- Other miscellaneous minor corrections to improve the clarity, legibility and overall accessibility of the bylaw. – **We support**

OUR POSITION – Waterski Lanes

We strongly oppose the proposals around Ski lane removal for many of the reasons we raised in our initial submission dated Oct 2022

We believe the proposals remain are unrealistic, unmanageable, are poorly considered and proposed.

We require further information and will be expecting real data and analysis and will insist on being heard in a full and proper consultation process.

Our opposition relates to all proposed Ski Lane changes in Lake Wanaka.

We provide some commentary on restriction aspects we feel may be workable but not before all avenues of information, education and enforcement are exhausted.

In your proposal there is little supporting data on conflicts, incidents, and accidents and or any study, analysis or cost benefits analysis. *[A fact amplified by the well prepared report from Drowning Prevention Aotearoa in respect of the Albert Town bridge]*

I have no doubt there are some conflicts but until we can rationalise them and assemble them into some data we are basing decisions on someone's thoughts or views. Not sufficient to stand the scrutiny of Judicious.

Where is the data & evidence based information? Where can a reasonable person get the info they need for how to use a Ski Lane.

Ski Lanes have existed in NZ for decades and typically have reflected the amount of natural resource available and had historically been established buy water-ski clubs, local authorities and community groups.

The mere existence of ski lanes has undoubtedly contributed to a safer environment rather than a less safe environment. The lanes currently allow a flow of movement, assist other boaters in educating others, the majority stick to the rules and makes the monitoring of activity easier.

Your reference (Full Council Report 19th Sept 2024) makes the following statement:

7.1.2. It is important to note that the existence of a ski lane in a location, prevents the area from being used by recreational swimmers. Judicious placement of ski lane locations is therefore important to ensure equitable enjoyment of lakes and rivers.

Judicious does not mean few or reduced, smaller or NONE, it means sensible, carefully considered and equitable means balanced, fair and reasonable.

Removal of all 3 ski lanes out of Roys bay can not be reconciled to carefully considered, balanced and reasonable.

ENFORCEMENT AND CONTROL

The presence of Ski Lanes provides the very basis for Enforcement and Control. We have a defined area, rules around direction, beaching, spotters and a "common cause" mentality with users (probably the bit that does more to control the situation than any other practical means)

Removal of these areas turns the rest of the lake into an open season of please yourself, no consistent direction or flow, no presence of buoys or a beach to assist in regulating speed and a sense that with "no white lines" I can do whatever I like.

Enforcement will become a bigger problem not a smaller issue and there is reduced scope for education.

Have we actually stopped to consider the proposals mean there will be NO Ski Lanes in Roys Bay area at all. The closest Ski lane will be Dublin Bay (which isn't marked and then Glendhu Bay), do we realistically think that all the visitors over Christmas New Year are simply going to "move on".

The proposal removes over 50% of the current remaining ski lanes in Lake Wanaka.

The proposals have a knee jerk reaction feel to them, to Removal and Closure, solutions before full and proper avenues employed and utilised. In our previous submissions we identified significant shortcomings in signage, delineation and education and in the ensuring timeframes little has improved and in some cases less it is less evident.

As regular lake users in many capacities over the last two years in particular we have taken notice of the assets employed to assist in:

- Education
- Administration
- Enforcement
- Information

The silence is deafening, the signage is woefully inadequate, in wrong locations and in some cases simply does not exist. The options for users is not evident, guidance and explanations simplistic and compared to other "education and enforcement" signage in and around Wanaka is invisible. The examples I cite are:

Main Beach Roys Bay (A key site). Taking the statement from

Attachment B – Ski lanes: Summary of feedback from 2022 ski lane engagement and analysis of known issues, options and recommended options

Throughout the last summer period (22/23), a Harbourmaster or waterways officer was stationed at Roys Bay and observed an influx of the community and tourists actively accessing the lakefront for swimming. In many cases people parked their vehicle in the new spaces provided and walked straight down to the waters edge. As the Roys Bay ski lane is situated directly in front of these new parks, there were swimmers constantly entering the water within the ski lane throughout this period creating a navigation safety risk.

Addressing the above - visitors/users simply accessing the beach front from the adjacent carparks, this is hardly surprising given the **complete lack of signage and or barriers facing the carparks**, we can hardly blame users when we provide unencumbered access and one of the best vistas around. Who could blame someone for pulling up, stripping off and plunging in!! Certainly not based on the lack of information available. The websites and brochures with "guidelines" are safely tucked away and exuberance takes over and all of a sudden we have swimmers in the ski lane. I am not surprised.

Counterpoint – In the same space as the two lonely ski lane poles in Roys bay there are no less than 13 Parking signs in less than 200m . How come it takes 13 signs to gain parking compliance, together with enforcement, to manage this space when everyone who has a licence has passed a test to

indicate they at least understand the message even if they don't comply. When we expect people to intuitively know not to swim in a ski lane having supposedly sought out a small A4 size sign facing the lake.

It doesn't bear up under the common sense test and certainly allows a conclusion to be drawn that without proper education and enforcement we haven't actually tried very hard to solve the perceived issues.

If car parking and other compliance issues require full signage, education and enforcement why does the same not apply to Water users.

It is noticeable that signage for Scientific buoys, Diddymo, Ramp charges, Parking issues, River access all are larger and significantly outsize and out number Ski Lane signs.

It is our opinion QLDC are not entitled to anticipate or expect compliance or expect to not have conflicts and non compliance where there is no pathway to support this. Lake users are not responsible for this situation. QLDC through indifference and lack of commitment to basic measures to address issues hasn't advanced this in any meaningful way in 2 years!

As heavy/very regular users of the area for Boating, Waterskiing, Swimming, Paddle Boarding, School Events and general beach activities we have carefully observed the interaction of users and authorities alike. We have experienced NO interaction from authorities based on engagement, education, discussion, enforcement or improving outcomes. Surprising given the amount of time we spend in and around the water, concerning in that we could easily draw a conclusion that casual users might be even less likely to be engaged in any form.

We have on several occasions almost every season advised & directed swimmers and jet skiers of the protocols around ski lanes and almost without exception they were unaware and after an explanation they appreciated the clarity and moved to a more suitable area. In almost all cases effectively between 50 & 100m down the beach.

SPECIFIC COMMENT ON GLENDHU EAST

The recommendation borders on a conflict in suggesting that

By shifting the western pole (50 m East) , there are a number of benefits: - The existing boat ramp would no longer be in the ski lane - A larger area for swimmers to lawfully occupy - Boats are not permitted to beach within a ski lane. Shifting the pole would allow for beaching to be permitted in a larger area along the foreshore

The suggestion that the increased area would provide a larger area for swimmers is perhaps a little misguided. Swimmers in and around a launching site are quite possibly a greater hazard than in a ski lane. Boats are being manoeuvred, warmed up (they stall, and then lack manoeuvrability), drivers are distracted by trailers, ropes, boarding passengers and more. I wouldn't swim in this area.

In our submission dated Oct 2022 we provided extensive data based on size, boats movements and how speeds of skiers etc impact on the required size of the ski lane. We noted also that Glendhu East was the "Narrowest Ski Lane" we use and at 170 m is pretty much the min for busy times.

Moving it 50m east results in a ski lane of 120m. Yet ignores the more than 300m of swimmable beach immediately to the East of the existing Ski Lane. Which we also use extensively for swimming, paddle boarding etc, it is the more sheltered part of the beach.

The “boat ramp” is an unformed gravel track, rutted and full of tree roots, suitable only for 4WD vehicles and pretty much only services the camp based boats. It is shallow and often is only accessible to Jetboats or Shallow draft vessels. We don’t use it by choice.

This one is a tricky situation.

Our thoughts:

The beach area is very unattractive to swimming or activities given it is a shallow shelf to the immediate West and it is rocky and lacks the sand and appeal of the beach further to the East.

We would support the moving of the beach marker up to 50m to the East if that the Ski lane markers remain allowing an appropriate entry angle to the beach as now exists. The space created for launching outside the Ski Lane could then be marked with buoys to provide a “channel “ out into the lake.

Given the location, lack of formed track and shallow draft this “ramp” is a minor issue and users are well aware of the limitations.

SOLUTIONS

Wanaka can account for its success based on the very presence of the Lake, the body of Water is the key factor in the growth and development of the Town area and we have got to do a better job at being actively engaged in managing the asset. A general erosion of facilities doesn’t add value nor prepare us for the future.

We do not accept the QLDC have exhausted all efforts to manage the issues and recommend the following:

- Full and proper signage be implemented in all ski lanes. Including Info on Life jackets, QR codes for additional info and contact details, references to the relevant markers and distances.
- Additional “barrier” based demarcation utilised on beach areas, ie ground level lines of floats, flags or markers (perhaps a line of coloured concrete cubes that can be used for additional seating or similar) (Orange and Black) used to delineate the ski lanes (start with Roys bay & Eeely Point).
- Carpark based signage fronting the areas immediately in line with ski lanes.
- Visitor support signs in strategic places along main beachfront. In the area between the West most Ski Lane pole and the Bullock creek outlet there are NIL, Zero, not one items of signage that advise users of the options, preferred areas, safe zones, consequences of swimming in any zone. IE. Its is completed unregulated and supported by any information. It is not possible to reconcile the recommendations made with clear evidence little has been done to address the basic issues.
- Ensure the water based markers and buoys actually reflect the ski lane, ie the buoys on the West end of the Roys Bay lane actually rake the wrong way, ie they form an acute angle into the beach rather than an obtuse angle as specified in the ski lane regulations. As do the ones on the south end of Eely point.
- Eely point has a sign warning swimmers to identify hazards before “jumping in”, Including Rivers, Soft Sand, Logs & Currents despite being Kilometres from a river (well in fact almost any of those Hazards) and yet less that 50m from a Ski Lane, and no reference to this. I would be interested to know why. Ski Lane and adjacent signage needs to accurately

represent the actual area and real and present hazards and the steps required to be safe and comply.

- Upgrade ALL Boat Ramp signage to include locations of Ski lanes, rules and terms of use of Ski Lanes. Show designated swim zones etc
- All signs to have contact numbers for the Harbour Master
- Cut and trim overhanging tress and foliage obscuring signs.
- On balance, if FULL measures are taken as above we would accept there may be some argument and or benefit for restrictions to apply to Roys Bay or Eely point at the height of the busiest season, perhaps say Late Dec to End Jan. Given the extreme volumes of visitors to Wanaka.

TEMPORAY EVENTS

We conditionally support the proposal – Based on applicants having a simple and straight forward appeals process in the event the authorised Harbour Master declines an event. We appreciate the Harbour Master and team have a pretty full on job managing the varied and changing aspect of the role and expect like in any structure there would be a process for escalation given the commercial nature of the appointment.

ACKNOWLEDGEMENT

Although not perfectly happy with the engagement process given we submitted extensively last time and asked to be kept informed, we do appreciate the opportunity to engage and provide feedback and believe it is a critical part of the democratic process.

We invited QLDC and interested parties to question us and extended the invitation to spend some time with us on the water. This invitation remains open and we would welcome the opportunity.

Thank you.

Glen Rudhall









SUBMIT NOW
UNTIL 31 OCTOBER!

HEY WATER ENTHUSIAST!

Get on board during the formal public consultation period of the:

DRAFT NAVIGATION SAFETY BYLAW 2025

We want to know what you think of QLDC's draft Navigation Safety Bylaw 2025. This bylaw applies to the navigable waters and foreshore within the Queenstown Lakes District and aims to manage water-based activities so that everyone can enjoy smooth sailing on our lakes and rivers.



Submit your thoughts at letstalk.qldc.govt.nz from Monday 30 September – Thursday 31 October 2024.










Formal Submission - Draft Navigational Safety Bylaw 2025

From Hamish Rudhall [REDACTED]

Date Tue 29/10/2024 11:49 PM

To Let's Talk <letstalk@qldc.govt.nz>

 1 attachments (73 KB)

Hamish Rudhall - Formal Submission - Draft Navigation Safety Bylaw 2025.pdf;

To whom it may concern

Please find attached my Formal Submission - Draft Navigational Safety Bylaw

Kind regards

Hamish Rudhall
[REDACTED]

Hamish Rudhall



Formal Submission - draft Navigation Safety Bylaw 2025

26th October 2024

BACKGROUND

In October 2022, myself and other members of my family made formal submissions to the QLDC on the proposed changes to the location and size of existing ski lanes during the 2022 ski lane engagement. Being avid waterski enthusiasts, as well as passive lake users, we were opposed to the changes and conducted our own research to demonstrate the effectiveness of retaining waterski access lanes within the existing locations and the existing sizes.

FEEDBACK

We are extremely disappointed we were not contacted personally about the reintroduction of this proposal as it was agreed we would be, at the summarisation of the previous proposal. The outcome of the previous proposal was that there is in fact, no good reason to change the size or location of any of the ski lanes.

PROPOSED BYLAW AMENDMENTS - EVIDENCE

The results of the feedback received from the Summary of feedback from 2022 ski lane engagement seems a bit inconclusive - the table that identifies potential issues states the harbourmaster has received feedback around the concerns of safety for swimmers and other non-powered recreational users and that conflict has increased due to improvements to the parking areas. Where is the data for that! The current harbourmaster has only had the contract for one summer!

Previously there were informal parking areas along the lakefront of Roy's Bay, so I don't see how the spending of millions of dollars for a rearrangement of the lakefront parking has increased conflict between swimmers and waterskiers. I don't think there is any data that shows there is now more conflict between passive lake users and waterskiers correctly using the waterski access lanes as intended.

There is always going to be conflict between lake users, considering how many holiday makers visit this region during the summer holiday season, with the intention of utilising the lake for their preferred activity. Have there really been that many issues with the use of these waterski lanes that would warrant removing them? Sure the council has done a very poor job of updating the signage and demarcation for the waterski lanes, and have they really done much in the way of educating lake users in the safe practices of entering and navigating our lakes? No.

SIGNAGE AND EDUCATION

Effective signage

The signage and information needs to be at the point of entry to the ski lanes, not at the boat ramp. Most swimmers don't enter the water at the boat ramp.

Clear, concise signage that visibly indicates that you are entering a waterski access lane, what the extents of the waterski lane are, and the rules for their use.

The boat ramps in question are only formalised by the ability to launch and retrieve in these areas and the provision for parking of both cars and boat trailers. Wasn't Eely point part 5 of the lakefront development plan? Wasn't there plans to reseal the road and put in a decent boat ramp? Not that it really needs it, the current set up actually works really well. Even with the influx of thousands of boats and jet skis every summer. We still have the ability to all use the lake and its amenities cooperatively.

Education

Lakes Wānaka and Whakatipu have many kilometers of foreshore, and swimmers can access the lake and swim almost anywhere. In lake Wānaka there are only 3 waterski lanes in Roys bay and only 3 others in the whole of the rest of the lake. The locations of Eely point and Waterfall creek waterski lanes are really the only sheltered spots when the wind is up, and allow families to continue watersports activities, when otherwise the wind would make it too challenging. It makes good sense to have the ski lanes in these areas, next to the boat ramp, picnic areas and swimming areas. I think it is fairly obvious how the ski lanes work, and for families who will also be both active waterskiers and swimmers, it is known, especially with kids, that you use the swimming area for swimming and the waterski lane for launching and retrieving active watersports participants. Education needs to be aimed at those that aren't familiar with the area, or familiar with the operation of waterski lanes and how they work.

ROYS BAY - MAIN BEACH

I OPPOSE THE REMOVAL OF THIS SKI LANE

I would not be opposed to a temporary closure at this location during the busy summer peak period, but I do oppose the permanent removal of this ski access lane. Better signage and education. - currently the signs are facing the wrong way and are not visible when you are approaching the area. Better demarcation with buoys. The swimming areas need to be clearly marked in the water. I think the whole southern end of Roys bay needs to be designated swimming only. The lake swimmers buoy line needs another buoy line further out excluding powered vessels from that area.

EELY POINT

I OPPOSE THE REMOVAL OF THIS SKI LANE

The waterski lane at Eely point has the advantage of the geographical features which shelter it from many wind directions, it has a natural boat access area, parking, and a well defined swimming area, great for children and families. The waterski lane actually works really well here. The contention, I believe, is that it's a great picnic area. I personally use this waterski access lane on a regular basis and have never seen any serious incidents between waterskiers and swimmers. Sure there is congestion, but that has to be expected and managed.

The suggestion that the commercial use of this stretch of water between the main boat ramp and the passage past Eely point is a cause of conflict involves what 3 commercial operators? There is so much room across the passage to accommodate a couple of sailings of commercial boats, and I'm sure certified skippers should be well aware of the navigational aspects of the various access lanes present on our lakes.

WATERFALL CREEK

I OPPOSE THE REMOVAL OF THIS SKI LANE

Another ideal location for a waterski access lane as it is also sheltered from many wind directions. The boat ramp is another informal launching area that provides ample parking. The numbers of waterskiers, wakeboarders, tubers and foilers really confirms the need to have properly working ski lanes to ensure the safety of both active and passive lake users. Signage and education is very poor at this area, and very little demarcation by buoys on the water.

GLENDU BAY - EAST

I OPPOSE THE REMOVAL OF THIS SKI LANE

Glendu Bay is very unique and camping and boating in this area is almost a rite of passage for some. The geographical features make it extremely popular for both active and passive lake users. The boat ramp in question is another informal boat launching area. It probably makes sense to move the ski lane pole to the other side of the ramp. The 2 ski lanes at Glendu Bay also lack adequate signage and education, and the demarcation of the swimming areas is almost non-existent.

CONCLUSION

In conclusion, I have first hand knowledge and experience of the waterski access lanes on Lake Wānaka, and know the importance of having them. The way to increase safety of all lake users is to make sure the waterski lanes are used correctly, lake users know where they are and what their purpose is and the rules that apply to using them. I think the limited data QLDC has presented is flawed with no acknowledgment of a source. Managing their use through more effective signage, education and enforcement would be the sensible course of action, rather than just removing them because it's in the too hard basket. I oppose the removal of any waterski access lanes and think the QLDC needs to do better to manage our waterways.




FLOWT Submission - Navigation Safety Bylaw.docx

From John,Edmonds [REDACTED]

Date Thu 31/10/2024 5:25 PM

To Let's Talk <letstalk@qldc.govt.nz>

 1 attachments (18 KB)

FLOWT Submission - Navigation Safety Bylaw.docx;

Please find attached a submission on behalf of FLOWT in relation to the Navigation Safety Bylaw.

John



JOHN EDMONDS
BPH MPPC MNDM
planner - director



The content of this email is confidential and may be legally privileged. If it is not intended for you, please email the sender immediately and destroy the original message.

To	Queenstown Lakes District Council
Re:	Draft Navigation Safety Bylaw 2025
Submitter	FLOWT
<p><u>General</u></p> <p>The submitter has applied for resource consent to utilise several existing berths on the western side of the St. Omer Wharf for the purpose of a floating sauna. The sauna will be located on a pontoon fixed to piles and will not be motorised or movable except for occasional maintenance purposes, where it will be towed by a separate vessel.</p> <p>The purpose of the Bylaw relates to vessels that are navigable and the associated safety of passengers and other lake/ river users.</p> <p>From our review of the Bylaw, it does not appear that it is intended to apply to fixed pontoons.</p> <p>This submission seeks minor amendments to the Navigation Safety Bylaw to avoid unintentional regulation and associated administrative costs, by introducing the term 'Fixed Structure' as an exemption to the term 'Vessel', and similar points of clarification.</p>	
<p>The following submission points reflect the matters that are of concern to FLOWT.</p> <p>The matters identified in the grey shaded text identify the suggested changes to the Bylaw.</p>	
Submission 1	<p>Amend Clause 6 – Interpretation</p> <p>Add new term 'Fixed Structure' to ensure that structures such as the FLOWT pontoon are not unintentionally subject to the various restrictions that apply to vessels.</p>
	<p><u>Fixed Structure</u> <u>A pontoon or similar floating platform that is permanently affixed to the bed of the lake.</u></p>
Submission 2	<p>Amend Clause 6 - Interpretation</p> <p>Add an exemption to the term 'vessel' to include 'fixed structure'</p>
	<p>Vessel means every description of boat or craft used in navigation, whether or not it has any means of propulsion, and includes..... (a) to (j)</p>

	But does not include a surfboard, or a Fixed Structure.
Submission 3	<p>Amend Clause 24 – Exemptions to requirements to carry or wear life jackets.</p> <p>To ensure consistency and avoid confusion, it is appropriate to add an additional exemption to include the use of a ‘fixed structure’.</p>
	<p>24.1 Clauses 20, 21, and 22 do not apply to: (g) <u>a Fixed Structure</u></p>
Submission 4	<p>Amend Clause 30 – Swimming or diving around wharves or jetties</p> <p>The FLOWT proposal includes a small plunge pool that is incorporated within the ponton.</p> <p>To avoid any confusion or misinterpretation of the Bylaw it is appropriate to include an exemption.</p>
	<p>30.1 (c) <u>this clause does not apply to swimming or bathing with in a Fixed Structure.</u></p>




Bylaw Submission

From John.Edmonds [REDACTED]

Date Thu 31/10/2024 4:54 PM

To Let's Talk <letstalk@qldc.govt.nz>

 1 attachments (31 KB)

Bylaw Submission 311024.docx;

Please find attached a submission to the Navigation Safety Bylaw on behalf of Million Dollar Cruises Limited.

John Edmonds



JOHN EDMONDS
BRT, MNZFL, MNZIM
planner - director



The content of this email is confidential and may be legally privileged. If it is not intended for you, please email the sender immediately and destroy the original message.

To	Queenstown Lakes District Council
Re:	Draft Navigation Safety Bylaw 2025
Submitter	Million Dollar Cruise Limited

General

The submitter is the owner and operator of Million Dollar Cruise Limited, which operates the only scheduled sight-seeing cruises in Frankton Arm and is one of two scheduled sight-seeing cruises on Lake Wakatipu generally (the other being the Earnslaw).

Million Dollar Cruise Limited activities are authorised under resource consents RM070854 and RM100573 to conduct sight-seeing cruises along the length of the Frankton Arm as far as the old Kawarau River Bridge. Currently the day-to-day operations implements RM100573. A full copy of the two resource consents are appended to this submission, together with the conditions that pertain to both consents.

The resource consents include a variety of operational conditions that include (amongst other things) a requirement to comply with the 2009 Bylaw, and for Council to review and impose new limits or refuse access in to the access lanes in the vicinity of the Kawarau Bridge at any time.

In addition to complying with conditions of the resource consents, Million Dollar Cruise Limited is also required to conduct the day-to-day operation of the vessels in accordance with an approved Maritime Transport Operator Plan (MTOP).

The MTOP was approved by the Maritime New Zealand. A copy of the MTOP is appended to this submission.

The MTOP is a live document and audited regularly and is effectively the day-to-day operational safety plans.

A copy of the MTOP is maintained on-board the Million Dollar vessels at all times.

The Typical Daily Route

Million Dollar Cruise Limited is the only approved and scheduled sight-seeing trip in the Frankton Arm. It operates up to 4 sight-seeing trips per day, with each trip following the same route. The route in the vicinity of the Kawarau Dam is depicted in a series of four hand-drawn images that form part of the approved MTOP (as attached to this submission). It is the potential restrictions that apply to this part of the lake that this submission relates to.

At the eastern end of the Frankton Arm, in the vicinity of the Hilton Hotel the lake is relatively shallow, as a result of previous damming of the Lake outlet that occurred in

conjunction with the old Kawarau River Bridge. There are defined deep water channels that extend upstream of the bridge and weave between the Willow Islands.

Million Dollar Cruise vessels follow the Kawarau Dam Downstream Access Lane in to that area upstream of the Kawarau Bridge/ Dam. The vessels pause in this area for commentary and photographs. After several minutes, the vessels exit this area, by following the same downstream access lane back in to Frankton Arm.

Unlike jet boats, that can traverse shallow water, the Million Dollar Cruise vessels need to remain in deep water, including the access lane channels. These vessels are less manoeuvrable than jet boats and other recreation craft.

The ‘Kawarau Dam Access Lane’ plans at pages 41 and 42 of the proposed Bylaw identify a down-stream and up-stream access lane. The deep water channels are visible in these maps/ photographs.

The proposed Map 3 includes an additional area that is also referred to as the ‘Kawarau River/ Lake Whakatipu Access Lane’, and the amended text of the Bylaw prevents vessels from either resting or stopping in these areas. This additional area includes parts of the lake that are used by Million Dollar Cruise vessels for sightseeing and manoeuvring vessels at slow speed.

The following submission points reflect the matters that are of concern to Million Dollar Cruise Limited.

The matters identified in the grey shaded text identify the suggested changes to the Bylaw.

Submission 1	<p>Amend Clause 9.2 Clause 9 is titled ‘Speed of vessels’.</p> <p>Clause 9.1(a) sets out the rules for the speed of vessels, whilst Clauses 9.2 and 9.3 provide for exemptions.</p> <p>It is submitted that Clause 9.2 be amended to include the same exemption at Clause 9.3(a).</p> <p>9.2 Clause 9.1(a) does not apply to: (e) <u>a vessel operating in an access lane or a reserved area for the purposes for which the access lane or reserved area was declared, unless in the case of the reserved area, this bylaw provides otherwise.</u></p>
Submission 2	<p>Amend Clause 18.1 Clause 18 is titled ‘Vessels to be identified’.</p>

	<p>Clause 18.1(c) requires that vessels be identified with a minimum lettering height of 90mm, and capable of being read at a distance of 50m by certain Council officers.</p> <p>It is submitted that specifying the minimum lettering height is adequate.</p>
	<p>18.1 No person shall navigate a vessel (excluding vessels listed in clause 18.3) unless it displays an identifying name or number above the waterline on each side of the vessel that is recognised under clause 18.2, and satisfies the following criteria:</p> <p>(c) unless it is a type recognised by an organisation listed in clause 18.2(a), is a minimum height of 90 millimetres, and is capable of being read by the Harbourmaster or an enforcement officer from a distance of at least 50metres.</p>
Submission 3	<p>Amend Clause 38 – Kawarau River</p> <p>Clauses 38.1 to 38.4 apply to the Kawarau River, and also relates to Clause 42 and 43 and Schedule 2 – Table 2 and the associated map at pages 41/42 (noting that page numbering recommences from page 40 onwards).</p> <p>Clause 38.1 states that “no person may rest or stop a vessel in the areas immediately below the “downstream” gate and above the “upstream” gate at the Kawarau Falls Dam.”</p> <p>It is submitted that Clause 38.1 be amended to clarify that vessels should not stop either within an access lane nor immediately downstream of the Dam/ Bridge.</p> <p>38.1 No person may rest or stop a vessel in the areas immediately below the “downstream” gate and above the “upstream” gate at the Kawarau Falls Dam.</p> <p>38.1 No person may rest or stop a vessel:</p> <ul style="list-style-type: none"> o immediately below the “downstream” gate; o within the Kawarau Dam Downstream Access Lane; o immediately below the “upstream” gate at the Kawarau Falls Dam. o within the Kawarau Dam Upstream Access Lane
Submission 4	<p>Amend Clause 38 – Kawarau River</p> <p>The Million Dollar Cruise vessels are the only sight-seeing vessels authorised to access the deep water area that is immediately upstream of the Kawarau Falls Dam/ Bridge.</p>

	<p>It is appropriate for these craft to be recognised in the Bylaw in the same way that the TSS Earnslaw is recognised and provided for.</p> <p><u>38.5 the Million Dollar Cruise vessels may use the downstream access lane to both access and depart the deep water area located upstream of the Kawarau Falls Dam/ Bridge, in accordance with the certified Maritime Transport Operator Plan.</u></p>
Submission 5	<p>Amend Clause 43 – Conduct in Access Lane</p> <p>Clause 43.5 states that “If one or more persons are using an access lane for the purpose for which it has been declared, no person may enter, remain in or use the lane for any other purpose”.</p> <p>The access lanes at the Kawarau Dam/ Bridge are shown on an amended map at page 42. This map replaces the current map shown on page 41, which identifies two access lanes that extend upstream of the Kawarau Falls Dam/ Bridge as far as the Willow Islands.</p> <p>The proposed map reproduces those same access lanes, and includes an additional area shaded light grey that is denoted as ‘Kawarau River/ Lake Whakatipu Access Lane’. This new area includes a large area of Lake Wakatipu north of Willow Place and the Hilton Hotel and includes approximately half of that part of the lake located in between the two access lanes.</p> <p>This new ‘Kawarau River/ Lake Whakatipu Access Lane’ is not referenced anywhere within the Bylaw, and it is unclear what restrictions apply to this space.</p> <p>The Million Dollar Cruise vessels pass through the new ‘Kawarau River/ Lake Whakatipu Access Lane’ and will often pause in the general area between the two access lanes for commentary and photographs.</p> <p>It is necessary to preserve the opportunity to use this part of the lake between the two access lanes by the Million Dollar Cruise vessels.</p> <p><u>43.1 If one or more persons are using an access lane for the purpose for which it has been declared, no person may enter, remain in or use the lane for any other purpose, except where the Million Dollar Cruise vessels are operating in the ‘Kawarau River/ Lake Whakatipu Access Lane’ or the ‘Kawarau Dam Access Lane - downstream’</u></p>

	<p>Alternatively – Amend the Access Lane map at page 42 and delete any reference to the ‘Kawarau River/ Lake Whakatipu Access Lane’, and</p> <p>43.1 If one or more persons are using an access lane for the purpose for which it has been declared, no person may enter, remain in or use the lane for any other purpose, <u>except where the Million Dollar Cruise vessels are operating in the ‘Kawarau Dam Access Lane - downstream’</u></p>
Submission 6	<p>Schedule 2 - Speed Upliftings and Access Lanes and Map 3 – Kawarau Dam</p> <p>Schedule 2, Table 2 (page 39) is titled ‘Access Lanes’ and includes descriptions of ‘High Speed Access Lanes on Lake Whakatipu’ at page 40.</p> <p>The Kawarau Dam access lanes are described (downstream and upstream) at the bottom of page 40.</p> <p>There is no mention of the proposed ‘Kawarau River/ Lake Whakatipu Access Lane’ shown on proposed map 3 at page 42.</p> <p>Proposed Map 3 includes an unreferenced blue text box below the map that references the Access Lanes and provides partial description and use restrictions.</p> <p>This text box includes additional directions on the use of the access lanes, and unnecessary cross-references to clause 36.</p> <p>Amend Map 3 – Kawarau Dam</p> <p>Include map title on page 42 (the proposed replacement map).</p> <p>Delete the <u>‘Kawarau River/ Lake Whakatipu Access Lane’ from the map.</u></p> <p>Delete the blue text box from below the proposed map and include any necessary references or restrictions from that blue text within Table 2 – High Speed Access Lanes – Lake Whakatipu.</p> <p>Add the same exclusions identified in Submission 5.</p>

File: RM070854

1 February 2008

Million Dollar Cruise
C/- John Edmonds & Associates
P O Box 95
QUEENSTOWN

Dear Anna

DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

RESOURCE MANAGEMENT ACT 1991

MILLION DOLLAR CRUISE – RM070854.357

I refer to your objection to Conditions 4, 6, 7, 8, 9, 10, 11 and 12 of RM070854. The objection was considered under delegated authority pursuant to Section 34 of the Resource Management Act 1991 on 1 February 2008.

The subject site is Lake Wakatipu. The site is zoned Rural General in the Partially Operative District Plan.

The objection relates to the matters as detailed in the table below:

Condition	Objection
4	It is unnecessary to restate section 16, as it applies anyway.
6	The application did not volunteer this.
7,8,9, 10	Real Journeys and the harbourmaster gave their written approvals and did not require these conditions to be included.
11	It is not considered anchoring, tying up or otherwise remaining in one position will result in any adverse effects.
12	It is not considered there will be any adverse effects associated with the taking on board of supplies

The objection was determined on a non-notified basis in terms of Section 357 of the Resource Management Act 1991.

Decision

The objection to condition(s) is upheld in part pursuant to section 357 of the Resource Management Act 1991 such that.

Conditions 4, 6, 7, 8, 9 and 10 of RM070854 are deleted. Condition 11 of RM 070854 is amended to read as follows:

11a. The vessel will generally tie up at the berth approved by way of this consent with the following exceptions:

- a) In emergency circumstances the vessel may anchor, berth or tie up at any other place around Lake Wakatipu.
- b) Pick ups and drop offs of an occasional nature are permitted, whereby occasional is considered to be a maximum of twelve times in any year.

11b. Refuelling will take place at legally established refuelling stations only.

Reasons for Decision

Condition	Objection
4	<p>Upheld in part, the applicant correctly states that Section 16 of the Resource Management Act applies in any event and any unreasonable noise can be dealt with under this section regardless of whether this condition is included. The applicant volunteers a condition as follows:</p> <p><i>Queenstown Town Centre Waterfront Zone</i></p> <p>Daytime (0800-2200 hours) 60 dBA L_{10} Nighttime (2200-0800 hours) 50 dBA L_{10} and 70 dBA L_{max}</p> <p><i>Surface of Lake</i></p> <p>Daytime (0800-2200 hours) 77 dBA L_{max} Nighttime (2200-0800 hours) 67 dBA L_{max}</p> <p>For the Town Centre these values are equivalent to those in Zone Standard 10.6.5.2. For the Surface of the Lake is unclear why these values have been volunteered as the District Plan Zone standards are different.</p> <p>In any event it is considered unnecessary to re-iterate the standards set out in the District Plan for the same reason it is unnecessary to re-affirm Section 16 of the Resource Management Act; namely that the applicant must comply regardless of whether the condition is included in the consent.</p>
6	<p>Upheld. From the email correspondence on file it appears the applicant initially volunteered a restriction of 52 charter trips and later amended this to 100 charter trips. It is noted that this does not include the scheduled trips. It is considered that it is appropriate to place some restriction on the number of trips the applicant can make as a large scale operation may not be appropriate. However, on consideration it is deemed that as the application is restricted to one boat only, the Ngaroto, this will sufficiently restrict the number of trips and there is no need to restrict the operation further.</p>
7, 8, 9, 10	<p>Upheld. These conditions were carried over from a similar consent where Real Journeys and the harbourmaster required them to be included. It is agreed that no such request was made on this occasion and it is therefore considered appropriate to remove them.</p>
11	<p>Upheld in part. The boat will remain tied up for a fair amount of time. It is considered that the location where it will be is generally located needs to be</p>

	<p>assessed. The effects on character, amenity and visual impact are likely to be greater in some locations than in others. During the conversation the applicant (Mr Perkins) had with the Lakes Environmental Resource Consents manager, Mr Perkins raised that for safety reasons he may be required to temporarily tie up due to weather, malfunction of the vessel or to allow an unwell person off the vessel. It is considered that this point is valid and that the condition should be amended to reflect to possibility of an emergency. In later discussions Mr Perkins addressed the matter of picking up passengers as a charter service from for example Mount Nicolas Station. This is also considered to be appropriate assuming that the boat does not remain tied up at that location for any length of time. Mr Perkins indicated he would not be frequenting any one pick up point more than 12 times in any given year. It is deemed appropriate to amend the condition to enable the boat to pick charter customers up in the manner suggested by Mr Perkins. During one of these meetings the matter of refuelling was also raised. Although the intention is to refuel at the Queenstown Bay refuelling station, it may be necessary to refuel at the Frankton refuelling station due to the Queenstown Bay one being unavailable from time to time. It is considered that it is important refuelling takes place at an approved fuelling station, however which particular station is used is immaterial therefore it is considered appropriate to amend this in the condition also.</p>
12	<p>Upheld. The applicant was requested to indicate the amount of time taking on board of supplies might take. Given the small amount of time this is believed to take, it is not going to have a significant effect on the Queenstown Town Centre Zone, even if the time is slightly exceeded.</p>

Other Matters

The costs of processing this objection are currently being assessed and you will be advised under separate cover whether further money is required or whether a refund is owing to you.

Should you not be satisfied with this decision of the Council an appeal may be lodged with the Environment Court, Justice Department, P O Box 5027, Lambton Quay, Wellington not later than 15 working days from the date this decision is received.

If you have any enquiries please contact Wendy Rolls at Lakes Environmental Limited on phone (03) 4500356 or email wendy.rolls@lakesenv.co.nz.

Prepared by
LAKES ENVIRONMENTAL LIMITED

Reviewed and Approved by
LAKES ENVIRONMENTAL LIMITED

wendy rolls

Paula Costello

Wendy Rolls
PLANNER

Paula Costello
PLANNER



QUEENSTOWN
LAKES DISTRICT
COUNCIL

File: RM070854

4 December 2007

Million Dollar Cruise Limited
C/- John Edmonds and Associates Limited
Attn Anna Cameron
Po Box 95
QUEENSTOWN 9348

Dear Anna

DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

RESOURCE MANAGEMENT ACT 1991

MILLION DOLLAR CRUISE LIMITED- RM070854

We refer to your application for land use consent under Section 88 of the Resource Management Act 1991 to establish a launch/charter operation on Lake Wakatipu. The application was considered under delegated authority pursuant to Section 34 of the Resource Management Act 1991 on 3 December 2007. This decision was made and its issue authorised by Jane Sinclair, Independent Commissioner, as delegate for the Council.

Under the Partially Operative District Plan the site is zoned Rural General and the proposed activity requires:

- A **discretionary** activity consent pursuant to Rule 5.3.3.3 (iv) (b) regarding any commercial boating activity on the surface of lakes and rivers in the Rural General zone.
- A **discretionary** activity consent pursuant to Rule 10.6.3.3.(i) (b) regarding any commercial surface of water activity in the Queenstown Town Centre zone.

Overall, the application is considered to be a **discretionary** activity.

The application was considered on a non-notified basis in terms of Section 93(1)(b) whereby the consent authority were satisfied that the adverse effects of the activity on the environment will be minor and in terms of Section 94(2) whereby all persons who, in the opinion of the consent authority may be adversely affected by the activity, have given their written approval to the activity.

Decision

Consent is GRANTED pursuant to Section 104 of the Act, subject to the following conditions imposed pursuant to Section 108 of the Act:

General Conditions

- 1 That the development be carried out in accordance with the application as submitted, with the exception of the amendments required by the following conditions of consent.
- 2 That unless it is otherwise specified in the conditions of this consent, compliance with any monitoring requirement imposed by this consent shall be at the consent holder's own expense.
- 3 The consent holder shall pay to the Council an initial fee of \$100 for the costs associated with the monitoring of this resource consent in accordance with Section 35 of the Act.

Noise

- 4 In the event of Council or any elected member receiving any justifiable complaint regarding unreasonable noise caused by this proposal, the consent holder shall be required to commission a noise report by a suitably qualified expert. The noise report shall set out the manner in which the noise levels emitted from the vessel will be contained at a reasonable level in accordance with Section 16 of the Resource Management Act. The consent holder will then be required to comply with this report. The Council may, at the consent holder's expense commission a peer review of the noise report.

Hours of operation

- 5 The vessel will pass through the narrows out of the Frankton Arm prior to 10 pm.
- 6 A maximum of 100 charter trip per annum are permitted.
- 7 Prior to the commencement of scheduled sailings, the consent holder shall provide the Queenstown Lakes District Council Harbourmaster with a timetable of departure and arrival times from and to Queenstown Bay.
- 8 Any significant variations from the proposed schedule in respect of timetable or the use of other berthing facilities are to be advised to the Harbourmaster not less than one hour before the change is implemented.
- 9 Where immediate changes to the timetable are required in the operation of the vessel, the skipper shall advise the skipper of the TSS Earnslaw and the Harbourmaster via VHF radio accordingly.
- 10 While the yacht is within Queenstown Bay as defined by a line between the beacon on the south side of the bay and the mouth of One Mile Creek, the following conditions shall apply:
 - a) The times of the vessel's arrival and departure at the berth in Queenstown Bay shall be subject to the approval of the Harbourmaster and shall be arranged so that the vessel and the Earnslaw are not manoeuvring in the vicinity of the berths at the same time.
 - b) The vessel shall not enter Queenstown Bay for a period of 5 minutes prior to the return berthing time of the TSS Earnslaw and shall not depart for a period of 5 minutes prior to the departure of the TSS Earnslaw.

Anchoring

- 11 The vessel will not anchor, tie up or otherwise remain in one position other than at the approved berth in Queenstown Bay and at the refuelling station in Queenstown Bay whilst fuel is being taken on board.

Loading of Goods

- 12 Loading of goods will be kept to a minimum. At most it is to be undertaken once on any given day for a period of 10 minutes.

Waste disposal

- 13 Adequate provision should be made for the storage and collection of recyclables, litter and refuse. These are to be disposed of in an appropriate manner to a Council approved refuse disposal (treatment) service and recycling facility.
- 14 That all liquid waste products (waste water, effluent and bilge water) be disposed of to the Council's sewer reticulation in an appropriate manner.

Boat cleaning

- 15 That standard practices for boat cleaning are adhered to, including but not limited to undertaking all possible measures to ensure Didymo is not spread.

Cultural

- 16 The consent holder and its staff will not provide information to its clients about any historical, spiritual or cultural matters relating to the Takata Whenua of the area without first consulting with the local Papatipu Runanga and obtaining their agreement that the information to be provided is both appropriate and accurate.
- 17 The applicant and/or appropriate employees shall attend a cultural awareness wananga in the future facilitated by Ngai Tahu.

Review

- 18 Within ten working days of each anniversary of the date of this decision the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:
- (a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.
 - (b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.
 - (c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.

Advice Note

The Council may elect to exercise its functions and duties through the employment of independent consultants.

Reasons for the Decision

Proposal

Consent is sought to establish a launch/charter operation on Lake Wakatipu. The applicant proposed to take clients cruising on Lake Wakatipu, for the purposes of sightseeing and general recreation. The vessel used will be a steel hulled launch called the Ngaroto with a maximum space for 55 passengers and 3 crew. She has been in service on Lake Rotorua for the last 50 years and is classed as an iconic heritage vessel.

The proposal includes two parts:

1. A scheduled service of 1.5 hour cruises around the Frankton Arm, initially two per day, expanding to four per day at 7 am, 10 am, 2 pm and 6 pm.
2. The other part of the proposal is for chartered trips of any duration and location as required by the client in the Queenstown Bay, Frankton Arm and the open rural environment of the Lake, towards the wider Cecil Peak, Kingston and Glenorchy areas.

Originally fishing was also proposed as an option; however the applicant has withdrawn that part of the application.

The applicant proposes to operate 365 days a year 7 days a week 24 hours a day, except within the Frankton arm where the hours of operation will be restricted to 7am to 10pm.

On board the vessel the applicant proposes to serve alcoholic and non-alcoholic drinks as well as hot drinks and light meals and snacks.

Departures will generally be from the vessel's proposed berth in Queenstown Bay. An agreement for use of this berth has been established for 1 year only. After this time the applicant has a right of renewal. Refuelling and effluent disposal is proposed to take place at the Queenstown Bay jetty.

The lease of the berth includes the use of the kiosk that is located on the wharf. This application does not include any signage on either the kiosk or anywhere else on the shore. The boat will have the text "Ngaroto – Million Dollar Cruise" on the back.

The berth for the Ngaroto is located within Queenstown Bay. Within the Bay there are five largish jetties, one of which is used for jetboating activities and there is a berth alongside the Steamer Wharf for the historic steamship, The TSS Earnslaw. At any one time three to ten boats are tied up to the remainder of the jetties, mostly boats for tourist activities such as sightseeing and fishing. A past Americas Cup sailing boat also operates from one of these jetties.

Along the adjoining lakefront there are two kiosks and a couple of sandwich boards promoting a number of the trips.

Frankton Arm is surrounded on all three sides by low and high density residential development. Large numbers of the residential properties have extensive views over the arm. At the western end of the arm there is a yacht club and on the southern side a new marina is proposed.

The remainder of Lake Wakatipu is more deserted. There are a some private jetties associated with the various Stations and public boating ramps. At Cecil Peak there is a jetty for the TSS Earnslaw to dock and at Glenorchy a small marina has been established.

The closest road access to the wharf is Beach Street, is a single lane egress backing onto the Queenstown Town Centre Waterfront zone in the heart of Queenstown. Within the Waterfront zone is Earnslaw Park - an area that is used by a significant number of pedestrians, particularly during local events such as the market day and the Winter Festival. The Beach Street locality is known for its range of shops and restaurants, and outlook over Queenstown Bay and towards the Queenstown Gardens and the Remarkables to the east. To the west the township is predominantly mixed use with visitor accommodation, residential dwellings and commercial activity spread in a linear fashion over the lower reaches of Ben Lomond.

The future development of the Queenstown Town Centre Waterfront zone has been addressed within the Queenstown Bay Development Plan a document that was issued as the result of the Queenstown Bay Design Workshop held Saturday 11 December 1993. While the Queenstown Bay Development Plan acknowledges under Section 6.3 *Commercial Uses/Activities on Water Area 2 (a)* that commercial activity must be catered for within the wharf area it anticipates that vessels will not exceed 15m in length so as to allow for vessels 22.18m in length. Reasoning for this is not specifically outlined in the plan.

As the proposed vessel will be a transient body upon the Lake, classification of the surrounding landscape is also required. Lake Wakatipu has been classified through Environment Court decision C180/99, as an outstanding natural landscape¹. The decision further defines the Wakatipu Basin from District Wide outstanding natural landscape as a line from Kelvin Heights Golf Course to Sunshine Bay².

Additionally, Lake Wakatipu is identified in the Ngai Tahu Claims Settlement Act 1998 as an area of statutory acknowledgement.

Therefore the proposed activity shall be addressed as an activity that operates at the interface between an outstanding natural landscape within the Rural General zone and the Queenstown Centre Waterfront zone.

Effects on the Environment

Land, Flora and Fauna:

The proposed charter does not entail disturbance to aquatic vegetation, however the applicant proposes to transport the vessel from Lake Rotorua to Lake Wakatipu. There is the potential for transfer of aquatic species that would adversely affect the lake's ecosystem through competition for habitat and resources, and the accumulation of organic debris. The applicant has included a cleaning programme for avoiding this which is considered adequate to avoid any significant effects.

The proposal will not entail commercial or recreational fishing of any nature and therefore the faunal resources and their habitats will remain undisturbed. However the introduction of foreign organic matter may have significant adverse effect to the lake ecosystem. The introduction of foreign species such as lake weed or other organisms that may enter the country upon transportation of the vessel would potentially impede the natural ecosystem of the lake such that the life supporting capacity of the water is depleted. This can easily be remedied through cleaning and spraying of the boat prior to being launched and the applicant has included details of this within the application which are considered sufficient to avoid any transfer of foreign matter.

The addition of a boat to the Queenstown Bay wharf area will have very little effect to the surface water or the lake. Should diesel spillage occur the adverse and potential effects to the quality of the water would be detrimental to the waterway. Potential diesel spill at the wharf would pond within the vicinity and create a film on the surface of the water making it inhabitable. Thus a management plan for accidental diesel spillage is considered necessary.

Infrastructure:

The applicant proposes that there will not be any discharges to the water from the vessel. Only the engine's cooling water will be circulated. The Ngaroto is fitted with a sewage holding tank and pump-out facility is located at the refuelling station in Queenstown Bay. Any rubbish will be kept on board the vessel's rubbish bins until it is transferred to a wheelie bin on shore and then disposed of by a contractor. Given the management of the resulting waste, it is not anticipated that the vessel will produce a significant amount of waste to warrant further mitigation.

Natural Hazards:

There are no known natural hazards associated with Lake Wakatipu.

People and Built Form:

¹ Environment Court, Decision No: C180/99, Paragraph 107(2), Pg60.

² Environment Court, Decision No: C180/99, Paragraph 108(d), Pg61.

The vessel Ngaroto is proposed to be berthed in Queenstown Bay and run trips around the Bay, Frankton Arm and up Lake Wakatipu towards Glenorchy. The presence of the boat on the lake will generate some water movement, noise, pollution and visual impact on views over the Lake. As the vessel proposes to use three distinct parts of the Lake, these are considered independently.

Queenstown Bay:

It is anticipated the boat will be berthed here a large proportion of the time. This will add to the cumulative effect of vessels berthed and will contribute to commercialising and domesticating the impression when viewing the Bay. The area of the Bay where the boat is to be berthed is zoned Queenstown Town Centre Waterfront zone and commercial activity is anticipated in the Town Centre. It is a busy urban environment in which domestication and evidence of the presence of businesses and people contribute to the vibrancy of the area. It is therefore considered that the berthing of the boat in the Bay will not have any significant adverse effects on the environment.

Frankton Arm

The only adverse effect on the properties located around the arm is the visual impact of the boat on the lake. It is considered that a vessel of the size of the Ngaroto is unlikely to be used on the lake for private recreational purposes and that the only reason for such a boat to be cruising on the Arm is as part of a commercial activity. Although it is not entirely fictitious that an individual would choose to own a boat of this nature and size it is considered fanciful. However, assuming again the boat remains in open water and does not cruise along the margins of the lake, the distance from which it will be viewed will render it difficult to determine the exact size of the boat. It is therefore considered that the boat will look like any other sizable boat on the lake and the visual impacts will be comparable to a large private boat. The noticeable point about the Ngaroto will be the regularity with which it travels, both in terms of times – to a timetable – and in terms of the route – the same route all the time. This will distinguish Ngaroto from a private vessel. This will detract from the remote and deserted feeling of the lake, however considering the level of domestication around the peripheries of the lake and the number of vessels on the lake it is not considered that these distractions will be significant.

Wider Lake Wakatipu

With regards to the nature of the vessel and the effects compared to a private vessel reference is made to the discussion under the heading Frankton Arm above. However, only incidental cruises over the wider lake are proposed up towards Glenorchy. The application does not specify the anticipated number or route of the cruises for the understandable reason that they are to be charter cruises determined by customer demand. It is assumed the number will be such that the sailings will not create the impression of following a timetable and will be more in keeping with the use of a private vessel. It is considered that a condition needs to be included restricting the vessels' trips to a number that will retain this feeling. The applicant has volunteered a maximum of 100 charter trips per annum and then it is considered that the adverse effects will be only de minimus.

Culture:

The antique steam vessel The TSS Earnslaw is berthed in Queenstown Bay and is given protected status under the District Plan. Consultation has been undertaken with the owners of the TSS Earnslaw, Real Journeys, and as a result the applicant has volunteered a number of conditions which aim to avoid potential conflict with the steam vessel. Consequently, Real Journeys have given their affected party approval to the proposal and therefore any effects on this party are not considered.

The applicant has obtained written approval for the proposal from Ngai Tahu Development and Kai Tahu ki Otago. The proposed activity will not be detrimental to any areas of cultural significance within the Lake Wakatipu vicinity.

Traffic Generation and Vehicle Movements:

Passengers and goods will be loaded onto the boat at the berth. The maximum number of passengers and crew is 58, and potentially food and drink for this number will need to be loaded. There is no vehicle access to the berth, with the closest vehicle point being Beach Street. Goods will need to be transported by trolley or be carried from this point. In practical terms this is not ideal as this

involves crossing Earnslaw Park, an area used by visitors and residents for pic-nics and relaxing. Unloading and further transportation of goods is a common sight in the CBD of Queenstown, however it is generally not a visually attractive activity and it does not enhance the surroundings. The applicant has not submitted any details of the manner of loading of goods, but from the application it appears food and drink supplies will be incidental and it is thought these will only need to be loaded onto the boat once or twice a day and would only take 10 minutes. This level of loading would not have any significant adverse effects on the environment activity. As at this stage it is unclear how much loading and unloading will take place it is considered appropriate to place a condition on the consent restricting this. The applicant has volunteered a condition restricting loading to 10 minutes per day which is considered to adequately avoid any effects associated with lengthy loading and unloading.

The Maritime Safety Authority was approached for comment, but none was received. It is therefore assumed it had no concerns regarding the proposal.

Nuisance:

Noise from the boat leaving the berth will be audible on the waterfront. However the applicant has stated there is no requirement for a consent to breach the noise standards and therefore it is considered the adverse effects of the noise are not significant.

The applicant has advised that the vessel will remain at minimum 100m from the shoreline at all times. It is then unlikely that the noise of either the boat's engine or the boat's occupants will travel into the residential and commercial sites located along around the arm. Additionally, the applicant has stated that no consent is required for the breach of the noise restrictions as detailed in the District Plan. Section 16 of the Resource Management Act deals with unreasonable noise and to further ensure no inappropriate noise emits from the vessel and causes a nuisance the applicant has volunteered that the vessel will leave the Frankton Arm by 10 pm and that the vessel will not anchor at any point during the cruises or charters. To ensure any noise issues avoided, a condition of consent will be included requiring the activity to be halted if any justifiable complaints are received.

Summary of Effects

Overall, the adverse effects on the environment of the activity for which consent is sought will be de minimus.

Policies and Objectives

The policies and objectives most relevant to this application are contained with Part X of the Partially Operative District Plan and read as follows:

4.3.4 Objective – 2 Cultural Proprietary Rights

The use and interpretation of Tribal history remaining under kaitiakitanga of iwi, Kai Tahu.

Policies:

- a. *To undertake consultation with the appropriate Kai Tahu authority or Runanga, when matters of interpretation of Kai Tahu histories for either commercial or public use are being considered.*

4.6.3 Objective 1 – Surface of Lakes and Rivers

Recreational activities undertaken in a manner which avoids, remedies or mitigates their potential adverse effects on:

- ***Natural conservation values and wildlife habitats;***
- ***Other recreation values;***
- ***Public health and safety;***
- ***Takata Whenua values; and***

- **General amenity values.**

Policies:

- 2 *To enable people to have access to a wide range of recreation experiences on the lakes and rivers, based on the identified characteristics and environmental limits of the various parts of each lake and river.*
- 3 *On each lake and river, to provide for the range of recreational experiences and activities which are most suited to and benefit from the particular natural characteristics.*
- 4 *To avoid or mitigate the adverse effects of frequent, large-scale or intrusive activities such as those with high levels of noise, vibration, speed and wash.*
- 5 *To avoid the adverse effects of motorised craft in areas of high passive recreational use, significant nature conservation values and wildlife habitat.*
- 7 *To avoid and protect the environment from the adverse noise effects of motorised water craft.*
- 12 *To avoid adverse effects on the public availability and enjoyment of the margins of lakes and rivers.*

Objective – 3 Land and Water Interface – Queenstown Bay

Integrated management of the land-water interface, the activities about this interface and the establishment of a dynamic and aesthetically pleasing environment for the benefit of the community and visitors.

Policies:

- 3.1 *To encourage the development of an exciting and vibrant waterfront which maximises the opportunities and attractions inherent in its location and setting as part of the town centre.*
- 3.4 *To identify the important amenity and visual values, and to establish external appearance standards to help secure and implement these values and implement those through the District Plan.*
- 3.6 *To conserve and enhance, where appropriate, the natural qualities and amenity values of the foreshore and adjoining waters.*

The proposed activity is consistent with the objectives and policies of the Partially Operative District Plan.

Conditions

Conditions 1, 2 and 3 have been imposed to ensure the proposal is carried out in accordance with the proposal. Conditions 5, 6 and 11 have been imposed to mitigate the visual effects of the boat on the lake. Conditions 7, 8, 9 and 10 are intended to avoid any conflicts within Queenstown Bay of the subject vessel with the heritage steamship The Earnslaw and any other vessels. Condition 12 is imposed to mitigate the effects of loading on the amenity of the waterfront area. Conditions 13 and 14 ensure rubbish and waste is appropriately disposed of. Condition 15 is imposed to avoid the transfer of pests on the boat. Conditions 16 and 17 ensure any cultural information provided is appropriate. Condition 17 enables the Council to review this consent in the event unanticipated effects occur as a result of its granting.

Other Matters

Local Government Act 2002: Development Contributions

In granting this resource consent reference was made to Part 8 Subpart 5 Schedule 13 of the Local Government Act 2002 and the Council's Policy on Development Contributions contained in Long Term Council Community Plan (adopted by the Council on 25 June 2004).

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities.

For the forgoing reasons a Development Contribution is not required.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

Should you not be satisfied with the decision of the Council, or certain conditions, an objection may be lodged in writing to the Council setting out the reasons for the objection under Section 357 of the Resource Management Act 1991 no later than 15 working days from the date this decision is received.

You are responsible for ensuring compliance with the conditions of this resource consent. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

This resource consent is not a consent to build under the Building Act 1991. A consent under this Act must be obtained before construction can begin.

Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Wendy Rolls on phone (03) 4500356 or email wendy.rolls@lakesenv.co.nz.

Prepared by
LAKES ENVIRONMENTAL LTD

Reviewed by
LAKES ENVIRONMENTAL LTD

wendy rolls

Paula Costello

Wendy Rolls
PLANNER

Paula Costello
PLANNER



**QUEENSTOWN
LAKES DISTRICT
COUNCIL**

DECISION OF THE QUEENSTOWN-LAKES DISTRICT COUNCIL

RESOURCE MANAGEMENT ACT 1991

Applicant:	Million Dollar Cruise Limited
RM reference:	RM100573
Location:	Surface of Lake Wakatipu
Proposal:	Consent to establish and operate a launch/charter boat on the surface of Lake Wakatipu for the purpose of recreational sightseeing and charters
Type of Consent:	Land use
Zoning:	Queenstown Town Centre (Queenstown Bay) & Rural General (District Plan)
Activity Status:	Discretionary
Notification:	Non-notified
Commissioner:	Commissioner Clarke
Date:	16 November 2010
Decision:	Granted – with conditions

This is an application for resource consent under Section 88 of the Resource Management Act 1991 to establish a new commercial boating (cruise/charter) operation on Lake Wakatipu to run alongside an existing business. The application was considered under delegated authority pursuant to Section 34 of the Resource Management Act 1991 on 16 November 2010. This decision was made and its issue authorised by Jane Sinclair, Independent Commissioner, as delegate for the Council.

The activity will be operated on the surface of Lake Wakatipu and berthed within Queenstown Bay.

The subject site is zoned Rural General and Queenstown Town Centre Waterfront and requires resource consent for the following reasons:

- A **discretionary** activity consent pursuant to Rule 5.3.3.3 (iv) (b) regarding any commercial boating activity on the surface of the lake in the Rural General zone.
- A **discretionary** activity consent pursuant to Rule 10.6.3.3.(i) (b) regarding any commercial surface of water activity in the Queenstown Town Centre zone.

Overall, the proposal was considered as a **discretionary** activity.

Notification Determination

The application was considered on a non-notified basis in terms of Section 95A and 95B whereby the consent authority was satisfied that the adverse effects of the activity on the environment are not likely to be more than minor and whereby all persons who, in the opinion of the consent authority, may be adversely affected by the activity, have given their written approval to the activity.

Decision

Consent is GRANTED pursuant to Section 104 of the Act, subject to the following conditions imposed pursuant to Section 108 of the Act:

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans (**Location of Access for MD2 – stamped as approved 12 November 2010**) and the application as submitted, with the exception of the amendments required by the following conditions of consent. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$100.
2. In the event of Council receiving any justifiable complaint regarding unreasonable noise caused by this proposal, the consent holder shall be required to commission a noise report by a suitably qualified expert. The noise report shall set out the manner in which the noise levels emitted from the vessel will be contained at a reasonable level in accordance with Section 16 of the Resource Management Act. The consent holder will then be required to comply with this report. The Council may, at the consent holder's expense commission a peer review of the noise report.
3. The activity shall be carried out in accordance with the Queenstown Lakes District Navigation Safety Bylaw 2009.
4. When operating in the Frankton arm the vessel shall at all times maintain a minimum distance of 50 metres from the shore. The only exception is that, during the course of each cruise or trip, the vessel may make a single excursion to within 50 m of the shore for the purpose of passive viewing of wildlife.
5. When operating within 200 m of the shore vessel speed shall not exceed five knots.

6. When operating within 50 m of the shore vessel speed shall not exceed two knots.
7. The above speed limits are to be strictly observed at all times.
8. The vessel will not operate within the Frankton Arm after 10.00 PM or before 7.00 AM on any day.
9. When operating in the Frankton Arm the Million Dollar 2 vessel shall not operate in tandem with Million Dollar 1 vessel or any other vessel. Vessels operating more than 10 minutes apart shall not be deemed to be operating in tandem
10. When travelling down to the area opposite Kawarau Falls Station, the Million Dollar 2 vessel shall operate in accordance with the approved plan (Location of Access for MD2). The vessel shall access down the Kawarau River Access Lane as detailed in Queenstown Lakes District Navigation and Safety Bylaw, uplifting schedule section 13, F & H, then travel back up the south side of the black marker buoys in the 5 knot area (as indicated by the black arrow on the approved plan).
11. The vessel shall operate with a maximum of 60 passengers.
12. While the vessel is within Queenstown Bay as defined by a line between the beacon on the south side of the bay and the mouth of One Mile Creek, the following conditions shall apply:
 - a) The vessel shall give way to the TSS Earnslaw at all times and in all conditions.
14. The vessel when moored at Convelle Wharf in Queenstown Bay shall be positioned so that no part of the vessel extends over either end of its berth.
15. The vessel will generally tie up at the berth approved by way of this consent with the following exceptions:
 - a) In emergency circumstances the vessel may anchor, berth or tie up at any other place around Lake Wakatipu.
 - b) Pick ups and drop offs of an occasional nature are permitted, whereby occasional is considered to be a maximum of twelve times in any year.
16. Refuelling will take place at legally established refuelling stations only.
17. Adequate provision should be made for the storage and collection of recyclables, litter and refuse. These are to be disposed of in an appropriate manner to a Council approved refuse disposal (treatment) service and recycling facility.
18. That all liquid waste products (waste water, effluent and bilge water) be disposed of to the Council's sewer reticulation in an appropriate manner.
19. That standard practices for boat cleaning are adhered to, including but not limited to undertaking all possible measures to ensure Didymo is not spread.
20. The consent holder and its staff will not provide information to its clients about any historical, spiritual or cultural matters relating to the Takata Whenua of the area without first consulting with the local Papatipu Runanga and obtaining their agreement that the information to be provided is both appropriate and accurate.
21. The applicant and/or appropriate employees shall attend a cultural awareness wananga in the future facilitated by Ngai Tahu.

Review

22. Within ten working days of each anniversary of the date of this decision the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on

the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:

- (a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.
- (b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.
- (c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.

23. If there is an increase in the number of vessels operating in or through the area above the Kawarau Dam bridge or a change to the access lanes in this vicinity, the Council may serve notice of its intention to review the conditions of this consent and may limit or refuse access by the vessel to this area. This review condition has been offered and agreed by the applicant.

Reasons for the Decision

Site History

Million Dollar Cruise Limited currently holds resource consent (RM070854) to operate an existing boating operation on Lake Wakatipu. This current resource consent allows them to operate a launch/charter boat on Lake Wakatipu for up to 55 passengers and 3 crew members. The activity allows the boat to operate 365 days a year, 7 days a week and 24 hours a day with the exception of the Frankton Arm where the hours of operation are restricted to 7am to 10pm.

It is noted that Sail Queenstown Limited hold a current resource consent which was approved 25 October 2005 to establish a commercial sailing vessel offering chartered scenic cruises on Lake Wakatipu. This consented activity currently operates from the Convelle wharf where it is proposed that Million Dollar Cruises will operate the proposed second boat from.

Proposal

Resource consent is sought to establish a commercial launch cruise/character operation on Lake Wakatipu to run alongside an existing boating business for the same company.

The applicant proposes to take a maximum number of 60 passengers on the boat to cruise on the surface of Lake Wakatipu for the primary purpose of sightseeing and general recreation. The trips will operate initially as scheduled cruises during the day and into the early evening. It is proposed that the trips will operate as follows:

- October through till April – three scheduled trips at 11am, 2pm and 4pm which will eventually extend to another 6pm evening trip;
- May through till September – two scheduled trips at 11am and 2pm

The scheduled trips will be for a duration of 1.5 hours, operating seven days a week, 365 days a year

The applicant states that the proposed vessel, which will be named "Million Dollar 2" is a steel hulled launch, which was custom built as a tourist launch in 1975 for the Milford Sound Red Boat Feet, and has been in service since then.

The proposed vessel will be berthed at the Convelle jetty or alternatively the Butson/Lapsley jetty. Passengers will be loaded and unloaded from either jetty. It is proposed that periodically other jetties may be used throughout Queenstown Bay, Frankton Arm and the remainder of Lake Wakatipu.

Due to the sometimes unsettled weather conditions, the applicant does not wish to be limited to any specific routes. The applicant seeks to have the opportunity to operate over the entire surface of Lake Wakatipu, which will include the following locations:

- The semi-urban sheltered environment of Frankton Arm;
- The built urban environment of Queenstown Bay;
- The open rural environment of the lake, toward the wider Cecil peak, Kingston and Glenorchy area.

It is proposed that the majority of the trips will be operated within the Frankton Arm and Queenstown Bay.

An on-board fully licensed bar will be available on board, serving both alcoholic and non-alcoholic drinks. Food will also be provided. Potable water from the town supply will also be provided for on board clients.

Site & Locality Description

The proposed berth for the "Million Dollar 2" is to be located on the Convelle Wharf, within Queenstown Bay. Queenstown Bay is made up of a number of wharfs which are located on the western side of the bay. The applicant currently occupies one of the berths on the Buston/Lapsley Jetty with the existing cruise boat. The area contains a number of jetties with approximately five jetties, which are utilised for tourism activities including jet-boating, fishing and charter boats. At any one time there could be up to ten boats berthed within Queenstown Bay.

Currently a sailing yacht berths at the Covelle Wharf, but it is understood that the yacht will be relocating from the Covelle Wharf, and therefore freeing up the space for the proposed launch/cruise boat.

Along the wharf there are two kiosks of which tickets for the boating activities are sold from. The existing Million Dollar booth is within the northern most booth on the wharf.

The TSS Earnslaw berths at Steamer Wharf, and has historic rights under the District Plan.

Effects on the Environment

Land, Flora and Fauna

The proposal does not include any commercial or recreational fishing of any nature; therefore there will be no disturbance on the faunal resources and their habitats.

The proposed vessel will be transferred from Nelson (where it is being refurbished) to Queenstown. It is considered that adequate cleaning will have been undertaken prior to launching into Lake Wakatipu to prevent any potential spread of aquatic species. To ensure this, a condition of consent will be imposed to ensure that appropriate measures are undertaken.

Another boat operating on Lake Wakatipu will not have an impact in terms of effects on the lake. It is considered that if there is a diesel spill, then appropriate measures will be taken to remedy the situation, which will require QLDC will be advised. In comparison there would be little difference from the proposed boat, to a recreational boat which would be permitted on the lake.

Overall, subject to the recommended conditions of consent, the addition of the new vessel on to the lake will result in adverse effects which will be less than minor in terms of effects on waterbodies.

Infrastructure

Refuelling is to take place at the Jetty in Queenstown Bay, with effluent being disposed of at an approved discharge outlet the Queenstown Bay jetty. Waste is to be either recycled or placed in QLDC blue bags for pick up. No waste or effluent will be deposited into Lake Wakatipu. The proposed vessel has an onboard toilet with holding tanks.

It is proposed that the waste management will be undertaken in accordance with the existing operation (Million Dollar Cruise RM070854). To date there does not appear to have been any issues with this current system, and therefore it is considered that the proposed activity will be operated in conjunction with this. Conditions of consent have been imposed to ensure appropriate measures are undertaken.

People and Built Form

The proposed boat will add another element to the already existing marine character that both Queenstown Bay and Lake Wakatipu current have. The proposed vessel will be berthed within Queenstown Bay and will run trips out onto the wider Lake Wakatipu and Frankton Arm. The presence of the boat on the lake will result in potentially a visual impact on views over the lake and within Queenstown Bay when it is berthed.

The visibility of the proposed vessel will be adequately absorbed into the existing activities within Queenstown Bay. It can be anticipated that as there is an existing berth available within the bay that there is capacity for another boat to be located within this area. The smaller scale of the proposed boat will ensure that it will not be visually prominent within the bay.

Additionally, it is considered that the visibility of the proposed vessel within the Frankton Arm and within the wider Lake Wakatipu area will be adequately absorbed, given the existing activities, both with commercial and permitted boating activities.

The scheduled timetable will result in a continuous operation occurring on a regular basis in and around the lake. This will alter the character of the bay given the commercial nature of the activity. However, when viewed in the context of the entire lake, and all its activities, the slight alteration will not result in significant changes to the existing character of the lake.

Consideration must be given to those residents residing along the Frankton Arm, in terms of noise generated from the boat, and distance that the boat travels from the shore. QLDC's Harbourmaster recommends that conditions of consent be imposed which would ensure that the vessel operates 200 metres from the shore at all times, regardless of what speed the vessel is travelling. Additionally, no operations should occur within the Frankton Arm after 10pm at night.

With the proposed boat holding up to a maximum of 60 passengers, consideration must be given to effects on Earnslaw Park and the surrounding waterfront area. This existing vibrant area along the waterfront is where the majority of people come and go from water based activities. Bringing with this is an increase in pedestrians to the area. However given the size and existing character of Earnslaw Park and the surrounding wharf area, the increase in pedestrian numbers will be adequately absorbed, and will not result in a change to the existing character of the area. Additionally, the Sail QT boat will no longer be berthed at the wharf (while this consent is active), and therefore be unable to operate under its current resource consent. This will reduce the numbers of people coming and going from the wharf, and will reduce the overall number of clients utilising the Queenstown Bay area.

Overall, the proposed vessel will add vibrancy to the existing commercial activities on the surface of the lake, and provide additional tourism activities to the growing demand sought by visitors to Queenstown. Adverse effects resulting from the proposed activity in terms of people and built form, will be no more than minor.

Written approval has been obtained from both Kai Tahu and Ngai Tahu with respect to the customary rights that they hold of the lake. Written approval has also been received from the owners of the Convelle Wharf, and from Sail Queenstown Limited who hold c current resource consent to use the wharf. Effects on all parties can be disregarded.

Conditions have been imposed with respect to The Earnslaw in terms of safe operation of the boat within Queenstown Bay. It is not considered that they are specifically affected, but in terms of the historic rights that they have over the bay then it is appropriate to impose conditions which would ensure a functioning operation on the Lake.

Culture

Consultation by the applicant has been undertaken with Kai Tahu ki Otago Ltd and Te Runanga o Ngai Tahu. Neither party specifically raised any concerns about the proposal; therefore there will be no adverse effects on Takata Whenua.

The Earnslaw vessel is berthed in Queenstown Bay and is given protected status under the District Plan. Given the size and existing rights that the boat has within Queenstown Bay it is considered important to take a consistent approach when it comes to conditioning activities in accordance with The Earnslaw. Although consultation has not been engaged between the owners of the Earnslaw, Real Journeys, and the applicant, a letter has been received outlining existing conditions of consent which has been imposed on numerous water based activities within the Bay. Full discretion has been exercised in this situation, and the conditions suggested by Real Journeys have been adopted.

The proposed activity will not be detrimental to any areas of cultural significance within the Lake Wakatipu vicinity.

Traffic Generation and Vehicle Movements

The proposed activity will result in additional commercial boat movements on Lake Wakatipu, and more specifically within Queenstown Bay. Currently there are a number of commercial boating activities operating from the bay. The number of berths, and mooring within the bay generally anticipates the number of boats that can dock, and utilise the area. Given that there is an available berth for the proposed vessel, it is not considered to take the number of boats over the threshold for the bay. The existing Sail Queenstown Yacht will be relocated from its existing berth on the Convelle Wharf to make space for the proposed Million Dollar 2 vessel. This has been confirmed by way of a signed lease agreement for the use of the wharf. This will ensure that no double up occurs on this wharf.

A letter was received from Mr Keith Hovell, on behalf of Real Journeys with respect to the proposed activity. Although Real Journeys have not been identified as being specifically affected, it is considered in terms of safety on the lake (specifically Queenstown Bay) that consideration must be given to the TSS Earnslaw. Assessment Matter 5.4.2.3 (xi) (h) requires that Council take into account any effect from the activity on the operation, safety and navigation of the TSS Earnslaw. Consideration has been given to the existing use of the Earnslaw and it is appropriate to impose a condition of consent requiring the proposed Million Dollar 2 vessel to give way to the Earnslaw at all times when within the confines of Queenstown Bay.

The above considerations will be appropriate to reduce safety concerns with regard to the Earnslaw, and will adequately address potential congestion issues within Queenstown Bay.

The application has been reviewed by Queenstown Lakes District Council's Harbourmaster, Mr Marty Black. Recommendations made by Mr Black included a restriction of 7 to 10 knot speed limit when travelling into and out of Queenstown Bay. This is to reduce the overall wake effects on other users within the Bay.

Mr Black has also recommended that when the boat is operating within 200 metres of the shore, the vessel speed shall not exceed 5 knots. When operating within 50 metres of the shore, the vessel speed shall not exceed 2 knots. This will ensure appropriate safety measures are taken to avoid water user conflict and effects from the wake of the boat. Condition of consent can be imposed to ensure these speeds are adhered to.

Following discussions with both the Harbourmaster and the applicant, a revised access plan has been prepared to address access issues at the lake outlet near the Kawarau Dam/Bridge. This plan shows where the boat may travel in this area, to avoid unnecessary conflict with other users in this area. Due to the size and weight of the boat, it cannot access up the 'up' access, therefore it will swing back around and travel between the marked buoy and the existing willow trees on the true right of the lake/river. A condition will be imposed reflecting the intention of this plan to ensure that potential dangers are avoided. This will ensure that adverse effects on safety will be no more than minor.

The Maritime Safety Authority has been sent a copy of the application. However, as there was no response received, it can be assumed that they had no concerns regarding the proposal.

Overall, the activity as proposed, and with the conditions of consent recommended by the Harbourmaster, it is considered that adverse effects from the increased boat traffic generated on the lake, and specifically within Queenstown Bay, will be appropriately mitigated to ensure that adverse effects are no more than minor.

Nuisance

The applicant has confirmed that they have made substantial exhaust modifications to the boat by fitting two large 200 litres drum size mufflers with sound proofing, and have also fitted downward facing stainless steel pipes, to further reduce noise to an absolute minimum. With these amendments, it is anticipated that the daytime noise will not exceed 77dBA, and night time noise not exceeding 67dBA. Further to this, the applicant states that they will not operate within Queenstown Bay at more than 60dBA during the day and 50dBA during the night. QLDC's Harbourmaster, Mr Black, has also confirmed that the new larger mufflers on the vessel will reduce the overall noise generated from the boat.

Passenger noise may result from charter groups, especially during the summer months when the applicant states that 90% of the work during the summer months charter work is undertaken, including work Christmas parties, wedding anniversaries, engagements parties and conference cocktail cruise etc. To ensure the noise effects are appropriately mitigated, the application states that they:

- do not allow loud music to be played outside under any circumstance;
- do not allow guests to bring their own alcohol to ensure that intake is controlled;
- do not undertake evening charter work for longer than three hours and all charters of two hours or more must have substantial food packages to mitigate the effects of alcohol and the follow on noise results;
- do not undertake alcohol related charters on Lake Wakatipu after 10pm.

The only visible lighting at night will be four navigational lights, mast head (white) port (red) and Starboard (green) and stern (white). The boat will have discreet downward facing lights which for safety reasons light some desk areas. The applicant states that the windows of the Million Dollar 2 have been heavily tinted, so at night the vessel should only emanate a very dull glow.

The proposed mitigation measures described above will be adequate in ensuring that associated nuisance is reduced to ensure that adverse effects will be less than minor. The mitigating factors will be confirmed by way of conditions of consent to ensure that the activity is undertaken in this manner.

Summary

Overall, the proposed mitigation measures proposed with the activity will ensure that adverse effects on the environment will be no more than minor.

Policies and Objectives

The policies and objectives contained in Parts 4, 5 and 10 of the District Plan are relevant to this application.

Part 4 – District Wide Issues

Part 4.3 Takata Whenua

Objective 1 seeks to achieve recognition and provisions for the role of Kai Tahu as customary Kaitiaki in the District. The applicant has undertaken appropriate consultation with the relevant authorities. Objective 2 requires activities to use and interpret Tribal history remaining under the kaitiakitanga of iwi, Kai Tahu. Appropriate consideration has been given to this. Objective 5 seeks to manage land resources and associated waste discharges in such a way to protect the quality and quantity of water in the District to a standard consistent with the human consumption of fish, swimming and protects the mauri (life force) of the lakes and rivers. Appropriate conditions of consent have been imposed which will ensure these standards will be maintained.

Part 4.6 Surface of Lakes and Rivers

Objective 1 seeks to ensure recreational activities are undertaken in a manner which avoids, remedies and mitigates potential adverse effects on:

- *Natural conservation values and wildlife habitats;*
- *Other recreation values;*
- *Public health and safety;*
- *Takata Whenua values; and*
- *General amenity values.*

The proposal will ensure that a wide range of recreational activities can be undertaken on the lakes which are suited and benefit from the natural characteristics of the lake. The proposed schedule and operating times will ensure that the adverse effects are mitigated in terms of high levels of noise, vibration, speed and wash. Conditions of consent have been imposed in order to ensure that these restrictions are in place so that the proposed activity does not adversely affect other users of the lake.

Part 5.2 Rural General

Objective 1 seeks to protect the character and landscape value of the rural area by promoting sustainable management of natural and physical resources and the control of adverse effects caused through inappropriate activities. Policy 1.6 requires that adverse effects on landscape values are appropriately avoided, remedied or mitigated. The proposal will ensure that landscape values are protected, by ensuring that the vessel maintained appropriate speeds, and distances from the shore. The character of the boat will be adequately absorbed within the existing environment to ensure that visual effects are avoided.

Objective 3 requires that adverse effects of activities within rural areas are avoided, remedied or mitigated on rural amenity. Policy 3.1 requires that permitted activities may result in noise, and additional boating movements. Effects from these activities may be noticeable from residents within Frankton Arm. The proposal, with restricted times, and distances from the shore will ensure that potential effects, combined with permitted activities mitigate adverse effects. Policy 3.3 seeks to avoid, remedy and mitigate adverse effects of activities located in rural areas. The location of the vessel within the wider Lake Wakatipu area will be adequately absorbed to ensure that effects are minimised on the rural area.

Objective 4 seeks to safeguard the life supporting capacity of water through the integrated management of the effects of activities. The proposed activity will not adversely affect the life supporting capacity of the water body as appropriate measures will be put in place to ensure this. The operation of a vessel on the surface of the water will have insignificant adverse effects in terms of water quality.

Part 10 Town Centres

Objective 3 seeks to integrate the management of the land-water interface, the activities about this interface and the establishment of a dynamic and aesthetically pleasing environment for the benefit of the community and visitors. The proposal will be consistent with policies 3.1, 3.4 and 3.6 which encourage the development of an exciting and vibrant waterfront. The proposal will maximise the opportunities and attractions inherent in its location and setting as part of the town centre. Policy 3.4 identifies the importance of amenity and visual values, and to establish external appearance standards to help implement these values. The proposal activity will not significantly alter the existing character and amenity within Earnslaw Park, as the proposed increase in people numbers utilising the service, will be adequately absorbed into the existing environment and surrounds. The proposed vessel will be consistent with other vessels within Queenstown Bay and the wider Lake Wakatipu. The vessel portrays typical marine style will appropriate colours to ensure that the amenity and visual values are not adversely affected. Policy 3.6 seeks to conserve and enhance the natural qualities and amenity values of the foreshore and adjoining waters. With a restriction of 200 metres imposed off the shores within Frankton Arm, it is considered that this can be achieved. The nature of the vessel will prevent it from berthing on beaches around the lake.

Overall, it is the proposal is consistent with the relevant objectives and policies as set out above.

Other Matters

Local Government Act 2002: Development Contributions

In granting this resource consent reference was made to Part 8 Subpart 5 Schedule 13 of the Local Government Act 2002 and the Council's Policy on Development Contributions contained in Long Term Council Community Plan (adopted by the Council on 25 June 2004).

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities.

For the forgoing reasons a Development Contribution is not required.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

Should you not be satisfied with the decision of the Council, or certain conditions, an objection may be lodged under Section 357 of the Resource Management Act 1991. Any objection must be in writing to the Council setting out the reasons for the objection, and must be lodged no later than 15 working days from the date this decision is received.

You are responsible for ensuring compliance with the conditions of this resource consent. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

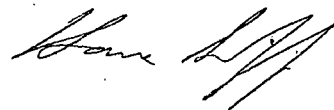
If you have any enquiries please contact Lucy Millton on phone (03) 450 0350.

Prepared by
LAKES ENVIRONMENTAL LTD



Lucy Millton
PLANNER

Reviewed by
LAKES ENVIRONMENTAL LTD

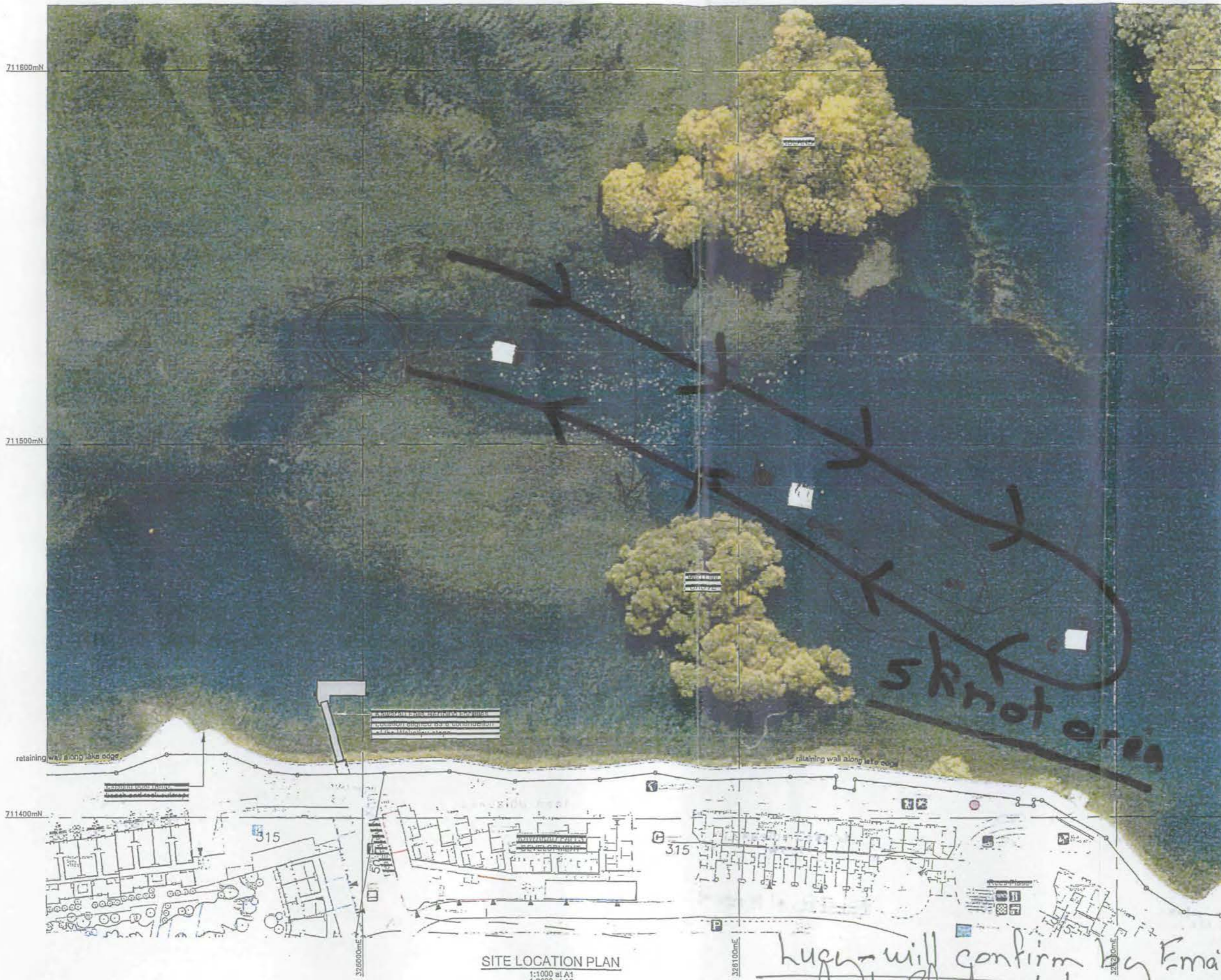


Hanna Afifi
PLANNING TEAM LEADER

711600mN

711500mN

711400mN



SITE LOCATION PLAN
 1:1000 at A1
 1:2000 at A3

QUEENSTOWN LAKES DISTRICT COUNCIL
 APPROVED PLANS: RM 100973
 Date 12/11/10
 Initials WJ

RECEIVED
 11 NOV 2010
 Lakes Environmental

RECEIVED
 26 APR 2010
 Lakes Environmental

No.	Revisions	Date	Author
1	Designed	03/08	Pbi Stamp
2	Drawn	A.R. Bird	Apr 2008
3	Checked		3-14 22/02/10
4	Approved		57869/4/11

Client
PENINSULA ROAD LTD

Project
KAWARAU FALLS BERTHING FACILITIES

Sheet Title
PRELIMINARY JETTY SITE LOCATION FOR DISCUSSION

CPG New Zealand Ltd
 1st Floor, John McMillin House
 285-289 Pymont Street
 Dunedin 9054
 Phone 03 477 7133
 Fax 03 477 4226
 dunedin@nz-cpg-global.com

Job No.	Sheet No.	Revision
57869	WIL01	----

© COPYRIGHT. This drawing must not be copied, stored, reproduced or distributed in any means without the written permission of CPG New Zealand Ltd

LOCATION OF ACCESS FOR MD2.

**Million Dollar Cruise Limited –
Resource Consent Conditions**

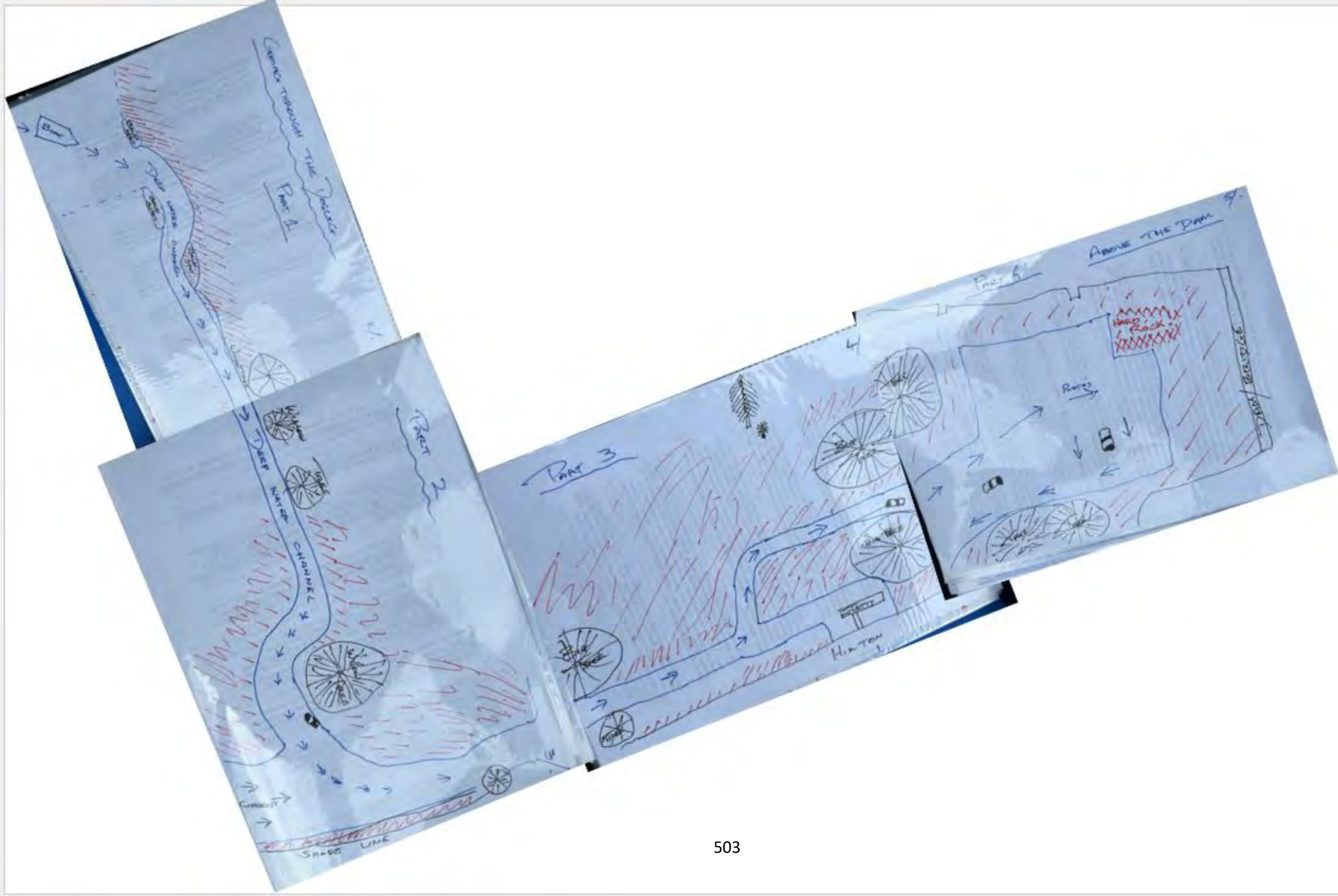
RM070854		RM100573	
1	That the development be carried out in accordance with the application as submitted, with the exception of the amendments required by the following conditions of consent.	1	That the development must be undertaken/carried out in accordance with the plans (Location of Access for MD2 - stamped as approved 12 November 2010) and the application as submitted, with the exception of the amendments required by the following conditions of consent. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$100.
2	That unless it is otherwise specified in the conditions of this consent, compliance with any monitoring requirement imposed by this consent shall be at the consent holder's own expense.		
3	The consent holder shall pay to the Council an initial fee of \$100 for the costs associated with the monitoring of this resource consent in accordance with Section 35 of the Act.		
4	In the event of Council or any elected member receiving any justifiable complaint regarding unreasonable noise caused by this proposal, the consent holder shall be required to commission a noise report by a suitably qualified expert. The noise report shall set out the manner in which the noise levels emitted from the vessel will be contained at a reasonable level in accordance with Section 16 of the Resource Management Act. The consent holder will then be required to comply with this report. The Council may, at the consent holder's expense commission a peer review of the noise report.	2	In the event of Council receiving any justifiable complaint regarding unreasonable noise caused by this proposal, the consent holder shall be required to commission a noise report by a suitably qualified expert. The noise report shall set out the manner in which the noise levels emitted from the vessel will be contained at a reasonable level in accordance with Section 16 of the Resource Management Act. The consent holder will then be required to comply with this report. The Council may, at the consent holder's expense commission a peer review of the noise report.
		3	The activity shall be carried out in accordance with the Queenstown Lakes District Navigation Safety Bylaw 2009.
		4	When operating in the Frankton arm the vessel shall at all times maintain a minimum distance of 50 metres from the shore. The only exception is that, during the course of each cruise or trip, the vessel may make a single excursion to within 50 m of the shore for the purpose of passive viewing of wildlife.
		5	When operating within 200 m of the shore vessel speed shall not exceed five knots.
		6	When operating within 50 m of the shore vessel speed shall not exceed two knots

		7	The above speed limits are to be strictly observed at all times.
5	The vessel will pass through the narrows out of the Frankton Arm prior to 10 pm.	8	The vessel will not operate within the Frankton Arm after 10.00 PM or before 7.00 AM on any day.
6	A maximum of 100 charter trip per annum are permitted.		
7	Prior to the commencement of scheduled sailings, the consent holder shall provide the Queenstown Lakes District Council Harbourmaster with a timetable of departure and arrival times from and to Queenstown Bay.		
8	Any significant variations from the proposed schedule in respect of timetable or the use of other berthing facilities are to be advised to the Harbourmaster not less than one hour before the change is implemented.		
9	Where immediate changes to the timetable are required in the operation of the vessel, the skipper shall advise the skipper of the TSS Earnslaw and the Harbourmaster via VHF radio accordingly.		
10	<p>While the yacht is within Queenstown Bay as defined by a line between the beacon on the south side of the bay and the mouth of One Mile Creek, the following conditions shall apply:</p> <p>a) The times of the vessel's arrival and departure at the berth in Queenstown Bay shall be subject to the approval of the Harbourmaster and shall be arranged so that the vessel and the Earnslaw are not manoeuvring in the vicinity of the berths at the same time.</p> <p>b) The vessel shall not enter Queenstown Bay for a period of 5 minutes prior to the return berthing time of the TSS Earnslaw and shall not depart for a period of 5 minutes prior to the departure of the TSS Earnslaw.</p>		
11	The vessel will not anchor, tie up or otherwise remain in one position other than at the approved berth in Queenstown Bay and at the refuelling station in Queenstown Bay whilst fuel is being taken on board.		
		9	n operating in the Frankton Arm the Million Dollar 2 vessel shall not operate in tandem with Million Dollar 1 vessel or any other vessel. Vessels operating more than 10 minutes apart shall not be deemed to be operating in tandem
		10	When travelling down to the area opposite Kawarau Falls Station, the Million Dollar 2

			vessel shall operate in accordance with the approved plan (Location of Access for MD2). The vessel shall access down the Kawarau River Access Lane as detailed in Queenstown Lakes District Navigation and Safety Bylaw, uplifting schedule section 13, F & H, then travel back up the south side of the black marker buoys in the 5 knot area (as indicated by the black arrow on the approved plan).
		11	The vessel shall operate with a maximum of 60 passengers
		12	While the vessel is within Queenstown Bay as defined by a line between the beacon on the south side of the bay and the mouth of One Mile Creek, the following conditions shall apply: a) The vessel shall give way to the TSS Earnslaw at all times and in all conditions.
		14	The vessel when moored at Convelle Wharf in Queenstown Bay shall be positioned so that no part of the vessel extends over either end of its berth.
11a	The vessel will generally tie up at the berth approved by way of this consent with the following exceptions: a) In emergency circumstances the vessel may anchor, berth or tie up at any other place around Lake Wakatipu. b) Pick ups and drop offs of an occasional nature are permitted, whereby occasional is considered to be a maximum of twelve times in any year.	15	The vessel will generally tie up at the berth approved by way of this consent with the following exceptions: a) In emergency circumstances the vessel may anchor, berth or tie up at any other place around Lake Wakatipu. b) Pick ups and drop offs of an occasional nature are permitted, whereby occasional is considered to be a maximum of twelve times in any year.
11b	Refuelling will take place at legally established refuelling stations only.	16	Refuelling will take place at legally established refuelling stations only.
12	Loading of goods will be kept to a minimum. At most it is to be undertaken once on any given day for a period of 10 minutes.		
13	Adequate provision should be made for the storage and collection of recyclables, litter and refuse. These are to be disposed of in an appropriate manner to a Council approved refuse disposal (treatment) service and recycling facility.	17	Adequate provision should be made for the storage and collection of recyclables, litter and refuse. These are to be disposed of in an appropriate manner to a Council approved refuse disposal (treatment) service and recycling facility.
14	That all liquid waste products (waste water, effluent and bilge water) be disposed of to the Council's sewer reticulation in an appropriate manner.	18	That all liquid waste products (waste water, effluent and bilge water) be disposed of to the Council's sewer reticulation in an appropriate manner.
15	That standard practices for boat cleaning are adhered to, including but not limited to	19	That standard practices for boat cleaning are adhered to, including but not limited to

	undertaking all possible measures to ensure Didymo is not spread.		undertaking all possible measures to ensure Didymo is not spread.
16	The consent holder and its staff will not provide information to its clients about any historical, spiritual or cultural matters relating to the Takata Whenua of the area without first consulting with the local Papatipu Runanga and obtaining their agreement that the information to be provided is both appropriate and accurate.	20	The consent holder and its staff will not provide information to its clients about any historical, spiritual or cultural matters relating to the Takata Whenua of the area without first consulting with the local Papatipu Runanga and obtaining their agreement that the information to be provided is both appropriate and accurate.
17	The applicant and/or appropriate employees shall attend a cultural awareness wananga in the future facilitated by Ngai Tahu.	21	The applicant and/or appropriate employees shall attend a cultural awareness wananga in the future facilitated by Ngai Tahu.
18	<p>Within ten working days of each anniversary of the date of this decision the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:</p> <p>(a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.</p> <p>(b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.</p> <p>(c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.</p>	22	<p>Within ten working days of each anniversary of the date of this decision the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:</p> <p>(a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.</p> <p>(b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.</p> <p>(c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.</p>
		23	If there is an increase in the number of vessels operating in or through the area above the Kawarau Dam bridge or a change to the access lanes in this vicinity, the Council may serve notice of its intention to review the conditions of this consent and may limit or refuse access by the vessel to

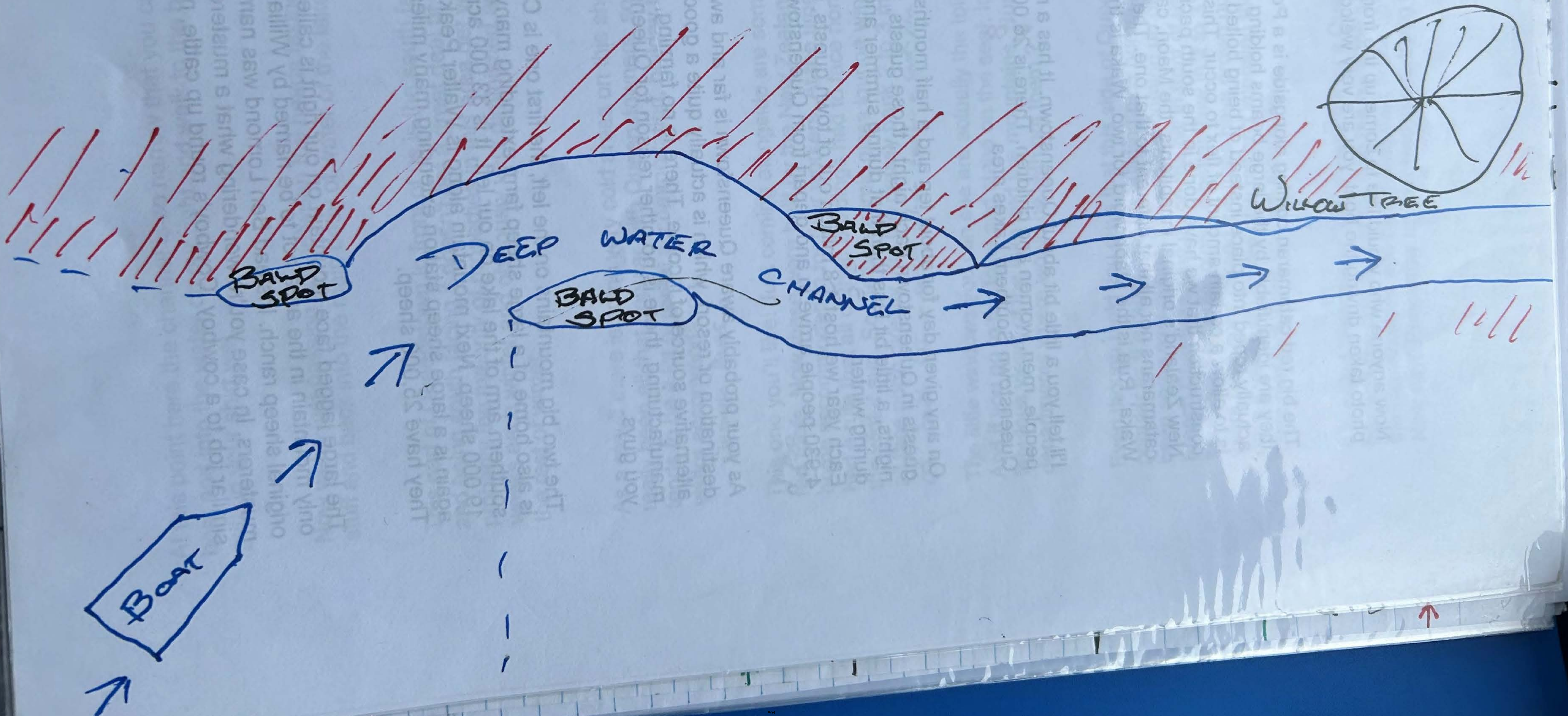
			this area. This review condition has been offered and agreed by the applicant.
--	--	--	--



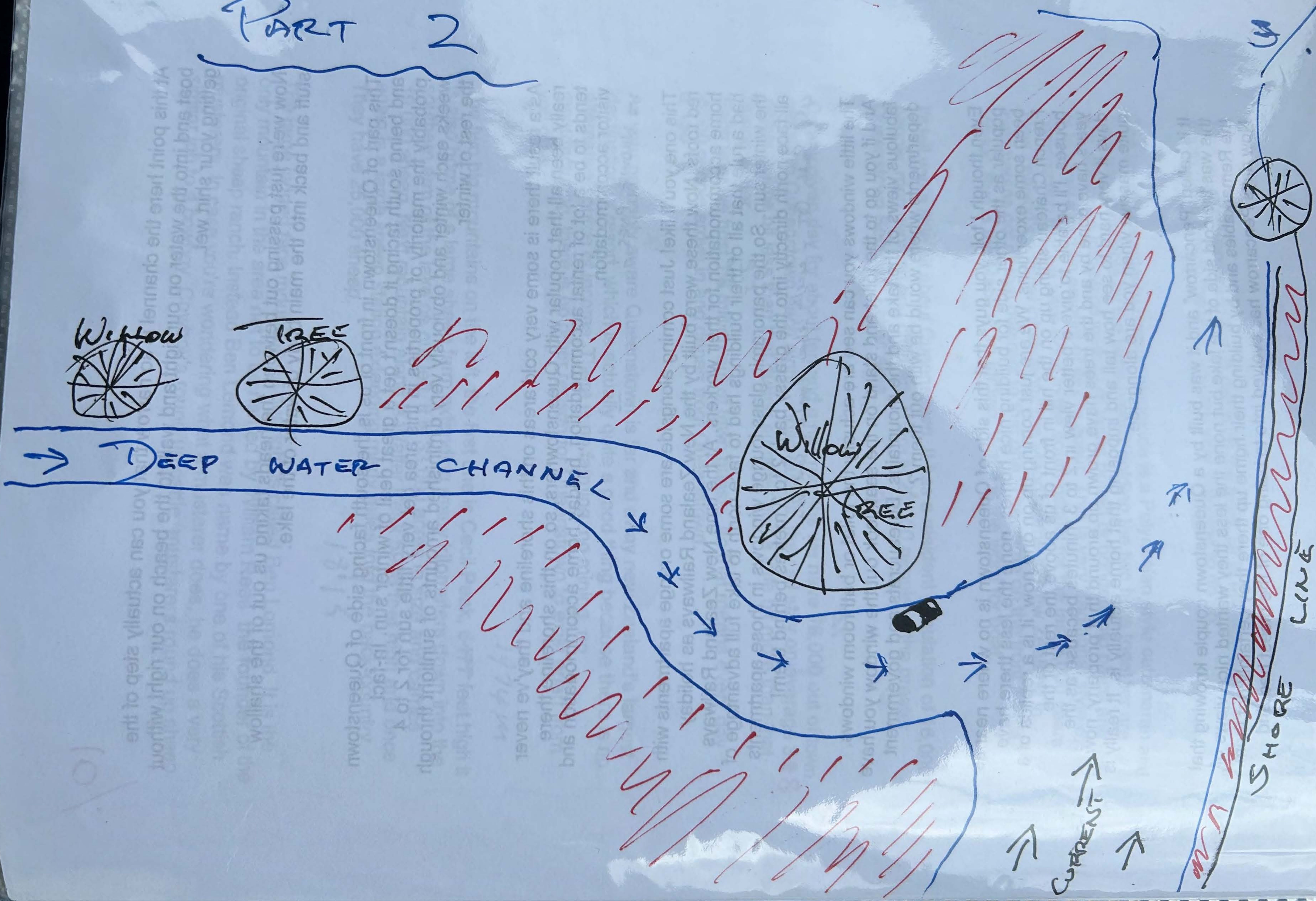
GOING THROUGH THE DOG LEG

2/.

PART 1

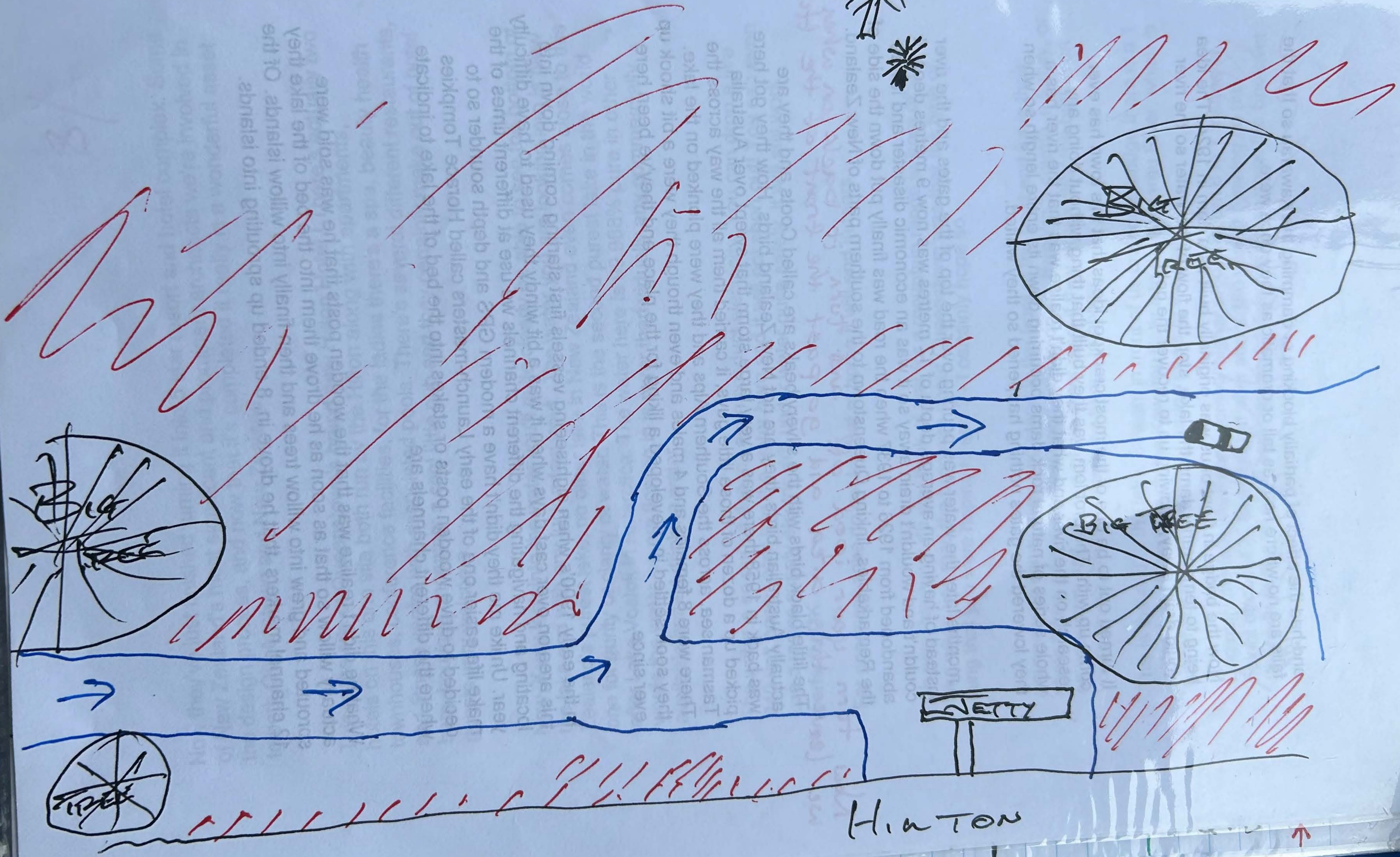
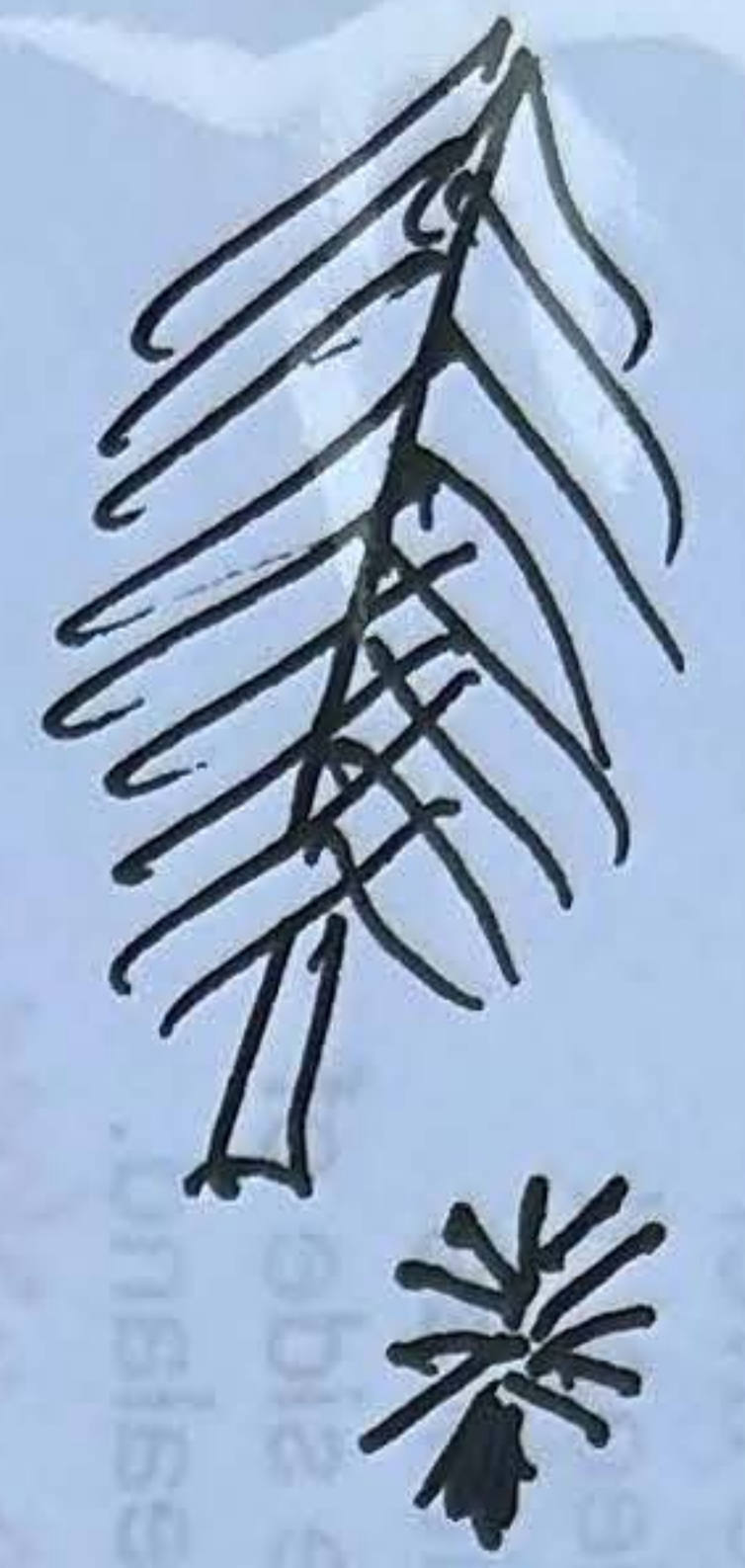


PART 2



PART 3

4/1



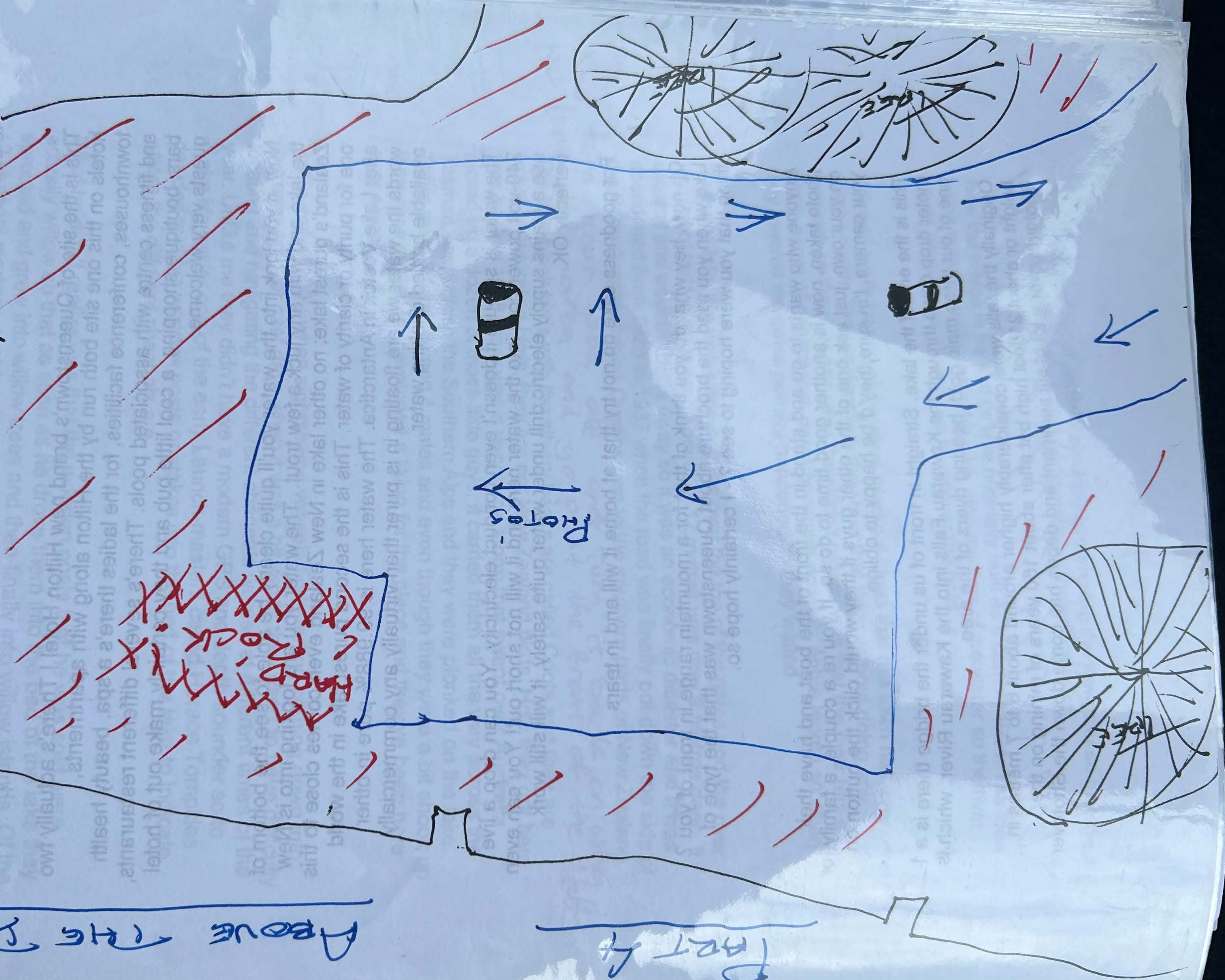
HINTON

NETTY

BIG TREE

BIG TREE

DAM / BRIDGE



Above the Dam

Part 4

5/

We ST




Real Journeys Ltd T/A RealNZ submission on the Navigation bylaw

From Katherine Walker <[REDACTED]>

Date Thu 31/10/2024 4:38 PM

To Let's Talk <letstalk@qldc.govt.nz>

Cc Gavin Morphett <[REDACTED]>; Fiona Black <[REDACTED]>; Ryan Hodges <[REDACTED]>; Erin Vercoe <[REDACTED]>; Russell Thomas <[REDACTED]>; Janelle Somerville <[REDACTED]>

 1 attachment (614 KB)

Real Journeys submission on QLDC Navigation Safety Bylaws 2025 - 31 Oct 2024.pdf;

Hello

Please find attached our submission.

We have submitted via the online survey. However, we were unable to attach relevant images to support our submission, so these can be found in the attached document.

Kind regards
Katherine

Katherine Walker
Head of Maritime Safety
Realnz



Come to life

SUBMISSION ON NAVIGATION SAFETY BYLAW 2025

Name or representative: **Katherine Walker**
Organisational name (if applicable): **Real Journeys Limited T/A Realnz**
Address: **[REDACTED]**
Business hours telephone: **[REDACTED]**

Date: 31 October 2024

Real Journeys DO wish to be heard in support of our submission at any hearings on these submissions.

SUBMISSION ON NAVIGATION SAFETY BYLAW 2025

Note:

We have submitted via the online survey. However we were unable to attach relevant images to support our submission so these can be found in the table below.

Real Journeys Submission on QLDC Navigation Safety Bylaws

Page #	Section	Submission Comment
42		<p>Page 42, Kawarau River/ Lake Whakatipu Access Lane.</p> <p>a) We support the proposed speed uplift area near the Kawarau bridge. This would work well for our jetboats and water taxi movements.</p> <p>However, we understand from attending the drop-in sessions. that the QLDC is considering further amendments to this new uplift area for the Kawarau River/Lake Wakatipu access.</p> <p>If the Council does look to change or reduce the proposed uplift area further, we propose that the council consider amending the limits as detailed on the map below.</p> <p>We have fully discussed our proposal with the Harbour Master. The reason for this is to ensure:</p>

a) that the jetboats don't have to immediately drop to 5 knots once they leave the access lane and,

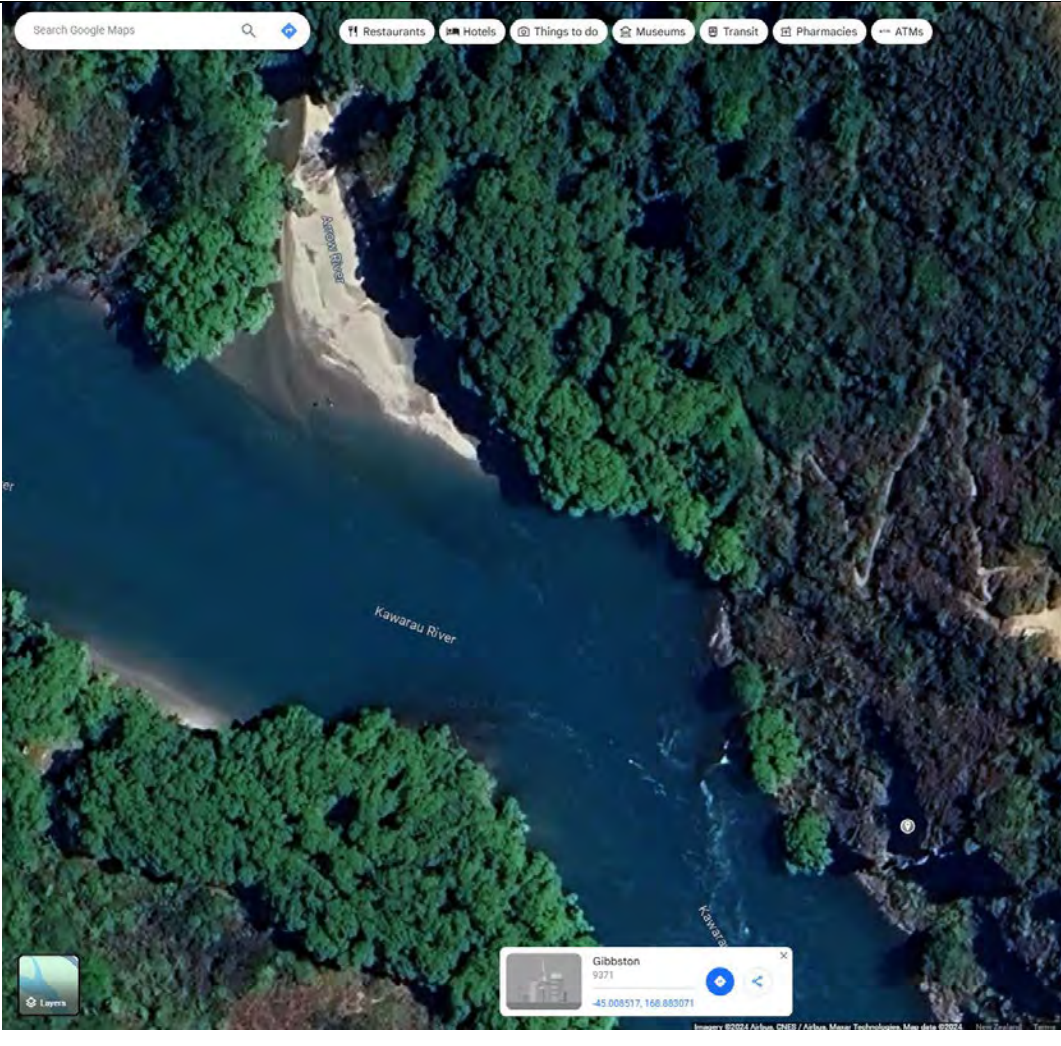
b) the water taxis are able to get up on the plane once they leave the Hilton, and are also able to remain up on the plane as they approach the Hilton, where the water can become very shallow when lake levels drop.

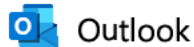
Our submission is that the access lanes are both extended, and that there is a separate lane to the west of the islands for the water taxi approach and departure to and from the Hilton.

This map has been sent to the Harbour Master's office, who we understand has forwarded it to the QLDC planning team.



36.4 38	<p>QLDC proposed wording:</p> <p>36.438.4 No powered vessels may operate on that part of the Kowarau River located downstream from the confluence between the Kowarau River and below the Arrow River</p> <p>We submit that this should instead say:</p> <p>No powered vessel may operate past 45°00'30.7"S 168°52'59.1"E.</p> <p>This is the GPS reference point downstream of the Kowarau/ Arrow Confluence, near the sign stopping vessels has been placed.</p> <p>The reason for this is that Realnz currently drops off rafting passengers near the arrow River confluence, which does change). This would provide more flexibility for safe disembarkation of passengers.</p>
------------	---





Outlook

Re: Draft Navigation Safety Bylaw 2025

From Mark Banham [REDACTED]

Date Thu 31/10/2024 12:50 PM

To Let's Talk <letstalk@qldc.govt.nz>

To whom it may concern,

I'd like to take the opportunity to provide feedback on the proposed Queenstown Lakes District Council 2025 Navigation Safety Bylaw.

My concerns are chiefly surrounding the newly developed sport of "wing-foiling". As it turns out, Lake Whakatipu with its consistent year-round wind promises to be a mecca for the sport – a source of sporting pride, tourism revenue and enjoyment for the locals – as long as it's managed wisely by our elected officials.

There are two key areas of legislation that I believe could be improved to facilitate wingfoiling community, without significant costs to other water users:

9.1 Speed of vessels

"Except where the bylaw specifically provides otherwise, no person may, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or some object) at a proper speed greater than five knots within: ... b) 200 metres of the shore or of any structure;"

Wing foiling is typically practiced in a moderate, 15-20 knots is ideal, on-shore wind. The choppy waters of spots like Homestead Bay and Twenty-five mile, that are avoided by most water users, are ideal for wing-foiling as the waves create an exciting and varied playing field for participants to hone their skills.

One limitation of the sport is that it requires 'foilers' to be moving at ten knots or so (depending on the equipment) to rise onto the foil... otherwise the craft must generally be paddled lying down.

Thus, this wording, as it stands means that any participant who doesn't paddle 200 metres into a stiff breeze and pounding chop – no matter how unpopulated their location - risks running afoul of the law.

Suggested solution: exempt non-powered (including wind powered) vessels from 19.1b.

They would still be subject to 19.1a and 19.1c, so the risk of collisions between foilers and swimmers (as much as the two groups don't tend to co-associate) would be minimised.

19.1 Carriage of communication devices

"The person in charge of a vessel must ensure two independent forms of communication equipment that are either waterproof or carried in a waterproof bag or container are on board for the duration of any intended voyage. The equipment must be able to perform communication functions from any area where the vessel is intended to be operated."

Carrying a mobile phone in a waterproof container is considered good practice... but bringing two independent forms of communication seems like an over-reach that's likely to receive low levels of compliance.

Suggested solution: perhaps adjusting the wording of 19.3b to say "a person in charge of a non-powered vessel being operated within 50 metres of [another person with communication equipment or] the shore of a lake where they can communicate with a person using their voice or a whistle."

This would create the communication redundancy that seems to be the spirit of 19.1, plus would encourage foilers to go with a buddy – which creates a more robust practice, which allows for rescue in the scenario where one person is incapacitated.

It's worth noting that New Zealand, perhaps partly because of our America's Cup reputation, is emerging as a world leader in this new sport – and the Southern Lakes are developing a reputation as one of the best places in the country to participate.

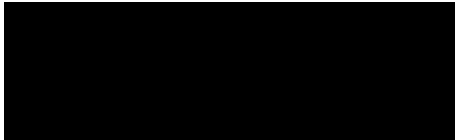
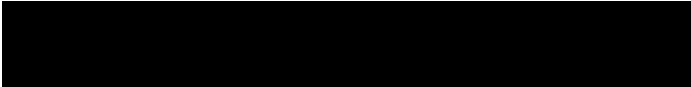
I believe if we encourage it to grow and develop, it could develop into yet another great source of pride for the region.

Kind Regards,

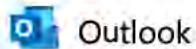
- Mark Banham

--

Mark Banham
GM



The information contained in this email is confidential. It is intended only for the individual or entity named above. If you received this document in error, please notify us and destroy the original message immediately. Thank you.



Submission on Navigational Safety Bylaw

From Michael [REDACTED]

Date Thu 31/10/2024 4:56 PM

To Let's Talk <letstalk@qldc.govt.nz>

 1 attachments (161 KB)

Bylaw Submission.pdf;

Hi there,

Please see attached our submission on the QLDC Navigational Safety Bylaw.

Submitters Michael Donald [REDACTED] Braig Blake [REDACTED]

Kind regards
Michael Donald

I am writing to make a submission on the proposed QLDC Navigational Safety Bylaw. There are parts of the QLDC Navigational Safety Bylaw review I support and parts I do not support.

Overview

1) **I support the addition of vessel identification.**

This is long overdue to ensure the compliance of the Navigational Safety Bylaw allowing the identification of problem users and complaints of vessels to be tracked to QLDC.

2) **I do not support the removal of water ski lanes especially on Lake Wanaka in Roy's Bay.**

The general theme of the waterways team is a conflict between water ski users and other passive users (kayaks, swimmings etc). The issues stated are more around these other passive users being in these water ski lanes using them incorrectly. Why punish the users who used these water ski lanes correctly instead of educating the incorrect users or adding signage ie No Swimming in the water ski lane.

3) **I do not support the addition of carriage of communication devices as a bylaw.**

This is already covered as a best practice from Maritime NZ and does not need to be a specific bylaw. If it is passed how are you proposing to enforce this? Are you planning on checking every vessel that goes on the water?

The wording also means some of our waters cannot be boated; ie there is not VHF and mobile service in some parts of a river and no one to see flares. So only located beacons are viable, leading to only one form of communication able to "perform communication functions from any area where the vessel is intended to be operated." As written a vessel (includes kayak and paddleboard) must carry 2 forms of communication, is this practical for a child on a paddle board 100m from shore with parents supervising?

4) **I do not support the addition of passageways under the Albert Town Bridge**

This is being added due to navigation safety risk associated with recreational jumping from the Albert Town Bridge; this is currently an illegal activity from NZTA so why add provisions for an illegal activity? Also the time of year people are jumping from the bridge is summer when vessels are banned from traveling under the Albert Town Bridge (except harbourmaster, consent holders etc) so why is this required when vessels going under the bridge and jumpers happen at different times of the year?

5) **I do not support the wording of type 406 Life Jackets**

The wording of “type 406” should be removed and make the definition as any buoyancy aid that meets NZ Standard 5823:2005.

Currently you are making anyone with a higher quality life jacket ie 401,402 etc have to sell these to replace with a type 406 which is not suitable for all conditions.

Further information

1) I do not support the removal of water ski lanes especially on Lake Wanaka in Roy’s Bay.

In 2022 QLDC proposed to alter and narrow water ski lanes with a lot of public backlash; Now QLDC have proposed to remove a large number of popular water ski lanes especially in lake Wanaka’s Roys Bay. In Wanaka there is a total of around 1.2km of ski lanes via 6 water ski lanes across the whole lake; the proposal reduces this area to a total area of around 500m across 3 water ski lanes of Lake Wanaka’s shores that can be water skied from. Looking at attachment B it seems most of the issues observed by the waterways team comes from conflict between passive, non-passive and swimmers not using these water ski lanes correctly..

- a) In Roys Bay – Main Beach** adjacent to Pembroke Park the issues listed are “This ski lane is located within a high use area with a combination of passive and non-passive users. Harbourmasters have observed and received feedback from commercial and recreational users expressing high concern for the safety of various users, particularly due to the increase of swimmers and non-powered recreational users along the Ardmore Street waterfront in which the ski lane is situated. There are particular concerns during the peak summer holiday period. Conflict between passive and non-passive users has increased since the Wānaka Lakefront Development Plan improvements were undertaken and resulted in further carparks across the stretch of the Roys Bay lakefront adjacent to the ski lane. Throughout the last summer period (22/23), a Harbourmaster or waterways officer was stationed at Roys Bay and observed an influx of the community and tourists actively accessing the lakefront for swimming. In many cases people parked their vehicle in the new spaces provided and walked straight down to the waters edge. As the Roys Bay ski lane is situated directly in front of these new parks, there were swimmers constantly entering the water within the ski lane throughout this period creating a navigation safety risk.” I agree this is a high use area and I am not opposed to a temporary closure (mid December through January) when large numbers are in this area. But to remove a water ski lane due to swimmers and non-passive users not using this area correctly is ridiculous. These users could move 100m to the East and have no conflict at all. This seems to be an area where educating

the incorrect users of the water ski lane could fix the issue, why not have not swimming between the pole signs?

- b) In Roys Bay - Eely Point** the issues listed are “This ski lane has been identified as a high conflict area. There are a number of elements contributing to user conflict and a navigation safety risk in this area, including: - A launch area located beside the ski lane - Popular swimming spot - Boats beaching along the lakefront in this area There is an informal swim area to the east of the ski lane. The water is too shallow to move the ski lane west.” This is the only shelter ski lane on Lake Wanaka in the prevailing NW winds. The listed conflicts above don't come from vessels using the water ski lane correctly, they come from users who are not meant to be using the water ski lane ie swimmings, boats parked on beaches. Why are we punishing users following the rules of a ski lane instead of enforcing the rules on those who don't? The recommendation even states by removing the ski lane “This would remove the continued non-compliance of swimmers entering the ski lane, and nearby conflict with boats launching into the lake.” Why not just educate these incorrect users. There is Bremnier Bay in the area that is not used for boating at all so why not have the swimmers here?
- c) In Roys Bay - Waterfall Creek** the issues listed are “This ski lane is not currently demarcated by ski lane poles on the foreshore or buoys. The location of the ski lane as indicated in the bylaw is 400 meters from Ruby Island. If vessels are using the ski lane for its designated purpose, when exiting the ski lane, they will likely come into conflict with vessels traveling between Ruby Island and the ski lane. Compliance with the 5 knot within 200 meters of the shore requirement also affects vessels leaving the ski lane and their ability to comply with the bylaw.” This ski lane is currently located in the incorrect place and the issues arise from it being in the wrong place. As per QLDC maps the water ski lane is meant to face NW, not NE where it is currently located; this would mean vessels would travel North and not towards Ruby Island as stated as an issue. If it was located in the correct position the issues listed would not exist.

With all the proposed water ski lanes above the main issues stem from users who are not water skiing using these water ski lanes incorrectly. There needs to be a push on educating the correct use of these water ski lanes as the vessels using them for their intended purpose don't seem to be the issue.

We can swim/kayak etc on 99% of the lakes beaches, however there is only a small area where water skiing is permitted, this proposal looks to shrink these areas further.

Furthermore are you not creating a higher risk at other water ski lanes like Glendhu Bay for example by removing these water ski lanes in Roys Bay. It is already stated the Glendhu bay ski lanes are popular and busy; by removing these Roy's Bay water ski lanes you are pushing even more users out to these water ski lanes creating safety concerns around the number of users.

Note : Dublin Bay is not a highly used water ski lane due to the shallow water often not accessible by vessels.

2) **I do not support the current introduction of passageways under the Albert town Bridge**

I have multiple concerns with the introduction of rule 37.1

“No person may navigate a power-driven vessel under the Albert Town Bridge except in accordance with the following rules (or as may be directed by the Harbourmaster):

power-driven vessels proceeding downstream must be navigated through the third arch of the Albert Town Bridge from the true right of the bank of the Clutha River / MataAu;

power-driven vessels proceeding upstream must be navigated through the fourth arch of the Albert Town Bridge from the true right of the bank of the Clutha River/MataAu.”

- a) Vessels are already governed by Rule 34.1 in regards to their travel on the starboard (right) side of the river channel. I can only assume that this rule is being added to address risk with recreational jumping from the Albert Town Bridge; by adding this rule is QLDC suggesting this illegal activity is now okay as you want to restrict vessels from traveling down the fifth arc (far right) where people are jumping.
- b) The proposed upstream and downstream channel is also pushing vessels closer to the Albert Town boat ramp by the first arc creating possible safety risks.
- c) The rule also is written to only apply to power driven vessels; will this not create a conflict where a power driven vessel must travel upstream through the fourth arc but a non powered vessel may also travel downstream through this same arc.
- d) If this rule is to improve safety associated with recreational jumping would it not be best to govern where these jumpers are jumping?
 - i) le jumping is only permitted above the fifth arc
 - ii) and swimmers must not swim through the third or fourth arc?
- e) At least with the current lack of bylaw around passageways, vessels are able to travel where jumpers/swimmers are not; I know myself I would not be comfortable driving under the fourth arc if there is a jumping standing on the edge of the fourth arc or a swimmer in the water of the fourth arc.
- f) These is already a responsibility on all skippers of vessels to operate safety by keeping a proper lookout, travel on the right, travel at a safe speed etc; by forcing a skipper to travel through a specific passageway you are potentially creating risks when at certain times a different passageway could be much safety depending where other vessels/swimming/kayaks etc are.

- g) If you want to add bylaw rules to aid any safety risk associated with recreational jumping at the Albert Town Bridge should you not deal with all the risks
 - i) where people can jump from; only the fifth arc?
 - ii) no swimmer is to cross through the passageways of the third and fourth arc?
 - iii) No one should jump while vessels are approaching the passageways.
- 3) **I do not support the bylaw requirement around the carriage of communication devices**

“The person in charge of a vessel must ensure two independent forms Deleted: 2018 of communication equipment that are either waterproof or carried in a waterproof bag or container are on board for the duration of any intended voyage. The equipment must be able to perform communication functions from any area where the vessel is intended to be operated.”

^This is the recommendation/best practice by Maritime NZ, however by making this a bylaw I see 2 issues especially operating in valley areas like Central Otago.

- a) Firstly, how is this possibly going to be enforced? Are you going to check every boat on the water? How are you going to check the coverage in their intended area of operation?
- b) Secondly in areas like the Matukituki River and the North end of Lake Wanaka/Lake Hawea where VHF and cell phone coverage is limited this bylaw is near impossible to adhere to. The most common form of communication carried on recreational vessels is cell phones, and VHF radios. Distress Beacons are more expensive and flares in our region add fire risk and in remote areas may not be seen. By using the wording *“The equipment must be able to perform communication functions from any area where the vessel is intended to be operated”* you are effectively making some of these remote areas not accessible.
- c) As written vessels (including kayaks and paddleboards) must carry 2 forms of communication except within 50m of shore.
 - i) Firstly why 50m from shore when everything maritime related is 200m from shore including when water becomes higher risk in a kayak.
 - ii) Secondly, let's propose a few scenarios where this seems impractical and hugely expensive.
 - (1) A parent is supervising a child on a paddleboard 100m from shore, they will require 2 of the following VHF radio, distress beacons (EPIRB or PLB), mobile phone in a waterproof bag or flares.
 - (2) A rental kayak that is being supervised by qualified staff must again be fitted with 2 of the following VHF radio, distress beacons (EPIRB or PLB), mobile phone in a waterproof bag or flares.
 - (3) Someone floating on an inflatable 60m from shore must be fitted with 2 of the following VHF radio, distress beacons (EPIRB or PLB), mobile phone in a waterproof bag or flares.
- d) I would suggest removing this line or leaving this as a Maritime Guideline vs a bylaw.

- e) If this does become a bylaw requirement as rule 19.1 surely QLDC should provide effective facilities in line with this requirement ie if most recreational vessels use VHF QLDC should monitor this VHF and continue to maintain this as an effective form of communication.

As far as rule 19.2 *“A person in charge of a non-powered vessel being operated on a river must ensure that at least one form of communication equipment that is either waterproof or carried in a waterproof bag or container is carried on board for the duration of any intended voyage. The equipment must be able to perform communication functions from any area where the vessel is intended to be operated.”*

- f) How is it practical for someone surfing the Hawea wave alone for example to carry a form of communication? Or someone paddle boarding the Clutha Outlet alone? Both these wouldnt require a life jacket if wearing a full wetsuit but need to find somewhere to carry a form of communication.
- g) Do you expect a group of 20+ people floating down a river to all carry a form of communication? Sure someone on shore may be able to hear them if they called from help within 50m but this is providing there is someone actually on the shore.

4) **I do not support the life jacket definition wording amendment**

“Lifejacket means any serviceable buoyancy aid that is designed to be worn on the body and that is certified by a recognised authority as meeting:

(a) type 406 in NZ Standard 5823:2005; or

(b) a national or international standard that the Director is satisfied substantially complies with type 406 in NZ Standard 5823:2005.”

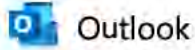
- a) Why do we require the reference of type 406? You have removed reference to all other types of life jacket except type 406 which is a Specialist PFD not intended for use at night and not suitable for all conditions. Your wording removes the option to use any lifejacket other than a type 406; why not remove the *“type 406”* and just the definition as any buoyancy aid that meets NZ Standard 5823:2005.

5) **I support the addition of vessel identification.**

This is long overdue and inline with other regions throughout New Zealand. I believe the introduction of the this will

- a) help ensure the compliance of the Navigational Safety Bylaw

- i) allow the identification of offenders by cameras
 - ii) allow the identification of offenders from community complaints
 - iii) track repeat offenders
 - iv) enforce better behavior as users can now be identified easily
- b)** differentiate non compliant offenders from the general boating community; we see members of the community complaining about boats doing this or jet skis doing this but realistically this is probably 10% of the boating community causing issues, by having vessel identification we can focus on these offenders vs punishing the whole boating community.



QLDC Navigational Safety Bylaw submission

From Lakeland Wanaka <[REDACTED]>

Date Thu 31/10/2024 4:57 PM

To Let's Talk <letstalk@qldc.govt.nz>

1 attachment (161 KB)

Bylaw Submission.pdf

Hi there,

Please see attached our submission on the QLDC Navigational Safety Bylaw.

Submitters Michael Donald on behalf of Lakeland Wanaka.

Kind regards
Michael Donald

Lakeland Wanaka

FAMILY | FUN | FREEDOM

Email | [REDACTED]

Office | [REDACTED]

Web | [REDACTED]

[REDACTED]

Michael Donald

General Manager

[REDACTED]



I am writing to make a submission on the proposed QLDC Navigational Safety Bylaw. There are parts of the QLDC Navigational Safety Bylaw review I support and parts I do not support.

Overview

1) **I support the addition of vessel identification.**

This is long overdue to ensure the compliance of the Navigational Safety Bylaw allowing the identification of problem users and complaints of vessels to be tracked to QLDC.

2) **I do not support the removal of water ski lanes especially on Lake Wanaka in Roy's Bay.**

The general theme of the waterways team is a conflict between water ski users and other passive users (kayaks, swimmings etc). The issues stated are more around these other passive users being in these water ski lanes using them incorrectly. Why punish the users who used these water ski lanes correctly instead of educating the incorrect users or adding signage ie No Swimming in the water ski lane.

3) **I do not support the addition of carriage of communication devices as a bylaw.**

This is already covered as a best practice from Maritime NZ and does not need to be a specific bylaw. If it is passed how are you proposing to enforce this? Are you planning on checking every vessel that goes on the water?

The wording also means some of our waters cannot be boated; ie there is not VHF and mobile service in some parts of a river and no one to see flares. So only located beacons are viable, leading to only one form of communication able to "perform communication functions from any area where the vessel is intended to be operated." As written a vessel (includes kayak and paddleboard) must carry 2 forms of communication, is this practical for a child on a paddle board 100m from shore with parents supervising?

4) **I do not support the addition of passageways under the Albert Town Bridge**

This is being added due to navigation safety risk associated with recreational jumping from the Albert Town Bridge; this is currently an illegal activity from NZTA so why add provisions for an illegal activity? Also the time of year people are jumping from the bridge is summer when vessels are banned from traveling under the Albert Town Bridge (except harbourmaster, consent holders etc) so why is this required when vessels going under the bridge and jumpers happen at different times of the year?

5) **I do not support the wording of type 406 Life Jackets**

The wording of “type 406” should be removed and make the definition as any buoyancy aid that meets NZ Standard 5823:2005.

Currently you are making anyone with a higher quality life jacket ie 401,402 etc have to sell these to replace with a type 406 which is not suitable for all conditions.

Further information

1) **I do not support the removal of water ski lanes especially on Lake Wanaka in Roy’s Bay.**

In 2022 QLDC proposed to alter and narrow water ski lanes with a lot of public backlash; Now QLDC have proposed to remove a large number of popular water ski lanes especially in lake Wanaka’s Roys Bay. In Wanaka there is a total of around 1.2km of ski lanes via 6 water ski lanes across the whole lake; the proposal reduces this area to a total area of around 500m across 3 water ski lanes of Lake Wanaka’s shores that can be water skied from. Looking at attachment B it seems most of the issues observed by the waterways team comes from conflict between passive, non-passive and swimmers not using these water ski lanes correctly..

- a) In **Roys Bay – Main Beach** adjacent to Pembroke Park the issues listed are “This ski lane is located within a high use area with a combination of passive and non-passive users. Harbourmasters have observed and received feedback from commercial and recreational users expressing high concern for the safety of various users, particularly due to the increase of swimmers and non-powered recreational users along the Ardmore Street waterfront in which the ski lane is situated. There are particular concerns during the peak summer holiday period. Conflict between passive and non-passive users has increased since the Wānaka Lakefront Development Plan improvements were undertaken and resulted in further carparks across the stretch of the Roys Bay lakefront adjacent to the ski lane. Throughout the last summer period (22/23), a Harbourmaster or waterways officer was stationed at Roys Bay and observed an influx of the community and tourists actively accessing the lakefront for swimming. In many cases people parked their vehicle in the new spaces provided and walked straight down to the waters edge. As the Roys Bay ski lane is situated directly in front of these new parks, there were swimmers constantly entering the water within the ski lane throughout this period creating a navigation safety risk.” I agree this is a high use area and I am not opposed to a temporary closure (mid December through January) when large numbers are in this area. But to remove a water ski lane due to swimmers and non-passive users not using this area correctly is ridiculous. These users could move 100m to the East and have no conflict at all. This seems to be an area where educating

the incorrect users of the water ski lane could fix the issue, why not have not swimming between the pole signs?

- b) In Roys Bay - Eely Point** the issues listed are “This ski lane has been identified as a high conflict area. There are a number of elements contributing to user conflict and a navigation safety risk in this area, including: - A launch area located beside the ski lane - Popular swimming spot - Boats beaching along the lakefront in this area There is an informal swim area to the east of the ski lane. The water is too shallow to move the ski lane west.” This is the only shelter ski lane on Lake Wanaka in the prevailing NW winds. The listed conflicts above don't come from vessels using the water ski lane correctly, they come from users who are not meant to be using the water ski lane ie swimmings, boats parked on beaches. Why are we punishing users following the rules of a ski lane instead of enforcing the rules on those who don't? The recommendation even states by removing the ski lane “This would remove the continued non-compliance of swimmers entering the ski lane, and nearby conflict with boats launching into the lake.” Why not just educate these incorrect users. There is Bremnier Bay in the area that is not used for boating at all so why not have the swimmers here?
- c) In Roys Bay - Waterfall Creek** the issues listed are “This ski lane is not currently demarcated by ski lane poles on the foreshore or buoys. The location of the ski lane as indicated in the bylaw is 400 meters from Ruby Island. If vessels are using the ski lane for its designated purpose, when exiting the ski lane, they will likely come into conflict with vessels traveling between Ruby Island and the ski lane. Compliance with the 5 knot within 200 meters of the shore requirement also affects vessels leaving the ski lane and their ability to comply with the bylaw.” This ski lane is currently located in the incorrect place and the issues arise from it being in the wrong place. As per QLDC maps the water ski lane is meant to face NW, not NE where it is currently located; this would mean vessels would travel North and not towards Ruby Island as stated as an issue. If it was located in the correct position the issues listed would not exist.

With all the proposed water ski lanes above the main issues stem from users who are not water skiing using these water ski lanes incorrectly. There needs to be a push on educating the correct use of these water ski lanes as the vessels using them for their intended purpose don't seem to be the issue.

We can swim/kayak etc on 99% of the lakes beaches, however there is only a small area where water skiing is permitted, this proposal looks to shrink these areas further.

Furthermore are you not creating a higher risk at other water ski lanes like Glendhu Bay for example by removing these water ski lanes in Roys Bay. It is already stated the Glendhu bay ski lanes are popular and busy; by removing these Roy's Bay water ski lanes you are pushing even more users out to these water ski lanes creating safety concerns around the number of users.

Note : Dublin Bay is not a highly used water ski lane due to the shallow water often not accessible by vessels.

2) **I do not support the current introduction of passageways under the Albert town Bridge**

I have multiple concerns with the introduction of rule 37.1

“No person may navigate a power-driven vessel under the Albert Town Bridge except in accordance with the following rules (or as may be directed by the Harbourmaster):

power-driven vessels proceeding downstream must be navigated through the third arch of the Albert Town Bridge from the true right of the bank of the Clutha River / MataAu;

power-driven vessels proceeding upstream must be navigated through the fourth arch of the Albert Town Bridge from the true right of the bank of the Clutha River/MataAu.”

- a) Vessels are already governed by Rule 34.1 in regards to their travel on the starboard (right) side of the river channel. I can only assume that this rule is being added to address risk with recreational jumping from the Albert Town Bridge; by adding this rule is QLDC suggesting this illegal activity is now okay as you want to restrict vessels from traveling down the fifth arc (far right) where people are jumping.
- b) The proposed upstream and downstream channel is also pushing vessels closer to the Albert Town boat ramp by the first arc creating possible safety risks.
- c) The rule also is written to only apply to power driven vessels; will this not create a conflict where a power driven vessel must travel upstream through the fourth arc but a non powered vessel may also travel downstream through this same arc.
- d) If this rule is to improve safety associated with recreational jumping would it not be best to govern where these jumpers are jumping?
 - i) le jumping is only permitted above the fifth arc
 - ii) and swimmers must not swim through the third or fourth arc?
- e) At least with the current lack of bylaw around passageways, vessels are able to travel where jumpers/swimmers are not; I know myself I would not be comfortable driving under the fourth arc if there is a jumping standing on the edge of the fourth arc or a swimmer in the water of the fourth arc.
- f) These is already a responsibility on all skippers of vessels to operate safety by keeping a proper lookout, travel on the right, travel at a safe speed etc; by forcing a skipper to travel through a specific passageway you are potentially creating risks when at certain times a different passageway could be much safety depending where other vessels/swimming/kayaks etc are.

- g) If you want to add bylaw rules to aid any safety risk associated with recreational jumping at the Albert Town Bridge should you not deal with all the risks
 - i) where people can jump from; only the fifth arc?
 - ii) no swimmer is to cross through the passageways of the third and fourth arc?
 - iii) No one should jump while vessels are approaching the passageways.
- 3) **I do not support the bylaw requirement around the carriage of communication devices**

"The person in charge of a vessel must ensure two independent forms Deleted: 2018 of communication equipment that are either waterproof or carried in a waterproof bag or container are on board for the duration of any intended voyage. The equipment must be able to perform communication functions from any area where the vessel is intended to be operated."

This is the recommendation/best practice by Maritime NZ, however by making this a bylaw I see 2 issues especially operating in valley areas like Central Otago.

- a) Firstly, how is this possibly going to be enforced? Are you going to check every boat on the water? How are you going to check the coverage in their intended area of operation?
- b) Secondly in areas like the Matukituki River and the North end of Lake Wanaka/Lake Hawea where VHF and cell phone coverage is limited this bylaw is near impossible to adhere to. The most common form of communication carried on recreational vessels is cell phones, and VHF radios. Distress Beacons are more expensive and flares in our region add fire risk and in remote areas may not be seen. By using the wording "The equipment must be able to perform communication functions from any area where the vessel is intended to be operated" you are effectively making some of these remote areas not accessible.
- c) As written vessels (including kayaks and paddleboards) must carry 2 forms of communication except within 50m of shore.
 - i) Firstly why 50m from shore when everything maritime related is 200m from shore including when water becomes higher risk in a kayak.
 - ii) Secondly, let's propose a few scenarios where this seems impractical and hugely expensive.
 - (1) A parent is supervising a child on a paddleboard 100m from shore, they will require 2 of the following VHF radio, distress beacons (EPIRB or PLB), mobile phone in a waterproof bag or flares.
 - (2) A rental kayak that is being supervised by qualified staff must again be fitted with 2 of the following VHF radio, distress beacons (EPIRB or PLB), mobile phone in a waterproof bag or flares.
 - (3) Someone floating on an inflatable 60m from shore must be fitted with 2 of the following VHF radio, distress beacons (EPIRB or PLB), mobile phone in a waterproof bag or flares.
- d) I would suggest removing this line or leaving this as a Maritime Guideline vs a bylaw.

- e) If this does become a bylaw requirement as rule 19.1 surely QLDC should provide effective facilities in line with this requirement ie if most recreational vessels use VHF QLDC should monitor this VHF and continue to maintain this as an effective form of communication.

As far as rule 19.2 *“A person in charge of a non-powered vessel being operated on a river must ensure that at least one form of communication equipment that is either waterproof or carried in a waterproof bag or container is carried on board for the duration of any intended voyage. The equipment must be able to perform communication functions from any area where the vessel is intended to be operated.”*

- f) How is it practical for someone surfing the Hawea wave alone for example to carry a form of communication? Or someone paddle boarding the Clutha Outlet alone? Both these wouldnt require a life jacket if wearing a full wetsuit but need to find somewhere to carry a form of communication.
- g) Do you expect a group of 20+ people floating down a river to all carry a form of communication? Sure someone on shore may be able to hear them if they called from help within 50m but this is providing there is someone actually on the shore.

4) **I do not support the life jacket definition wording amendment**

“Lifejacket means any serviceable buoyancy aid that is designed to be worn on the body and that is certified by a recognised authority as meeting:

(a) type 406 in NZ Standard 5823:2005; or

(b) a national or international standard that the Director is satisfied substantially complies with type 406 in NZ Standard 5823:2005.”

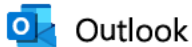
- a) Why do we require the reference of type 406? You have removed reference to all other types of life jacket except type 406 which is a Specialist PFD not intended for use at night and not suitable for all conditions. Your wording removes the option to use any lifejacket other than a type 406; why not remove the *“type 406”* and just the definition as any buoyancy aid that meets NZ Standard 5823:2005.

5) **I support the addition of vessel identification.**

This is long overdue and inline with other regions throughout New Zealand. I believe the introduction of the this will

- a) help ensure the compliance of the Navigational Safety Bylaw

- i) allow the identification of offenders by cameras
 - ii) allow the identification of offenders from community complaints
 - iii) track repeat offenders
 - iv) enforce better behavior as users can now be identified easily
- b)** differentiate non compliant offenders from the general boating community; we see members of the community complaining about boats doing this or jet skis doing this but realistically this is probably 10% of the boating community causing issues, by having vessel identification we can focus on these offenders vs punishing the whole boating community.



Navigation Safety By:aw 2025 - Feedback

From Robert Miller <[REDACTED]>

Date Thu 31/10/2024 2:13 PM

To Let's Talk <letstalk@qldc.govt.nz>

Hi,

I wish to provide the following feedback on the proposed Navigation Safety By:aw 2025:

18. Vessels to be Identified.

I agree that vessels should be identified generally as stated in 18.1 however, I would like to see a nationally implemented identification / registration system adopted.

To name and / or number a vessel at this point in time is premature. There will be the possibility of two similar vessels having the same name.

A national identification system would provide consistency. Vessels may well be compliant with their local bylaws but not compliant with QLDC Bylaw. It would be unreasonable to expect vessels to have multiple identifications to meet individual bylaws. Particularly noting that CODC does not require vessel identification, Conceivably, a compliant vessel could be launched in Lake Dunstan, navigate up the Clutha River and be non-compliant upon reaching Albert Town / Lake Wanaka. This does seem fair and reasonable.

I propose that:

Section 18 is removed from the 2025 Bylaw, and QLDC work with other Councils and Government to establish a national vessel identification system. Vessel identification is included in the next edition of the Navigation Safety Bylaw.

19. Carriage of Communication Devices.

Agree and support Section 19 as is.

Map 12 - Ski Lanes

Absolutely disagree with removal of all three ski lanes in Roy's Bay, namely Waterfall Creek, Eely Point and Roy's By Main Beach.

Wanaka was founded as a family orientated - boating lake. Over decades, privilege of boating, specifically water skiing and other towed water toys, from the shores of Roy's Bay have been eroded.

It has long been a family tradition for kids, young and old to try their hand at water skiing from a safe beach. The three, relatively small ski lanes must be retained!

Teaching the young to ski often required a person to hold and steady the learner in the water while the boat prepares to tighten the rope and pull the skier up. These ski lanes are required to teach, especially the young to develop the skills and confidence to ski.

Other places require families to travel considerable distance for this privilege. While the ski lanes at Glendhu Bay are being retained, this required access via the camping ground which is extremely congested during the summer months. Further congestion will increase the likelihood of injury.

I propose the three ski lanes in Roy's Bay are retained with the following modifications:

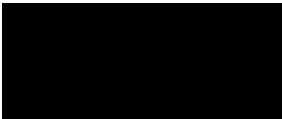
Each side of the ski lane is marked with a string of buoys extending out say 150 to 200m. A further enhancement could be to have the last 50m of the buoy string open outwards.

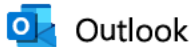
Better signage indicating the presence and extents of the ski lane.

Prominent No Swimming signage.

Kind regards,

Robert Miller





Outlook

Submissions, Navigation safety Bylaw

From Steve Gurney <[REDACTED]>

Date Tue 1/10/2024 11:34 AM

To Let's Talk <letstalk@qldc.govt.nz>

Cc [REDACTED]

Re: your invitation to email you regarding the draft bylaw, specifically, the Navigation Safety Bylaw 2025 (see below)

Use buoys to section off the true left of the Kawarau falls to exclude jetboats, so kayakers can safely paddle, esp schools.

I'm a keen and experienced kayaker.

I have previously made a submission to the QLDC regarding the use of part of the Kawarau rapids / dam for a kayaking skills course.

Part of that submission included the suggestion that we use buoys to section off the true left of the Kawarau falls to exclude jetboats, so kayakers can safely paddle and train on the rapids, esp schools.

I propose that this be included in the Navigation Safety Bylaw 2025.

Sincerely

Steve Gurney

"Get on board: Have your say on QLDC's draft Navigation Safety Bylaw 2025

Are you a keen kayaker, boater, or someone that simply enjoys splashing about in our lakes and rivers? Then be sure to check our draft Navigation Safety Bylaw 2025 and help shape the rules that keep us safe when out on the water.

We're particularly interested in hearing from the community on several important topics, including the use of communication devices on vessels, ski lane locations, vessel identification, and regulations for temporary water events, vessel speed limits, and access lanes at the Kawarau Dam. Community insights into these matters will help shape a safer and more enjoyable experience on our waterways.

The draft Bylaw, Statement of Proposal, and Summary of Information will be available on Let's Talk from Monday 30 September, and we want to hear from you! You can make a submission on any part of the draft Bylaw either online or by emailing us at letstalk@qldc.govt.nz.

Feedback will be open until Thursday 31 October 2024, before public hearings are held and the Bylaw goes before Councillors for adoption in early 2025."



go" - (TS Eliot)




SUBMISSION ON PROPOSED QUEENSTOWN LAKES DISTRICT COUNCIL NAVIGATION SAFETY BYLAW 2025

From Jet Boating New Zealand <[REDACTED]>

Date Thu 31/10/2024 3:53 PM

To Let's Talk <letstalk@qldc.govt.nz>

 1 attachments (314 KB)

QLDC Draft Bylaw Submission Final JBNZ.pdf;

Please find attached the submission on the above.
JBNZ confirms it wishes to present to the Council in support of this submission.

Regards
Steve
Steve Woodside | Administration Manager



[REDACTED]
Christchurch 8842
[REDACTED]
[REDACTED]
[REDACTED]



SUBMISSION ON PROPOSED QUEENSTOWN LAKES DISTRICT COUNCIL NAVIGATION SAFETY BYLAW 2025

Name of submitter: Jet Boating NZ Incorporated (**JBNZ**)

[REDACTED] Christchurch 8442

By email: [REDACTED]

JBNZ does not oppose the making of a bylaw under s 33M Maritime Transport Act 1994 (Act).

JBNZ is interested in speed upliftings and prohibitions on boating for the section of the Upper Clutha from the Lake Wanaka Outlet and downstream to the Albert Town Bridge and the Hunter River.

SECTION A – BACKGROUND

Jet Boating New Zealand Inc

JBNZ is a national organisation that represents recreational jet boaters in New Zealand. It was formed in 1962 following the early growth in jet boating, and its objectives are:

- To advocate for our members' recreational jet boating in New Zealand
- To encourage safe jet boating
- To foster relationships with other stakeholders
- To promote membership of Jet Boating New Zealand

A significant focus of JBNZ is the self-guided recreational use of jet boats. JBNZ performs a key role in advising its members of waterways that can be boated safely and lawfully. JBNZ's membership is currently around 2,600.

It is 70 plus years since the 1950's and the introduction of jet boats to the rivers of New Zealand. It continues to be a well-supported recreational activity for people who enjoy the outdoors and getting into areas that can otherwise be inaccessible, except (in some cases) on foot or by air.

Water jet propelled craft are highly manoeuvrable, able to stop within their own length and have a reverse thrust that no other propulsion has. They require a different skill set to other boats, particularly "reading" a river.

Jet boat numbers have been fairly static since the 2000s.

Navigation Rules

Wherever shipping and boating takes place in the world, the operation of vessels is managed by the "Rules of the Road at Sea" first introduced in 1834 by the Americans. In New Zealand these rules apply to all craft on all waters at all times. These rules give effect to the *Convention on the International Regulations for Preventing Collisions at Sea: 1972*, to which New Zealand is a part.

Section 33M Maritime Transport Act 1994 (**MTA**) provides jurisdiction to make navigation safety bylaws, undertaken in accordance with the process in the Local Government Act 2002.

The MTA also provides jurisdiction for the making of other rules for the safe operation of vessels on the water. It is important that the Council is aware of these other provisions, so the proposed bylaw is not viewed in isolation. JBNZ recognise the familiarity Council will have with these obligations.

At s 36(tb) MTA the Minister of Transport can make rules for safe navigation. Important rules include the Maritime Rules Part 22 - Collision Prevention and Maritime Rules Part 91 – Navigation Safety Rules. Local bylaws cannot be inconsistent with Maritime Rule Part 22 or Maritime Rule Part 91.

Part 22 gives effect to the Convention on the International Regulations for Preventing Collisions at Sea: 1972. Subsection 1 of the Maritime Rules Part 22 refers to the conduct of vessels in any condition of visibility. JBNZ emphasises:

Maritime Rules Part 22 Collisions Regulations

22.5 Look out

Every vessel must at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make full appraisal of the situation and the risk of collision

22.6 Safe Speed

Every vessel at all times must proceed at a safe speed so that proper and effective action to avoid a collision can be taken and the vessel can be stopped within a distance appropriate to the prevailing circumstances and conditions.

22.9 Narrow channels

A vessel proceeding along the course of a narrow channel or fairway must keep as near to the outer limit of the channel or fairway which lies on its starboard side as is safe and practicable.

Maritime Rules Part 22 Collision Regulations apply to all craft on all waters at all times, powered and unpowered. Unpowered vessels, kayaks, stand up paddle boards, rafts, dinghies are required stay to the starboard side of the river or narrow channel whenever possible.

Maritime Rules Part 91 include an enlargement of the obligations for boats travelling on a river to keep starboard (right), give way and operate safely in light of the river and weather conditions.

Maritime Rules Part 91

91.17 River Safety Rules

A person in charge of a vessel on a river must

- *Ensure that the vessel keeps to the starboard (right) side of the river channel: and*
- *If going upstream, give way to any vessel coming downstream; and*
- *Not operate the vessel unless river and weather conditions permit safe operation of the vessel.*

Thus, it is important to recognise the proposed bylaw is not the only source of legal obligations for skippers of watercraft to comply with.

Particularly, it is important for Council to recognise boats travelling on rivers are subject to the Maritime Rules Part 22, including obligations to travel at a safe speed. It would be erroneous to view an uplifting as meaning there are no limits on speed of watercraft – consider how one operates a motor vehicle in different conditions, notwithstanding speed limits.

JBNZ submit Council should take into account these legal obligations when determining the appropriateness of the bylaw generally and the specific provisions JBNZ has an interest in.

KEY SUBMISSIONS

Evidential basis –for upliftings for powered crafts

Navigation bylaws can be made under s 33M Maritime Transport Act for the purpose of ensuring maritime safety in a region. A bylaw must be effective at achieving its statutory purpose and not used to achieve a collateral purpose beyond that statutory purpose.

Before commencing the process for making a bylaw, a local authority is required to:

- Determine whether a bylaw is the most appropriate way of addressing the perceived problem; and if so
- Whether the proposed bylaw is the most appropriate form of bylaw;
- Whether the bylaw gives rise to any implications under the New Zealand Bills of Rights Act 1990.

JBNZ accept the operation of powered watercraft on some or all of a river is a matter that can be properly addressed by a bylaw under s 33M.

However:

- The bylaw may only be for the purpose of ensuring maritime safety.
- The evidential basis to support the appropriateness of the proposed bylaw is questionable.
- The bylaw must recognise the suite of navigation safety provisions that also provide for navigation safety and be proportionate in light of those other provisions.
- The bylaw must recognise there is a lawful right for jet boats to be on rivers.
- The bylaw must be effective and able to be implemented.

Proper Purpose for the Bylaw

Consideration of environmental concerns is beyond the scope of s 33M MTA and is unlawful. Environmental effects are a matter for the Resource Management Act 1991, and district plans under that Act.

Council must only consider and determine the bylaw on matters necessary to provide for maritime safety.

Commercial and recreational vessels can operate together safely and have been doing so since the 1960s. All river users must expect other users on and around the water all the time, e.g. kayakers, rafters, etc.

Upliftings are about exceeding 5 knots, steering rules and not the activity. A river should have a speed uplifting and a separation uplifting or a restriction to 5 knots, covering all craft.

Clause 19 – Carriage of communication devices

JBNZ is concerned about the current drafting of clause 19 for the following reasons:

- Maritime New Zealand does not require vessels to carry two forms of communication as it is inconsistent with Maritime Rules Part 91.
- Many of the waterways subject to the bylaw do not have communication coverage, including the Matukituki, Wilkin, Hunter, parts of the Makarora rivers, and parts of Lakes Wanaka and Hawera.
- JBNZ are concerned how flares could be used during periods of the year where fire bans are in place.

JBNZ considers the draft bylaw at this time to be inappropriate and seeks amendments to cl 19 to ensure a pragmatic approach to communication devices is adopted for the purposes of ensuring maritime safety in accordance with s 33M.

Clutha River / Mata-Au

JBNZ oppose the prohibition of boating on the Upper Clutha / Mata-Au River in clause 37.

The Upper Clutha has been boated since the 1960s and the prohibition was only introduced in 2018. JBNZ do not consider that prohibition to have ever been necessary for navigation safety reasons contemplated by s 33M.

The prohibition is unnecessary on navigation safety grounds. It is unclear why that run of the River is limited to holders of a resource consent from a navigation safety perspective. The explanation that it is because commercial vessels are primarily assessed and managed by Maritime New Zealand is unconvincing and does not explain why commercial and recreational vessels cannot safely operate together during the summer months.

The proposed controls on the passage of boats under the Albert Town Bridge, through upstream and downstream vehicle passage lanes, are sufficient to avoid incidents between powered craft and swimmers/divers. They are supported by JBNZ.

To access the Lower Clutha River boats are launched from just below the Albert Town Bridge. That launch area is not far from a blind corner, where care needs to be taken. It would be safer to already be on the water approaching that corner, which would require the removal of the prohibition. Once on the plane jet boats are more manoeuvrable, thus more speed is not always less safe. Therefore a speed uplifting, alongside the removal of the prohibition is proposed by JBNZ.

Hunter River

JBNZ opposes the proposed timeframe for the uplifting and seeks it be enlarged to apply from 1 November to 30 April through the inclusion of a new clause 39A (see below).

As set out above, a bylaw should be read alongside, and be mindful of, the Maritime Rules and obligations on skippers to navigate safely.

The Hunter River has been safely boated for many years and JBNZ is unaware of any incidents of near misses on the river. A trial two year uplifting over a period, similar to what JBNZ is proposing here, was successful.

It is noted that the isolation of the Hunter River and the need to boat across Lake Hawea, which can only be done in flat conditions and limits the number of boats on the river.

Any opposition to an uplift must be on navigation safety grounds, not the interests of other river users.

Definition of Lifejacket

It is unclear to JBNZ why the proposed bylaw amends the definition of 'lifejacket' from that in Maritime Rule 91.

Consistency between the Maritime Rules and the proposed Bylaw is preferred to avoid confusion, especially in light of the importance of personal floatation devices (PFD).

Additionally, JBNZ is concerned that the proposed definition would lead to unintended and unworkable consequences for no apparent benefit.

Subject to further information and explanation for the change, JBNZ request the definition be amended to reinstate the deleted types of PFD.

Relief Sought

Specific submissions

1. JBNZ seek the following amendments to the Proposed Bylaw with additions underlined and deletions shown as ~~struck through~~:
 - A. A permanent speed uplifting for the Hunter River between 1 November and 30 April inclusive:

Part 5 – Rules relating to specific locations

39A Hunter River

39A.1 A permanent speed uplifting shall apply to the Hunter River from the mouth of the River at Lake Hāwea to Ferguson Creek between the months of November to April inclusive.

Table 1 – Speed Upliftings

Hunter River	From Lake Hāwea to Ferguson Creek	1 November to 12 December inclusive and from 19 March to 30 April: 1 November to 30 April inclusive	River Mouth	44 18 59 N, 169 25 58 E-44.28 to 169.45
			Ferguson Creek	44 06 49 N, 169 33 58 E-44.71 to 169.21

Plus incidental amendments to Map 10.

- B. The proposed clause 37.2 to be removed and replaced or returned to the original permanent speed uplifting for the Clutha River as previously gazetted 3 February 1990.

37 Clutha River/ Mata-Au

37.1A Subject to clause 37.4, a permanent speed uplifting shall apply to the Clutha River / Mata-Au.

37.1 No person may navigate a power-driven vessel under the Albert Town Bridge except in accordance with the following rules (or as may be directed by the Harbourmaster):

(a) power-driven vessels proceeding downstream must be navigated through the third arch of the Albert Town Bridge from the true right of the bank of the Clutha River / Mata-Au;

(b) power-driven vessels proceeding upstream must be navigated through the fourth arch of the Albert Town Bridge from the true right of the bank of the Clutha River / Mata-Au.

~~37.2~~

~~37.3~~

37.2 Between 1 December and 30 April no Commercial Vessel may proceed at any speed exceeding 5 knots in the area between the Outlet Camping Ground (GPS -44 39 45 N, 169 08 55 E) and the Albert Town Bridge (GPS -44 40 51 N, 169 11 26 E) unless expressly authorised to do so by a resource consent issued by Council.

Table 1 – Speed Upliftings

Amendments to Table 1 Clutha River/ Mata- Au to give effect to the relief sought in the submission.

- C. Subject to clarification of the reasoning behind the proposal, as discussed above, the definition of lifejacket reinstated to be consistent with Maritime Rules Part 91:

6 Interpretation

6.1 ...

Lifejacket means any serviceable buoyancy aid that is designed to be worn on the body and that is certified by a recognised authority as meeting:

- (a) type 401, 402, 403, 404, 405, or 408 in NZ Standard 5823:1989 or NZ Standard 5823:2001 or type 401, 402, 403, 404, 405 or 406 in NZ Standard 5823:2005; or
- (b) a national or international standard that the Director is satisfied substantially complies with types 401, 402, 403, 404, 405, or 408 of the NZ Standard 5823:1989 or NZ Standard 5823:2001 or type 401, 402, 403, 404, 405 or 406 in NZ Standard 5823:2005.

- D. Amendments to clause 19 to give effect to the relief sought in the submission.

2. JBNZ also seeks the consequential amendments to the maps and schedules in the Bylaw in accordance with the proposed submissions above.

General Submission

JBNZ submit the bylaw will in parts be difficult to enforce and will therefore be ineffective.

JBNZ reserve the right to respond and speak to any other matters raised during the submission process that may impact on jet boating on rivers in the region.

Jet Boating NZ reserves the right to speak at the hearing and produce additional information supporting the submission set out above.

JBNZ confirms it wishes to present to the Council in support of this submission.

Ronald Clearwater

Ronald Clearwater

For

Jet Boating New Zealand Inc

October 2024

**Material received and recognised by the Hearings Panel
at the 25 November 2024 hearing**

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER of the Local Government Act 2002

AND

IN THE MATTER of the Maritime Transport Act 1994

AND

IN THE MATTER of the Queenstown Lakes District Council draft
Navigation Safety Bylaw 2025

SUBMITTER **JET BOATING NEW ZEALAND INCORPORATED**

**EVIDENCE OF GARTH MCMASTER IN SUPPORT OF JET BOATING NEW
ZEALAND INCORPORATED SUBMISSION
Dated 21 November 2024**

FLETCHER [REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
Solicitor: CB Thomas

1. My full name is Garth Richard McMaster.
2. I have been a member of Jet Boating New Zealand (**JBNZ**) for 45 years.
3. I have been a member of the Otago/Southland jet boating branch committee for the past 30 years, which includes the Queenstown Lakes District. I was President of the National Executive from 2012-2014 and have been formally involved in the organisation for the last 15 years. I am now currently on the JBNZ National River Committee which deals with river issues and access.
4. My introduction to jet boating was at a very young age through family friends who would take us on local river runs organised by JBNZ. Our family are keen outdoors people and jet boating has enabled us to explore remote rivers and lakes throughout the country.
5. Jet boating has enabled large numbers of New Zealanders the opportunity to experience our lakes and rivers which some of these people would not otherwise been able to have experienced through age and disability.
6. I am in support of JBNZ submission on the Queenstown Lakes District Council Draft Navigation Safety Bylaw 2025 and am authorised by JBNZ to give this evidence on its behalf.

Jet boating in the Queenstown Lakes District

7. In the Queenstown District there are a very large number of jet boating options, with a number of interesting and challenging rivers with speed uplifts. Those rivers are varied and provide opportunities for recreational jet boating at almost all skill levels.
8. Recreational jet boaters come to the Queenstown Lakes District from all over the region and country. It is hard to identify a typical type of jet boater but there are many families (multiple generations) and friends who explore the rivers and their surrounds. This can include fishermen and women getting well upstream to a new or favourite fishing hole or hunters heading to a block that would otherwise only be accessible by helicopter or a long walk.

9. Recreational jet boats (or pleasure craft) operate alongside commercial operators chasing 'thrills'. I am aware of very little (if any) conflict between the two. As Ms McNabb says in her evidence, it is important to recognise the differences between commercial jet boats and pleasure craft and that spending a day in a recreational jet boat is not the same experience as, say, the Shotover Jet.

The Clutha River

10. I support a speed uplifting for the entire Clutha River in the Queenstown Lakes District, including the section of river from the Lake Wānaka outlet to the Albert Town Bridge.
11. The Clutha is a popular river amongst jet boaters and is not a difficult river to drive a jet boat on. JBNZ's Rivers Handbook grades the Clutha as Class 1, easy boating, suitable for beginners and family boating.
12. The section from the Lake Wānaka outlet to the Albert Town bridge is up to 200 meters wide, deep and not particularly hazardous.
13. What many people do not realise is that a 5-knot restriction on the Upper Clutha between November and May could make it difficult to navigate the river in a jet boat. This is because a jet boat is at its most manoeuvrable when operating on the plane.
14. A jet boat is propelled along by the pressure of water out of the jet unit, like a pump. The water at the outlet of the pump has a deflector on it which steers the boat and the more you pump the better it steers. In full displacement mode, your boat is usually sitting up to 700 to 800mm in the water making it very lazy to respond to steering. However, if you are on the plane, which would normally be happening above 15 to 20 knots, the boat is up on top of the water, with between 50 to 100mm in the water, and steering is far more responsive making for easy navigation and, if necessary, responses to hazards.
15. Idling down the river in full displacement mode, staying below the 5-knot speed limit, can be dangerous as the boat needs water pressure to steer away from rocks and banks. Additionally, if you cannot get on the

plane you may hit the bottom (grounding). I realise grounding is a lesser issue in the Clutha but it can be more problematic in rivers like the Hunter.

16. The Upper Clutha provides options, particularly for those people in Wānaka township, to access to the Clutha conveniently. Currently, recreational jetboaters need to use the Albert Town Bridge boat ramp to access the Clutha River close to the Lake. The Albert Town Bridge boat ramp becomes highly congested over the Christmas period both in the water and on land. Boats travelling upstream (currently commercial craft only) move to the right of the river to pass oncoming traffic, which is towards the launch area by the boat ramp on the true left bank. This potential bottlenecking can be a safety risk. This risk could be reduced if some boats could be launched into Lake Wānaka and travel downstream from the outlet.
17. JBNZ does not support the prohibition on jet boating other than by a commercial operator with a resource consent on the Upper Clutha from 1 December to 30 April.¹ JBNZ does not oppose allowing commercial operators to use the Upper Clutha but it is not aware of any navigation safety reason why the traffic on the river should be limited this way. I have been advised JBNZ has contacted the commercial operators and reviewed the submissions and as far as it knows they are not actively seeking the exclusive use of the river by commercial operators.

The Hunter River

18. I support a year-round speed uplifting on the Hunter River. I am not aware of any navigation safety grounds to limit this.
19. Over the years, I have spent a lot of time on the Hunter River fishing and picnicking with family and participating in organised river runs by JBNZ. I have also used the Hunter River to access hunting blocks in the area. Access to these remote areas by land is difficult and it is why it is more convenient to access the river by boat.

¹ See cl 37.2 of the Draft Bylaw.

20. Boating on the Hunter River is often highly dependent on the conditions because you have to travel 30 minutes across Lake Hāwea, which chops up most afternoons. This naturally limits the number of boats on the river, regardless of the time of year.
21. JBNZ's Rivers Handbook grades the Hunter as Class 2 with a wide-open riverbed and deep pools separated by shallow shingle beds and runs. The Hunter is an ideal jet boating river as it can be boated with minimal boating experience and is wild and scenic.
22. The point I made earlier, about the need to be on the plane to avoid groundings, is relevant on the Hunter. If you stop you might need 500mm to 750mm of water to float, and in parts the Hunter is shallower than that – this ability to boat shallow water is the advantage and beauty of jet boating, allowing these types of rivers to be accessed.
23. The Hunter River is a braided river around 200 - 500m wide from bank to bank, is relatively straight and is 2 - 3 meters deep in the main channel. This means there is good visibility and jetboaters can see non-motorised craft and fishermen and women who may be standing in the river clearly. It does not matter what speed you are travelling, the skipper always needs to be aware of the surroundings. Being alert is crucial when in a jet boat because you are always 'reading the river' as you make way.
24. The width of the river also provides enough room to pass and manoeuvre effectively and safely (when on the plane). If the conditions were poor enough to affect visibility it is unlikely you would be boating on the Hunter as you would not be able to get across Lake Hāwea.

Lifejackets

25. I understand the Draft Bylaw defines *lifejacket* to effectively require everyone to move to a PFD406 standard, which can have a neck collar attached for holding your head above water in the case of being unconscious in the water. JBNZ recommend this style of personal floatation device (**PFD**) as well as PFD402 and PFD 408 because of the

risk of impact with a shingle bar or high bank while jetboating as you may end up in the water unconscious.

26. On the other hand, the PFD406 is not always suitable for water sports, e.g. biscuiting or skiing. I am told that the definition of 'lifejacket' in the Draft Bylaw would mean that a skier being towed behind a jet boat would not be allowed to wear a specialised skiing PFD. This seems over the top to me as the PFD406 are generally unsuitable for these activities.
27. While it does not affect jet boating (because it is comfortable with the PFD406) JBNZ struggles to understand what the point of this change to definition is. It therefore alerts you to these potential issues for the Panel to consider.

Communication devices

28. I am told cl 17 Draft Bylaw requires two forms of communication device on a boat at all times. I understand this includes personal locators beacons, radios and cell phones.
29. Many Queenstown Lakes rivers are remote and that impacts the types of communication device that are suitable. For example, in my experience boating on the Hunter River, there is no cell phone reception. While I would usually take my cell phone on the boat, I rely on a VHF radio and personal locator beacon as my forms of communication. However, even the VHF radio may not have coverage all the time and in all locations. This will be true for a number of the rivers in the district.
30. JBNZ supports the carrying of at least two forms of communication, which is also required by the Maritime Rules. What it wishes to ensure is that the interpretation by Council recognises both pieces of equipment may not be able to perform communication functions from all areas where a jet boat is operating and pragmatically interprets this clause.

Garth McMaster

21 November 2024

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER of the Local Government Act 2002

AND

IN THE MATTER of the Maritime Transport Act 1994

AND

IN THE MATTER of the Queenstown Lakes District Council Draft
Navigation Safety Bylaw 2025

SUBMITTER JET BOATING NEW ZEALAND INCORPORATED

**BRIEF OF EVIDENCE OF KATHERINE ANN VALENTINE MCNABB IN
SUPPORT OF JET BOATING NEW ZEALAND INC'S SUBMISSION
21 November 2024**

FLETCHER VAUTIER MOORE
LAWYERS

A large black rectangular redaction box covering text in the bottom right corner of the page.

Solicitor: CP Thomsen

1. My name is Katherine Ann Vallentine McNabb.
2. I have been asked by Jet Boating New Zealand Incorporated (**JBNZ**) to provide expert evidence on navigation and safety in support of its submission on the Queenstown Lakes District Council Draft Navigation Safety Bylaw 2025.
3. I have the following relevant experience and qualification in navigation safety matters.
4. I have been sailing/power boating since 1960 and a commercial skipper since 1995.
5. My boating experience includes, keelers (commercial and recreational), jet commercial and recreational, and passenger craft up to 24 metres on inland and coastal waters and offshore of the North and South Islands. I have owned a commercial jet boating business and a charter yacht. I am currently the race tactician on a Farr 10m.
6. For the last 16 years I have been back living in the Marlborough Sounds, which I regularly boat. This area comprises 1/6th of New Zealand's coastline with an extraordinary variety of craft and conditions.
7. I have been a Royal Coastguard Boating Education tutor for 16 years, including tutoring foundation level recreational through to commercial certifications, preparation for Part 35 Maritime Rules qualifications and the Certificate in Domestic Marine Operations course for Skipper Restricted Limits. I am also a member of the Course Development Committee and was a director of Coastguard Boating Education from 2011 - 2020.
8. I have been the chair of Jet Boating New Zealand Nelson/Marlborough Branch since April 2023. I was the National Rivers Officer for Jet Boating NZ from 1999-2004 (under the name Jameson).

9. I hold the following qualifications:
- (a) Maritime NZ Inshore Launch Master, which includes any craft up to 24 meters, to 20 nautical mile limit.
 - (b) High speed endorsement for Maritime NZ Inshore Launch Master.
 - (c) Local Launch Operator Maritime NZ.
 - (d) Royal Yacht Association International Certificate of Competency for Sail, up to 200 tonnes.
 - (e) Royal Yacht Association International Certificate of Competency for Power up to 10 metres.
 - (f) Royal Yacht Association Coastal Skipper, Yacht.
 - (g) Radar Operators Certification.
 - (h) MROC Radio Operators Certification.
 - (i) Boat Master Coastguard Boating Education.
 - (j) Licence to Operate a Jet Boat, Q.L.D.C. 1995.
 - (k) I am a Maritime NZ safe Boating Advisor and have been since 2004.
10. I have won the following awards and trophies:
- (a) Jet Boating NZ (formerly NZ Jet Boat Association) National Rally Lady Hamilton trophy 2003, runner up 2000, 2001, 2002, 2004, 2005.
 - (b) Jet Boating NZ First Team National Rally 2003.
 - (c) Autographic Best Presented and Prepared Boat National Rally 2002 and 2003.
 - (d) Canterbury Jet Boater of the Year 2004.

- (e) Canterbury Branch NZJBA Lady's trophy Rally Series, 2002, 2003, 2004, 2005 and 2006.
 - (f) Canterbury Branch NZJBA Waimakariri Ladies Challenge 2002, 2003, 2004 and 2005.
11. I am very familiar with the Queenstown Lakes District's rivers and have boated them extensively. I have a house in Wanaka that brings me to the district regularly. I had a jet boat there until last year.
 12. I have been recognised as an expert witness in the Environment Court since 2002. My specific area of expertise has been the interface of the Resource Management Act 1991 and navigation safety rules in jet boating.
 13. While this is not an Environment Court hearing, I have been asked to confirm that I have read and agree to comply with by the Code of Conduct for Expert Witnesses in the Environment Court's Practice Note 2023. This evidence has been prepared in accordance with that Code. I confirm that the opinions I express in this evidence are within my expertise and represent my true and complete professional opinions. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express. The evidence I am giving is within my area of expertise, except where I state I am relying on the opinion or evidence of others. I understand it is my duty to assist impartially on relevant matters within my area of expertise.
 14. As noted above, I declare that I am the chair of the JBNZ Nelson/Marlborough Branch.

Introduction and Scope of Evidence

15. I have read and examined the Queenstown Lakes District Council Draft Navigation Safety Bylaw 2025 and the Statement of Proposal, which includes options considered.
16. I have also reviewed the submissions.

17. The purpose of this evidence is to explain and provide further information on the matters raised in JBNZ's submission, which I helped to prepare.

Navigation

18. The Admiralty Act 1973 was enacted to establish navigation safety rules in relation to inland waters, i.e. 'the waters of any lake, river or stream.' This Act applied to any vessel that could be used for navigation. These rules were followed by the Water Recreation Regulations 1979, which were made under the Harbours Act 1950. In March 2003, the Regulations were replaced by Part 91 of the Maritime Rules made under the Maritime Transport Act 1994 (**MTA**).
19. Rivers were being boated twenty years prior to the application of the Water Recreation Regulations 1979.
20. Because of the application of coastal rules putting in place speed restrictions within 200m of the shore, structure or structure and 50m of another vessel or person, by default jet boaters found themselves boating unlawfully when boating up a river at a speed over 5 knots. To remedy this situation, it was necessary to uplift the speed and separation clauses of the Water Recreation Regulations, clauses 7(1) and (2), which are now replaced with Maritime Rule 91.6(a) and (b). In the Queenstown Lakes District (formerly Lakes District) the uplifting of the regulations took place on 13 February 1990. This illustrates that the 5 knot speed restrictions for jetboaters in the Queenstown Lakes District is a historical anomaly.
21. Regional and district councils did not have bylaws until 2003, except for those with a grant of control that declared their rivers and lakes to be harbours. These areas were Bay of Plenty, Queenstown Lakes District, Bon Accord Harbour and Northland. Maritime NZ had the jurisdiction to control navigation before 2003 (and still have it for a large amount of the country). Those areas with a grant of control had that mechanism repealed on 27 January 2003.

Key Issues

Skipper Responsibility

22. Navigation on rivers is less complex than on open water. On rivers you only navigate in two directions, up and down, as specifically provided for in Maritime Rule Part 91.17. Navigation and rule application is more complex on open water, in that you will be following the rules for boats of many varieties approaching from all directions of the compass and at different speeds. However, on rivers or on open water, boaters on the water must know the rules. It is similar to cyclists on our roads, who must know the rules and abide by them, even though they are not required to hold a licence. Skipper responsibility is paramount.

Consistency is Key

23. Consistency with other areas in the country is important. For example, to date we have seven different life jacket rules throughout the country, which is unhelpful and confusing. The approach to river boating must also be consistent so jet boaters, who as trailer boaters, are very mobile and can boat and know the rules wherever they are. I do not agree the rivers in the district are unique in a way that rebuts this presumption.
24. Additionally, I am concerned that complex rules make for complication for the regulators and difficulty around communication with the public.

An uplifting does not mean unlimited speed

25. Generally, upliftings should apply from the source to tidal influence.
26. It is important to recognise that a speed uplifting does not mean unlimited speed. There are other practical and legal considerations that control the speed watercraft can travel on a waterway, as will be discussed below. You boat to the conditions wherever you are.
27. In JBNZ's submission, the section 'Navigation Rules' discusses the Rules of the Road at Sea. The Rules of Road at Sea are

internationally agreed rules that control matters relating to navigation safety, including, importantly, the avoidance of collisions.

28. All boating, nationally and internationally, is governed by Collision Regulations, which, in New Zealand are found in Maritime Rules Part 22. The submission sets out rules 22.5, 22.6 and 22.9, which provide:

Maritime Rules Part 22 Collisions Regulations

22.5 Look- out

Every vessel must at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make full appraisal of the situation and the risk of collision.

22.6 Safe Speed

Every vessel at all times must proceed at a safe speed so that proper and effective action to avoid a collision can be taken and the vessel can be stopped within a distance appropriate to the prevailing circumstances and conditions.

22.9 Narrow channels

A vessel proceeding along the course of a narrow channel or fairway must keep as near to the outer limit of the channel or fairway which lies on its starboard side as is safe and practicable.

29. Further to the international collision rules, we have Maritime Rules Part 91, which is the model bylaw for the regions of New Zealand. Part 91 is to be used in conjunction with Maritime Rule 22.

Maritime Rules Part 91 Navigation Safety Rules

91.17 River Safety Rules

A person in charge of a vessel on a river must

- (i) *Ensure that the vessel keeps to the starboard (right) side of the river channel: and*
- (ii) *If going upstream, give way to any vessel coming downstream; and*
- (iii) *Not operate the vessel unless river and weather conditions permit safe operation of the vessel.*

- 30. Local bylaws cannot be inconsistent with Maritime Rule 22 or Maritime Rule 91.
- 31. It is the responsibility of a boats' skipper to comply with these rules at all times, regardless of whether the boat is commercial or private or the speed it is travelling. The rules are international and simple to understand as they relate to jet boaters and ties into the point I made above about skipper responsibility.
- 32. I note that in 2018 Louise Dooley of MNZ alerted QLDC to concerns about the proposed bylaw's lawfulness, as it related to commercial craft. I attach a copy of that email as Appendix 1.

Perceived Problem – navigation safety

- 33. The Statement of Proposal broadly defines the perceived problem very generally as 'navigation safety' and then says a number of specific safety problems have been considered.¹ I agree that a bylaw is an appropriate way of addressing navigation safety in the Queenstown Lakes District, alongside Rule 91 (which the bylaws must be consistent with).

Jet Boaters, Safety and Records of Incidents

- 34. Jet boaters want to come home safely at the end of each day just as any other boater.
- 35. It is important to recognise that the perception of jet boating by many people does not reflect the reality of how most people jet boat. Jet

¹ Page 15 and page 124 of the Agenda.

boating is a family activity. The face of commercial jet boating and its associated thrills are as far removed from family jet boating as Sail GP and foiling sailing is from the participants in local mixed fleet yacht racing. The perception of a high-risk activity is exaggerated and does not reflect the reality of the activity.

36. Over the years, I have observed that family jet boaters are often from the older age demographic for two main reasons, firstly the degree of skill required and secondly because they are expensive in comparison with boats of a similar size for open water use. This is a limiting factor for the activity.
37. Jet boating, as with sailing, requires considerable skill, in that you need to learn how to read water and understand river morphology in order to progress up and down a river. As the skipper of a jet boat, you are always looking for passing points and pools to wait in wherever you are boating. I note Rule 22.5 - keeping a proper lookout, see above.
38. Most people are unaware that jet propelled craft abound on New Zealand waters. Many rescue craft around our coasts use jet propulsion because it gives a degree of handling capability and safety that no propeller driven boat can achieve and there is nothing in the water to hurt a person or hit an object i.e. a propellor. Jet craft can stop in the length of the boat and have an excellent reverse system as well. All jet craft regardless of size, can turn in their own length at displacement, whether they are 4 metres long or 40 metres long. Jet propulsion is the choice of the Police, NZ Customs, ferries, military, port pilots, fishing boats and aquaculture work boats throughout NZ.
39. Jet boaters do not wish to have a collision with an object, log/rock let alone another vessel. Perceptions around speed and danger are just that, perception not reality.
40. There is no evidence that I am aware of that demonstrates a raised risk of collisions or other mishaps on Queenstown Lakes District Council rivers. Perception that something is dangerous is just that. When examined, a view of boating behaviour by a trained person

using the legal framework may show that the boater was behaving in a lawful manner.

41. It is a requirement of the MTA section 31 that all incidents and accidents be reported to MNZ. Part 6 of the 2018 Bylaw and Draft Bylaw include requirements to also report incidents and mishaps to the Harbourmaster. This incident reporting is very important as it drives education and legislative changes.
42. I made a request under the Local Government Official Information and Meetings Act for accidents and incidents reported involving powered and unpowered vessels or people on the Upper Clutha River, from the Lake Wanaka Outlet to the Red Bridge at Luggate, and also the Hunter River. The answer to that request demonstrates that before the prohibition on the Upper Clutha was put in place by the 2017 bylaw, any incidents were not about harm but related to regulatory matters, such as complaints about operation of craft outside the regulatory 'windows'.²
43. I also made a request to MNZ on the 18 October 2024 regarding incidents on the Upper Clutha and Hunter Rivers. The response, which covers the period from 2010, some fourteen years, are the only records available.
44. The majority of accidents and incidents involve commercial craft on the Clutha. The only incident involving a pleasure craft was a rescue of two paddleboarders who had become tangled in a buoy.³
45. There are no incidents reported from the Hunter River.
46. Nationally, there are no records of jet boaters hitting swimmers anywhere.
47. While there is a perception that some private boaters (non-club) create an added risk on rivers the data available to me does not back that up. I am now seeing the third generation of several families

² Copies of the incident reports can be provided if required and helpful.

³ Ibid.

driving jet boats. It is also my experience that many of the boaters I encounter are vastly experienced, having both many years of experience, on a wide variety of rivers and some having taken formal boating education.

48. Therefore, in my view the absence of reported incidents involving privately owned jet boats means there is no evidence of there being a navigation safety issue that justifies the prohibition of private craft from any part of the river and, as discussed below, there are grounds for putting in place a speed uplift for the entire year on the Clutha and Hunter Rivers.

The Hunter River

49. I am familiar with the Hunter River and have boated it. The Hunter River is described by Mr McMaster and I agree with his description, particularly the ability to identify hazards.
50. I do not understand the justification for uplifts on the Hunter from 1 November to 12 December and 10 March to 30 April only.⁴
51. The Hunter River is remote and boating is permitted under the District Plan. JBNZ classify the Hunter as a class 2 river that is suitable to boat after one season's experience. The river's size and morphology mean there are no navigation safety hazards or issues beyond those that are routinely found on rivers. Its isolation and the need to cross Lake Hawea mean that it is not heavily boated. Thus, skippers with a knowledge of the Rules and boating lawfully can safely navigate the river at more than 5 knots, including if there are people fishing on the river. I can see no reason why the river would be less suitable to boat at more than 5 knots outside of the uplift periods.
52. The Queenstown Lakes District Council (**QLDC**) report on the Navigation Safety Bylaw Draft 2025 at page 41, paragraph states that JBNZ's proposed "amendments not accepted on the basis of concerns to fly fishers". I am unclear what these concerns are.

⁴ See Draft Bylaw Schedule 2 Table 1.

53. This river is rarely boated because of its location. The lake crossing is treacherous with sudden weather changes. No incidents or accidents have been reported to Maritime NZ either before or since the original full six-month uplifting trials done 19 years ago.
54. The presence of higher numbers of river users is not a reason in itself to conclude an uplift is inappropriate. I note there are no similar concern expressed for the Dart, Kawarau, Lower Shotover, Wilkin, Makarora or Matukituki, all of which see fishing (and other recreational activities) co-existing with jet boating, often in greater numbers.
55. The Hunter is the only river in the district that does not have a commercial jet boat operation on it. However, there are commercial fly-fishing guides.
56. I have been actively involved in discussions about the controls on the Hunter River for more than 20 years. My understanding is that the arrangements on the Hunter have been the same or similar over that time.
57. From 2002 – 2005 there were up to three trial uplifts on the Hunter River obtained by JBNZ. While those uplifts were some time ago, relevantly for this process in a letter of February 2004 the uplifts were opposed by Fish & Game. It made the point that the “real issues” were the impact of jet boating on wilderness and recreation values.⁵
58. A Wanaka Community Board Report dated 23 March 2004 discussed the safety issues on the River and said:

2 Navigational Issues.

Although in some respects the Hunter River is demanding Jet [sic] boating with numerous braided shallow areas the actual navigational issues are not serious.

...

3 General Safety Concerns

⁵ See attached at Appendix 2.

The only real safety concerns are the access to the river across Lake Hawea in inclement weather which makes the lake can be nearly impossible to navigate safely by Jet boat.

The other concern is the isolation of the area in that if a problem occurs it could take the best part of a full day to walk out for help at Hunter Valley Station.

These issues are however no different to other rivers around the Country and do not affect any decision on the speed restriction for the river it's self [sic].⁶

59. It is therefore hard for me to reconcile the restrictions on the Hunter River, given the absence of demonstrable navigation safety issues.
60. In my view it is time to have another look at the Hunter and assess what navigation safety issues are present so a proper assessment of the potential for a longer uplift can be assessed and provided for that is consistent with the District Plan. For the reasons I have set out above (and were noted by the old community board) there are few safety concerns that would prevent that happening.

The Clutha River

61. The Clutha River is a Class 1 river as it easy to boat and suitable for beginners and family boating. Jet boaters can easily travel around 44 kms from the Lake Outlet right down to the Lindis Pass Junction. QLDC uplifted this section of the river on 13 February 1990, and this included time restrictions on boating above the Albert Town Bridge.
62. Recreational jet boating in the Upper Clutha usually takes place for a short period of time during the summer months.
63. I recognise Council's concerns regarding the safety of other river users, however this risk has been overstated. Jet boaters must be aware of their surroundings at all times and, as Mr McMaster's evidence discusses, whilst up on the plane jet boaters can manoeuvre their boats in a safe manner. As noted above, there are

⁶ See attached at Appendix 3, unnumbered at second page.

no records of accidents involving recreational craft above the Albert Town Bridge and there have even been times where jet boaters have come to the aid of other river users.

64. Recreational jet boating is a lawful activity and its regulation in bylaws has historically been confusing, inconsistent and the navigation safety justification unclear. The Environment Court recognised in relation to the Kawarau River that the navigation safety framework (Maritime Rules) was robust and allowed for various river activities to coexist safely.⁷
65. I bring your attention to this example because the Upper Clutha would not be used as intensively as the Kawarau River and as Mr McMaster's evidence explains this stretch of river would likely be used to access the rest of the Clutha.

Katherine McNabb

21 November 2024

⁷ See e.g. *Kawarau Jet Services Holdings Ltd v Queenstown Lakes DC* [2010] NZEnvC 419.

APPENDIX 1

Dear Mr Webster

Thank you for forwarding to Keith Manch on 6 August 2018 the draft amendment to the QLDC navigation safety bylaw for comment. I note that these bylaws are currently being publicly consulted. This feedback is being provided in accordance with s33M of the Maritime Transport Act, which is aimed at ensuring that Councils do not adopt bylaws that are contrary to national navigation safety legislation.

In that context, there is just one matter that Maritime NZ believes may not be in alignment with the Maritime Transport Act. It is in respect to the requirement that powered vessels are expressly authorised to operate under a resource consent issued by the Council. This appears to be a form of licensing and limits the time and number of trips during a specific date range. In terms of the requirement to be authorised by a resource consent, this may be problematic if it is interpreted as covering commercial as well as recreational vessels. Under s.33M(2)(c) of the Maritime Transport Act a navigation bylaw may not impose licensing requirements in respect of any aspect of commercial shipping operations that is subject to any requirement contained in any maritime rule. The intention of the bylaw is clear, but to whom it applies (that is, recreational or commercial vessels (or both)) is less so. If commercial vessels are covered by the restriction, alignment with the s.33M(2)(c) requirement may need to be met by Council to avoid these bylaws being ultra vires.

Yours sincerely

Louise Dooley
Principal Policy Advisor

APPENDIX 2

44

27 February 2004

The Chair

Wanaka Community Board

Queenstown Lakes District Council

Private Bag 50072

Queenstown

Dear Sir,

Hunter River 5 Knot Speed Limit

Fish and Game understand that the question of boat speed limits on the Hunter River is to be discussed at the Community Board's meeting on 1 April 2004. Fish and Game have a strong interest in this matter and at its Council meeting on 14 February 2004 confirmed its longstanding opposition to a change to the current situation.

Speed limit issues on rivers in the Upper Clutha catchment have been the centre of discussions over many years with anglers and other passive water users supporting restrictions whilst on the other hand motorised craft and jet boat enthusiasts continue to push to get restrictions removed.

The Hunter River has been the focus of recent debate with the NZ Jet boat Association pressing for the removal of the 5 knot speed limit which has, in turn, prompted your Board and the QLDC to approve two trial uplifts. As far as we can determine there has been no monitoring and reporting on these trial uplifts and so at this stage there is no additional information available to assist with your decision-making.

The real issues in our view are the effects on wilderness and recreational values, and safety considerations. Some recreational activities, such as jet boating, are dominating uses and adversely impact on or drive out other recreational users. This is the nub of the issue.

Despite the speed limit on the Hunters there is a modest level of non-complying jet boat use on the river during the summer period but there is no commercial use at this stage. We understand the argument in support of a speed limit uplift is that it is a way of legalising the existing unauthorised use. We trust this contradictory view will be given no weight in decision-making on the issue.

The Hunter River supports a nationally important backcountry or 'wilderness' trout fishery. It is characterised by low angler densities, a remote location, a highly scenic setting and little human intrusion in terms of development or mechanical transport.

The Fish and Game's Sports Fish and Game Management Plan for Otago identifies as an objective, the maintenance of a spectrum of recreational angling opportunities in the region. These range from readily accessible, highly used and modified angling settings to

remote, low density and unmodified settings. Fisheries at the 'backcountry' or 'wilderness' end of the spectrum are at risk from growing development pressures and increases in user density which are a feature of the Southern Lakes at present. Those pressures on rivers such as the Hunter need to be actively managed if the key characteristics of value to anglers and other recreationalists are to be maintained. Boat speed limits are a mechanism which can help limit pressure on backcountry river fisheries. A Sports Fish and Game Plans is a recognised plan in terms of section 74 of the Resource Management Act.

In conclusion we submit that the Hunter Valley is a very special backcountry area that deserves protection from over-use and dominating water uses such as jet boating. We consider the 5 knot speed limit should stay in place on the river throughout its length to help provide that protection. The option of a partial uplift on the lower reaches of the Hunter was considered but rejected. The Hunter is the only major river in the Wanaka/Hawea area that has a boating restriction in its entirety and it is desirable that the status quo should remain. We note that the river is still able to be boated by way of one-off speed limit uplifts. This offers a practical way of allowing all recreational uses access to the river.

Yours faithfully

Niall Watson
Manager

APPENDIX 3

QUEENSTOWN LAKES DISTRICT COUNCIL

Wanaka COMMUNITY BOARD

FOR MEETING 1ST APRIL 2004

REPORT FOR AGENDA ITEM:

SUBMITTED BY: Harbourmaster & Operations Manager - Wanaka

REPORT DATED: 23rd March 2004

HUNTER RIVER REPORT

PURPOSE

To advise the Board of the recent trip up the Hunter and to recommend a way forward for future management of river.

BACKGROUND

At the October 2003 Wanaka Community Board meeting, the issue of the 5 Knot speed limit on the Hunter River was considered. At that meeting the Board resolved to leave the matter lying on the table pending further information being provided following an inspection trip on the river.

Because the weather was un-cooperative, no further information was able to be provided for either the November or December meetings and at the December meeting the Board resolved to recommend to full Council at their December meeting that the 5 knot limit be uplifted from 20 December 2003 to 1 February 2004.

Uplifting the speed restriction on this basis provides little information to Council other than that provided anecdotally by some users and consequently we still have little real data or information as to actual effects of the speed uplifting other than it appears when weather conditions are suitable groups of up to 12 Jet boaters do access the Hunter River on occasion.

Historically a group of keen Jet boaters/fishermen from Southland have for a period of over twenty years accessed the Hunter on the opening of high country fishing season, letters are attached to this agenda regarding their thoughts on the river. .

Also attached to this report is a copy of an article by Ms Katie Jameson (Rivers Officer for New Zealand Jet boating) regarding a trip on the Hunter River.

For the period of uplifting this year, inclement weather with strong N/West winds for most of December/January saw few Jet boaters actually accessing the river.

The planned inspection trip was finally undertaken on the afternoon of the 18th of March 04.

Jeff Donaldson, Chairman of the Otago Branch of Jet boating New Zealand kindly provided his Jet boat and along with Jeff the participants were Cliff Halford from Fish & Game, John Taylor from the Guardians of Lake Hawea and Marty Black - Harbourmaster.

Due to the high lake level (345.7) access into the river was easy with the river running higher than normal from recent rain but nearly clear in colour. The higher than normal river level meant that the river flow was braided and made for demanding Jet boating especially when travelling downstream. Also very noticeable when travelling downstream is the altitude that the river climbs in a relatively short distance from Lake Hawea.

The following issues were considered during and after the trip. In the case of the fishery aspect, a report from Fish & Game – Otago is attached to this item which was written prior to the inspection.

1 Fishery Issues.

- See attached report.

2 Navigational Issues.

- Although in some respects the Hunter River is demanding Jet boating with numerous braided shallow areas the actual navigational issues are not serious.
- The path upstream to the Long Flat Creek confluence there is no issue with visibility, as one can see clearly two to three hundred metres ahead when travelling either upstream or downstream. Above Long Flat Creek confluence visibility may half this distance but this could dependant on the river flow and the location in the bed of the river. Due the narrow width of some of the channels if passing a fisherman Jet boats would have effect especially in low river flows.

3 General Safety Concerns

The only real safety concerns are the access to the river across Lake Hawea in inclement weather which makes the lake can be nearly impossible to navigate safely by Jet boat.

The other concern is the isolation of the area in that if a problem occurs it could take the best part of a full day to walk out for help at Hunter Valley Station.

These issues are however no different to other rivers around the Country and do not affect any decision on the speed restriction for the river it's self.

SIGNIFICANCE OF DECISION

This is not a significant decision under Council's significance policy.

CONSULTATION - INTERESTED OR AFFECTED PERSONS

Affected parties have been consulted and the following items of information are attached to this report.

A report from Fish & Game Otago

An article New Zealand Jet boating NZ

An information item and request from Jet Boating NZ

An email from Mr George Ngaei.

A letter from Mr J Smith

In addition, Mr John Taylor, Chair of the Guardians of lake Hawea gave his thoughts following the inspection trip which he participated in.

RELEVANT COUNCIL POLICIES

The following policy documents have been considered in the preparation of this report:

- The Queenstown Lakes District Council Policy Manual (2003)
- The Queenstown Lakes District Plan (Partially Operative 1998-2004)
- The relevant community plans
- The Council's "policy of significance"
- The Queenstown Lakes District Waterways Navigation and Safety Bylaw 2003

OPTIONS

There are three options available to the Board. These are;

Retain the existing 5 knot limit on the Hunter River

Uplift the 5 knot limit on a controlled basis

Uplift the 5 Knot limit without controls for a set period each year.

FINANCIAL IMPACT

There is no financial impact anticipated from any decision by the Board.

DELEGATIONS REGISTER REFERENCE

No delegations are affected by this issue.

DISCUSSION

The Partially Operative District Plan (Section 4.6 paragraph xii) recognises the importance of the Hunter River/Valley.

Para xii states;

The Hunter River, Dingle Burn and Timaru Creek – The hunter River flows from the main divide to the head of Lake Hawea. Most of the river flows over shingle river flats, becoming braided and very shallow in it lower section before entering the lake.

The Hunter River is regarded as a nationally important fishery. It is valued for it's remoteness, scenic beauty and solitude. Only the river mouth can be reached without a boat. The Hunter River is an important spawning area for lake Hawea. It may be jet boated up to the Fergusson Creek. The river is potentially available for rafting and kayaking, but access is difficult to the upper reaches.

Further, the District Plan deals with conflicts between different recreational activities (Section 4.6.2 para ii) and under section 4.6.3 Objectives and Policies, paras 4 & 5 discusses the avoidance of effects of frequent, large scale or instructive activities (4) and adverse effects of of motorised craft in areas of high passive recreational use, significant nature conservation values and wildlife habitat (5).

During the development of the Proposed District Plan Council received submissions in regard to the motorised access to a number of rivers in the district and the specific comment in Councils decision (#53) details the following;

Motorised craft are prohibited on the Hunter River during the months of May to October inclusive, to protect the trout spawning and other wilderness values. The level of activity outside of time is likely to only have a minor and temporary effect on the environment due to its inaccessibility.

Consequently, the Partially Operative District Plan section 5.3.3.5 – **Rural Areas – Rules**, para e / prohibits powered craft on specific rivers and in relation to the Hunter River states “ – **Motorised craft on the Hunter River during the months of May to October inclusive**”.

The key issue for the Board to understand is that the District Plan clearly allows motorised craft access to the Hunter River from November 1st of any year until April 30th of the following year. The 5 knot speed restriction on the Hunter River currently exists as there has never been a formal uplifting of the restriction on this river (many of the districts rivers did have the restriction uplifted in 1990 by the then Lakes District Waterways Authority) and any change to this must be made under the authority of the Queenstown Lakes District Waterways Navigation and Safety Bylaw 2003.

While we have had two trials up lifting the speed limit we still have no actual data as to numbers and effects of any long term uplifting and after consideration, the following recommendation is made which we believe will allow;

- Reasonable controlled access but while acknowledging the value of the area
- Will allow us to establish a data base on actual usage.
- Will allow better management of the unique Hunter River resource in the future.

RECOMMENDATION

That the Wanaka Community Board consider a recommendation to Council to uplift the 5 knot speed limit for a period of 3 years from November 1st until the Easter Monday of the following year subject to the following restrictions;

- 1. Any person wishing to access the Hunter River must apply to the Harbourmaster's office for a permit at least three weeks in advance.***
- 2. All parties must submit a report after the trip on the Hunter River giving details of any incidents, numbers of fishermen etc. (Blank report to be provided by the Harbourmasters office)***
- 3. Convoys of boats to be limited to maximum 5 boats.***
- 4. If any safety issue/conflict occurs between any person/users Council reserves the right to cancel access on grounds of safety pursuant to the Councils Waterways Bylaws***

** Note:

In one of the submissions received over this issue, the comment was made regarding Commercialisation of the river. In all instances, if a commercial operator was wished to operate in the area, resource consent would be required and historically all consent applications of this type have been publicly notified.

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER of the Local Government Act 2002

AND

IN THE MATTER of the Maritime Transport Act 1994

AND

IN THE MATTER of the Queenstown Lakes District Council Draft
Navigation Safety Bylaw 2025

SUBMITTER **JET BOATING NEW ZEALAND INCORPORATED**

**SUBMISSIONS OF COUNSEL FOR JET BOATING NEW ZEALAND
INCORPORATED IN SUPPORT OF SUBMISSION
Dated 22 November 2024**

FLETCHER VAUTIER MOORE
LAWYERS

██████████
██████████

████████████████████
████████████████████
████████████████████
Solicitor: CP Thomsen

MAY IT PLEASE THE COUNCIL:

1. Jet Boating New Zealand Incorporated (**JBNZ**) has submitted on the Draft Queenstown Lakes District Navigation Safety Bylaw 2025 (**Draft Bylaw**).
2. JBNZ is a volunteer-led organisation that encourages and promotes recreational jet boating throughout New Zealand. It advocates for the use of waterways by jet boaters, sharing the resource with other users.
3. JBNZ places safety as a top priority and its website says it is proud of the high standards that its members adhere to.¹ JBNZ has developed a range of guidelines for the safe enjoyment of jet boats and its events feature lessons and demonstrations to encourage new participants and improve the skills of existing boaters.
4. JBNZ's submission sets out other relevant background and information about the organisation.

JBNZ's submission

5. JBNZ's case is about demonstrating how it says the Draft Bylaw should provide for jet boating opportunities on the district's rivers.
6. JBNZ's submission focuses on two rivers, the Clutha/Mata-Au River (in its upper section) and Hunter River, where it seeks to draw your attention to issues that it says need to be reconsidered and/or addressed.
7. While its submission focused on the Clutha/Mata-Au River and Hunter River, it also has an interest in other rivers within the district with conditional or permanent speed upliftings that enable recreational jet boating. Its position is you have largely got it right with uplifts on rivers like the Makarora, Dart and Kawarau.²

¹ [About JBNZ – Jet Boating New Zealand](#)

² Among others.

8. It also submitted on clause 19 – carriage of communication devices, and the definition of “lifejacket”.
9. JBNZ’s team is myself and:
 - (a) Katie McNabb – navigation safety expert.
 - (b) Garth McMaster – experienced jet boater and JBNZ representative.

What is an uplifting?

10. Maritime Rules Part 91: Navigation Safety Rules are rules that have the key objective of setting basic national navigation standards.³ They function alongside other Maritime Rules, e.g. Maritime Rule 22 Collision Prevention and referred to by Mrs McNabb as the “Rules of the Road at Sea”.
11. An uplifting is an exception to the speed limits in Maritime Rule 91.6, which provides, most relevantly:
 - (1) No person may, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or an object) at a proper speed exceeding 5 knots:

...

 - (b) within 200 metres of the shore...
 - (6) Rule 91.6(1)(b) shall not apply to:

...

 - (e) a vessel operating in accordance with a speed uplifting—
 - (i) established under rule 91.19; or
 - (ii) established under rule 91.20; or
 - (iii) continued by rule 91.22; or

³ Maritime Rules Part 91: Navigation Safety Rules – part objective.

(iv) established for inland waters by navigation bylaw.

12. Upliftings are of significant interest to JBNZ because rule 91.6 constrains the ability to operate a jet boat safely and reasonably and is bought through into most navigation safety bylaws.
13. Rule 91.20(2), which contemplates removing upliftings, recognises that safety must not be unacceptably compromised by the creation (or retention) of an uplifting. While this is not an application under that rule, this is the lens I submit you need to view JBNZ's submission through.
14. JBNZ has been involved and interested in the district's rivers for a long time. It has actively participated in district planning processes and the making of bylaws for at least 25 years. This, we think, it gives us a helpful perspective on the development of the bylaw over time and has helped us identify a few red flags that we wish to alert you to and discuss.

Is the 5-knot speed restriction on rivers necessary to keep users safe?

15. The Maritime Rules are made under the Maritime Transport Act 1994 (**MTA**). The Draft Bylaw records their application explicitly for commercial jet boats in cl 29⁴ but all skippers must comply with the Maritime Rules.
16. In *Kawerau Jet Services Holdings Ltd v Queenstown Lakes DC*⁵ the Environment Court was determining a resource consent application for an additional commercial operator on the Kawarau River and one of the principle issues was the ability for the river to safely 'absorb' another operator. Materially for us, the Court concluded that abiding by the collision rules (including the Maritime Rules) and adopting a suitable radio protocol would mean there is no significant threat to safety.⁶ The point I want to highlight for you is the Court's reliance on the Maritime Rules to ensure safety.

⁴ I have used the clause references from Attachment D to the Agenda. The JBNZ witnesses have done the same.

⁵ [2010] NZEnvC 419.

⁶ At [219].

17. While this is important and endorsed by JBNZ, there is a subtlety with the imposition of the five knot speed restriction to alert you to.
18. To start with some fundamentals for context, subject to 9.3(b), the speed upliftings are in Part 5 and Schedule 2, cl 9.1. The Draft Bylaw requires vessels to travel at speeds not exceeding five knots within 200m of the shore, echoing Maritime Rule 91.6.
19. JBNZ say that rule 91.6 is something of an accident of history for rivers and was not explicitly made for safety reasons. It did not really contemplate how jet propulsion units would open rivers for motorised craft. Mrs McNabb can explain more about that to you. This is important because it means that for your starting point you should not assume that the speed restriction in rule 91.6 is necessary to keep users of rivers safe.
20. Rather, the history of jet boating and a correct understanding of who jet boaters are and what they do, leads to the conclusion that speeds greater than five knots are appropriate when considered alongside the full suite of navigation safety provisions and the characteristics of a jet boat:
 - (a) The navigation safety provisions are simple boating rules that manage the risk of collisions between boats, between boats and people, and between boats and non-motorised craft. Mrs McNabb will tell you more about that.
 - (b) Secondly, it is not correct to assume that slow as possible will always be the safest way to drive a jet boat (although it obviously will be sometimes). Mr McMaster can explain that to you.
21. That leads on to the issue of evidence. JBNZ often faces misunderstandings and assumptions when it comes to the recreational jet boater in New Zealand. Mrs McNabb corrects this misunderstanding very well in her evidence. The short point is recreational jet boats should not be superimposed with large commercial jet boats, whose purpose is often to provide thrills.

22. Jet boats *can* go fast. That does not mean that they always go fast or are unsafe. Jet boats are a way for people to travel up rivers into places they wouldn't otherwise be able to get to without walking in, potentially over private land.
23. Additionally, just because you can go faster doesn't mean that you will. The key is being in control and boating to the conditions. A skipper's first responsibility is compliance with the Rules of the Road at Sea.
24. As noted above, the requirements to avoid collisions are found in Maritime Rules Part 22,⁷ which, again, Mrs McNabb can tell you more about.⁸

Proper Purpose

25. The Statement of Proposal is clear that the problem this bylaw is intended to address is the management of navigation safety. It also notes the Draft Bylaw's statutory purpose of ensuring maritime safety, as provided for in s 33M MTA.⁹
26. Section 155 Local Government Act 2002 requires determinations as to whether:
 - (a) A bylaw is the most appropriate way of addressing the perceived problem - subs (1).
 - (b) What is proposed is the most appropriate form of bylaw - subs (2)(a).
27. These are substantive preliminary considerations that must be addressed in your recommendations to the full Council.
28. For JBNZ, it says, at this time, the bylaw is the correct way to address the appropriateness of speed upliftings on the rivers, rather than

⁷ Maritime Rules Part 22: Collision Prevention.

⁸ The Draft Bylaw includes a number of provisions that echo the Part 22 obligations without repeating them – in other words it is consistent with rules made under the MTA, s 33M(2)(d)(i).

⁹ You will be familiar with s 33M so I have not set it out in full.

relying on an application under the Maritime Rules to Maritime New Zealand (**MNZ**).¹⁰

29. A bylaw must not disproportionately interfere with a public right, or the bylaw will be unreasonable.
30. A bylaw must be certain and be objectively ascertainable by the reader in order to enforceable – in other words I need to know what I have to do in order to comply¹¹. I do not have many particular comments regarding drafting and JBNZ have set out most of the relief it seeks in its submissions.
31. Any exercise of its bylaw making power, including the power to amend bylaws, must be informed by the purpose for which the bylaw is made, here, navigation safety. Because of the words at the start of s 33M(1) “*For the purpose of ensuring maritime safety ...*” the bylaw cannot be for a collateral purpose (i.e. not related to maritime safety), for example managing noise or other amenity effects. Any part of a bylaw that is not expressly for maritime safety purposes would be unlawful.¹²
32. There are a number of submissions that would appear to address matters that go beyond maritime and navigational safety on inland waters.
33. JBNZ submitted on the Navigation Safety Bylaw 2018 provisions for the Upper Clutha raising the same concern. There was, as I understand it, a clear pattern of submissions that wanted the Navigation Safety Bylaw to control what could generally be considered resource management effects. While the MTA and Resource Management Act 1991 provide an integrated approach to maritime safety¹³ there is no jurisdiction for a navigation safety bylaw to consider matters beyond those in s 33M.

¹⁰ See Maritime Rule 91.20.

¹¹ See e.g. *Riddiford v Collier (No 2)* (1896) 15 NZLR 344 and *Cropp v Judicial Committee* [2008] NZSC 46.

¹² *Conley v Hamilton City Council* [2008] 1 NZLR 789.

¹³ *Southern Alps Air Ltd v Queenstown Lakes DC* CIV-2007-485-134, Panckhurst J, 17 July 2007.

34. Any submissions that address matters not contemplated by s 33M should have no influence on your decision.
35. The proper approach is for you to receive the submissions and then either record them as beyond the scope of matters that can be considered, or strike them out. The risk you will run if you take into account irrelevant considerations is when, or if, Council attempts to enforce the bylaw, the offending part of the bylaw could be struck out as unlawful.

Hunter River

36. Turning to the Hunter River, JBNZ supports uplift windows on that river but says they are too short. It is concerned the reasoning behind the timing of the uplifts may likewise have been motivated by improper/unlawful purposes.
37. The reasoning for the limited uplifting is explained in the staff report as dealing with potential conflicts between users and to provide “certainty ... to different user groups that promotes navigation safety”.¹⁴
38. The Hunter River has been of interest to JBNZ for a long time. It has actively participated in resource management and other local government processes involving that river. It also ran a trial uplift with the approval of MNZ. Mrs McNabb’s evidence includes information from around 2004 that shows potential conflicts motivating requested controls on the Hunter at that time that would more properly be dealt with in a district plan.
39. The Navigation Safety Bylaw 2009 showed in Schedule 5 an uplift from 1 November to 30 April. However sometime between then and the amendment in July 2009 or 2010¹⁵, it appears the position changes and the approach described in the staff report was adopted – i.e. remove some users (jet boats) because there are others using

¹⁴ See page 41.

¹⁵ Refer staff report at [77].

the resource and that will make things safer.¹⁶ If the reasoning has been correctly reported then, with respect, it is simplistic at best.

40. I highlight Mr McMaster's evidence that the river morphology of the Hunter River, notably its width, lack of sharp bends and multiple channels, means there is very little realistic chance of conflict between fisherman and non-motorised craft, and jet boats.
41. The concern is that this misplaced thinking continues to influence the approach to that river and there has not been sufficient scrutiny in recent years to really understand whether safety would be compromised by removing the exclusion period between 13 December and 18 March (inclusive) when the uplifting does not apply.
42. The *potential* for conflict between users by itself should not be enough. We need to understand what we mean by conflict *from a navigation safety perspective*. And then, consideration needs to be given to conflicts that might *impact* safety.
43. JBNZ says it is time for Council to look again at the Hunter River and the restrictions placed on the boating of that river and to carefully consider whether they are justified or not.
44. To summarise, on the information in front of you there is very limited evidence that demonstrates any actual conflict between users that would affect navigation safety (see next section) and instead there seems to be a presumption that the status quo must be correct.

Clutha/Mata-Au River

45. JBNZ does not oppose the recognition of commercial operators on the Upper Clutha River in the Draft Bylaw. Commercial and pleasure craft co-exist on a number of waterways in the district and can do so on the Clutha.
46. Mrs McNabb has obtained data from QLDC and MNZ on the reported incidents on the Clutha and Hunter Rivers. Mrs McNabb will be able

¹⁶ Ibid.

to take you through the detail if you wish, but what I want to highlight is the absence of incidents involving recreational jet boats and absence of conflict between recreational and commercial craft needing to be managed.

47. JBNZ says there is no navigation safety reason for the prohibition on recreational boats.
48. Unfortunately, the Statement of Proposal and the Staff Report do not provide much enlightenment. Furthermore, the submissions from the commercial operators (and people connected to the commercial operators) do not seem to be asking for this outcome.
49. Mr McMaster's evidence points out that the characteristics of the river mean the ability for motorised craft to use the river is ample. The Clutha is wide and deep, so it is very difficult to see what the issue is the Draft Bylaw is trying to manage.

Relief

50. In terms of what should be done, I accept careful thought needs to be given to how you could grant the relief sought by JBNZ on the Hunter and Clutha, particularly as to what consultation might need to be undertaken if you elect to suggest changes.¹⁷
51. It would be appropriate to exercise care on this point because, like the cases I have cited above, Council is not starting with a "clean slate" so you "could not say everything is up for review".¹⁸ However, it may be sufficient for you to reason a decision on the extent you do or do not consult further in your recommendations to Council and to therefore comply with your legal duties¹⁹ - do not fall into the trap of thinking you need to consult and it is therefore all too hard.

¹⁷ *New Zealand Motor Caravan Association Inc v Marlborough DC* [2021] NZHC 3157 (**NZMCA**) and *Nelson Gambling Taskforce Inc v Nelson CC* HC Nelson CIV-2010-442-368.

¹⁸ *NZMCA* at [63].

¹⁹ *Ibid.* at [68].

52. For JBNZ, it would prefer to see changes to the bylaw now and the issue properly scrutinised. However, it could accept further consultation undertaken in light of the issues we are raising today.

Definition of 'lifejacket'

53. Mr McMaster's evidence explains the concern around the definition of 'lifejacket'.²⁰ That concern is self-explanatory.
54. JBNZ note the potential issue is unlikely to impact its activities, as the types of lifejackets contemplated by the definition remain suitable for jet boating. The matter is highlighted in case the Council wish to reconsider the same on account of it being unworkable.
55. The reporting officers reject JBNZ's relief but propose amendments that are almost to the same effect and have the same rationale. JBNZ will confirm its position on those changes at the hearing.

Carriage of communication devices

56. Clause 19 governs the use of communication devices and is, in principle, supported by JBNZ.
57. The JBNZ submission says that if the two forms of communication equipment on a vessel must both be able to function (i.e. receive and transmit) at all times that would be unworkable. This is because the areas accessible by jet boats are often far from reliable cell phone coverage or radio repeaters, in other words they are "black areas". As you know, communication in black areas can be maintained through the use of personal locator beacons, or similar devices²¹, or satellite phones, which are contemplated in the explanatory note of cl 19. These are usually used as an adjunct to phones and VHF radios, which are a primary form of communication.
58. Unfortunately, the staff report is a little unhelpful, noting that it is not QLDC's responsibility to "ensure mobile phone or any other form of communication is available on every navigable waterway in the

²⁰ See cl 6.1 at p 52 Agenda.

²¹ Such as emergency position-indicating radio beacons (EPIRBs).

district”, and not really engaging with the issue (explained below) that sits behind the concern.

59. JBNZ’S concern comes down to interpretation of cl 19, which might be a nuance the JBNZ submission could have made clearer. What it seeks is confirmation that a sensible interpretation of clause 19 will be adopted so that when in a black area if only one piece of equipment is functioning i.e. *able to perform functions from any area where the vessel is intended to operate*²², that will not be a breach of the bylaw.
60. Adopting this interpretation of clause 19.2 would, in my view, be a fairly routine application of statutory interpretation principles – i.e. that the “equipment” referred to in the second sentence of the clause is a reference to “one form of communication equipment”. However, the same can’t be said for 19.1, which could be interpreted to require both pieces of equipment to function at all times.
61. A simple amendment to cl 19.1 would address my client’s concern²³:

The person in charge of a vessel must ensure two independent forms of communication equipment that are either waterproof or carried in a waterproof bag or container are on board for the duration of any intended voyage. ~~The~~ At least one of the forms of communication equipment must be able to perform communication functions from any area where the vessel is intended to be operated.



CP Thomsen
Counsel for Jet Boating New Zealand Inc
22 November 2024

²² Refer drafting in cl 19.2.

²³ Because cl 19.2 already requires the waterproof equipment to function from any area where the vessel is intended to be operated.

KELVIN PENINSULA COMMUNITY ASSOCIATION
NAVIGATION SAFETY BYLAW SUBMISSION

This submission is limited to the proposed removal of Ski Lanes in Frankton Arm and the widening of the Kawarau Dam Access Lanes.

SKI LANES

Historically the Frankton Arm has been a wonderful local asset for waterskiing and boating and is well loved by locals, holiday home owners and visitors alike. The district is expanding, and so is the marina; it can be assumed there will be more recreational users on the Lake over time.

The draft Bylaw proposes to remove 4 ski lanes in Frankton Arm: Frankton Beach, Frankton Arm North Side, Willow Place West Side and Loop Road; and to alter the 5th, Kelvin Grove. KPCA considers that the navigational and safety issues at Kelvin Grove are just as great, if not more so in relation to safety, as the other ski lanes in Frankton Arm which are proposed to be removed for the such reasons. Retaining only the Kelvin Grove ski lane within the Frankton Arm will concentrate more waterskiing activity at Kelvin Grove, resulting in greater conflict between multiple users of the beach, and ultimately increased safety concerns. Reluctantly, we have come to the conclusion that Kelvin Grove must be treated the same as the other waterski lanes within Frankton Arm and, if navigational and safety concerns warrant their removal, then the same should apply to Kelvin Grove.

Kelvin Grove ski lane

Kelvin Grove is used by a wide variety of the community, including swimmers, paddle boarders, kayakers, fishers, and families picnicking and playing in the water.

Over recent years, there has been markedly increased congestion at Kelvin Grove beach during the height of the summer holiday period which has raised significant safety issues for all users of the beach. We submit that, with increasing population within Kelvin Peninsula and the district generally, Kelvin Grove has outgrown its traditional use as a waterski lane to the extent that such activities within 200m of the beach creates a significant conflict between the multiple users of the beach.

It is acknowledged that Kelvin Grove's attractiveness for waterskiing is due to the fact that the beach is often more sheltered than other areas of Frankton Arm during the predominant westerly wind. However, that shelter is what also makes it attractive for more passive users of the beach, including swimmers, paddle boarders, kayakers, fishers, and families picnicking and playing in the water. In our observation, the restriction on passive recreation within the ski lane is generally ignored, as groups tend to occupy the best positions on the beach (which is permitted within the

ski lane) and recreate from there, including using powered craft. It is particularly when waterskiing and passive recreation activities combine that a serious safety issue ensues.

The combination of waterskiing and passive recreation is not the only safety issue. Other craft, such as jet skis and electric powered foil boards, also use the Kelvin Grove ski lane to exceed the 5 knot speed limit within 200m of the shoreline without towing a waterskier. They effectively just 'play' close to the shoreline. Committee members have observed near misses between these craft playing in the ski lane and approaching boats towing water skiers. Who is at fault is uncertain, as the signage is silent on craft exceeding the 5 knot speed limit, but not towing a waterskier within the ski lane.

The proposal to remove the other ski lanes within the Frankton Arm (and elsewhere) due to navigational and safety concerns will mean that Kelvin Grove will be the only remaining waterski lane in the Frankton Arm. That would result in more waterski activities being concentrated there, creating greater conflict between uses, and ultimately significantly more safety concern.

We therefore disagree that the Council's proposal to remove all the waterski lanes in the Frankton Arm except for the one at Kelvin Grove (whilst reducing the width of such at the same time) is the solution to this issue. As noted, we consider that Kelvin Grove has outgrown its traditional use as a waterski lane to the extent that such activities within 200m of the beach create a significant conflict between the multiple users of the beach. The Council's solution will compound these conflicts between multiple users of the beach.

We also submit that the nature of "waterskiing" has evolved in recent years to the extent that waterski lanes are becoming less important. Waterski technology (including wake boards, wake surf, foil boards and tubing) has been improved such that deep water starts (for kids and adults) are far easier, eliminating the need to start and stop on a beach.

We therefore conclude that the navigational and safety issues at Kelvin Grove are just as great, if not more so, than the other ski lanes in Frankton Arm which are proposed to be removed for the such reasons. Retaining only the Kelvin Grove ski lane within the Frankton Arm will concentrate more water skiing activity at Kelvin Grove, creating greater conflict between multiple users of the beach, and ultimately increased safety concern. Reluctantly, in our opinion, Kelvin Grove must be treated the same as the other waterski lanes within Frankton Arm, and if navigational and safety concerns warrant their removal, then the same should apply to Kelvin Grove.

In making this submission, the KPCA committee has not favoured one recreational use over another. We are cognisant of the fact that waterskiing can still occur from Kelvin Grove, however behaviour will need to change, by starting and finishing water ski activities past the 200m zone

(noting also with young children on a biscuit, it is possible to depart the beach under 5 kts and speed up once out of the 200m zone).

Frankton Beach Ski Lane

We support the removal of this ski lane. The beach is very popular in the summertime and often too shallow for waterskiing anyway.

Frankton Arm North Side, Willow Place West Side and Loop Road Ski Lanes

If a ski lane or lanes are to be retained in the Frankton Arm, we submit that the Frankton Arm North Side, Willow Place West Side and Loop Road ski lanes are the best in minimising any navigational risks and conflict between users. The concern that *“the ski lane is not currently demarcated by ski lane poles on the foreshore or buoys”*, would be answered by simply reinstalling the ski lane poles and buoys. We also note that the fact that each of these ski lanes *“is not frequently used”* does not raise a navigation or safety concern.

In relation to Willow Place, West Side, the five knot signage buoys along the outside of the Willow Place islands also need to be replaced as KPCA has requested previously.

Other areas, such as the beach south of Jardine Park or Homestead Bay could also be considered as suitable ski lanes to take the pressure off Frankton Arm.

KAWARAU DAM ACCESS LANES

KPCA considers that commercial jet boat use is best restricted to the centre of the Lake where there is less wash and potential for conflict with recreational lake users, and better noise attenuation to the shore. There is a real danger to recreational users in the high speed access lanes being widened: kayaks, boards and little sailboats (optimists and lasers) often with young sailors at the helm use the areas between the shore and the islands.

Any change should be circumscribed to the specific usage required. So, where boats need to get on the plane (i.e. exceed 5 knots) in areas which they cannot do so lawfully (i.e. within 200 metres of the shore), the increase in the size of the existing access lanes should be restricted to those areas and/or purposes that are strictly necessary. To illustrate the point, we have labeled the three willow islands A, B and C in the screen snap reproduced below of the Map on page 42 of the draft Bylaw.

Current situation:

Commercial jet boats generally come in below island A and travel to the Downstream Kawarau Dam Access Lane at speed. They exit the area by travelling on the Upstream Access Lane and then out below Island A at speed.

The Ferry travels at speed from the Frankton marina via the channel to the west of islands A and B. Slows to under 5 kts at island B at the navigation beacon then proceeds to the Hilton Jetty. It exits the same way.

The Million Dollar Cruise boat comes into the area the same way as the Ferry, idles around to the south of island C and then exits the same way. (The Million Dollar Cruise boat needs the deeper water access otherwise it will ground in low lake level periods.)

There is some recreational use of the area. Jet boats usually follow the commercial jet boat track. Other craft generally come in below Island B, if they know how shallow the other tracks in are. Similarly, the area out to the islands is considered by families to be safe for play/learning how to use small craft, including kayakers and sailors.

The current (and proposed) Bylaw relating to **Conduct in Access Lanes** provides:

Clause 43.3 “No person in charge of a vessel may operate a vessel in a manner that obstructs or impedes the passage of any other person while that other person is using an access lane for the purpose for which it has been declared”

Clause 43.5 “If one or more persons are using an access lane for the purpose for which it is declared, no other person may enter, remain in or use the lane for any other purpose.”

The consequences of the proposed new Kawarau Dam Access Lanes will therefore include:

- Commercial Jet boats will be able to travel at speed south of island B creating a risk of collision with the Ferry, the Million Dollar Cruise boat and recreational vessels, plus increase the noise level for Hilton guests and nearby residents.
- The Ferry will not be able to travel its current path, if there are commercial jet boats operating in the area.
- The Million Dollar Cruise boat will be prohibited from entering or staying in the area, if commercial jet boats are operating.

KPCA alternative proposal:

1. The navigation safety requirement is to separate the commercial jet boats from all other craft to avoid collision risk. This could be achieved by moving the new access lane to run in north west direction as an extension to the Upstream Access Lane and then curve west to exit above island A and the small one above A. This would also limit the wash on the shoreline by the Hilton and the noise pollution.

2. Where the Ferry requires access to the Hilton jetty by being on the plane closer than currently allowed, any change in access at speed below island B should be separately identified and specifically restricted to “public transport” purposes (similar to a ‘bus lane’ and defined to exclude commercial jet and cruise boats).



Kelvin Peninsula Community Association
30 October 2024

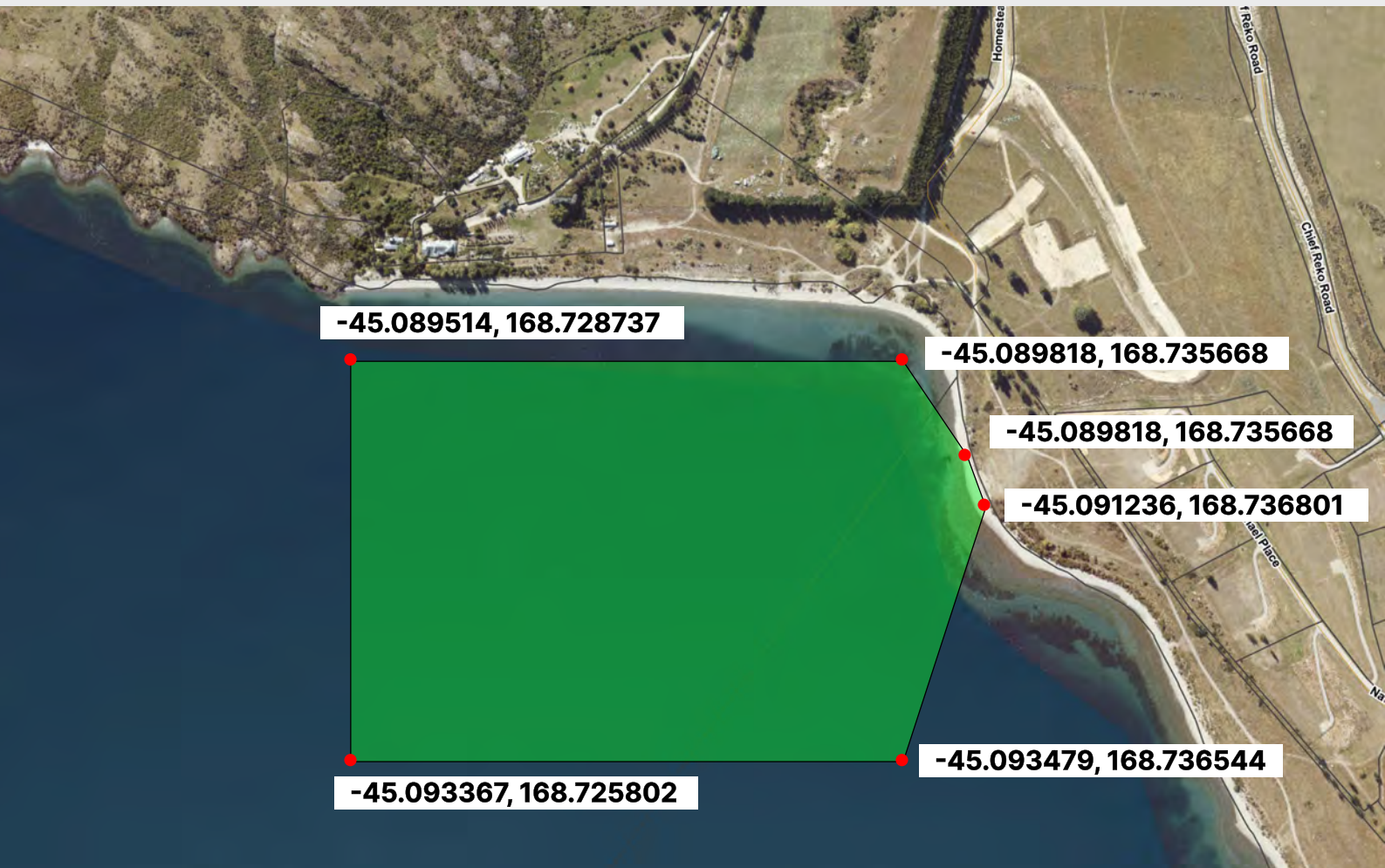
Southern Lakes Windriders - Proposed 'windriders' zone

Jonty Norton

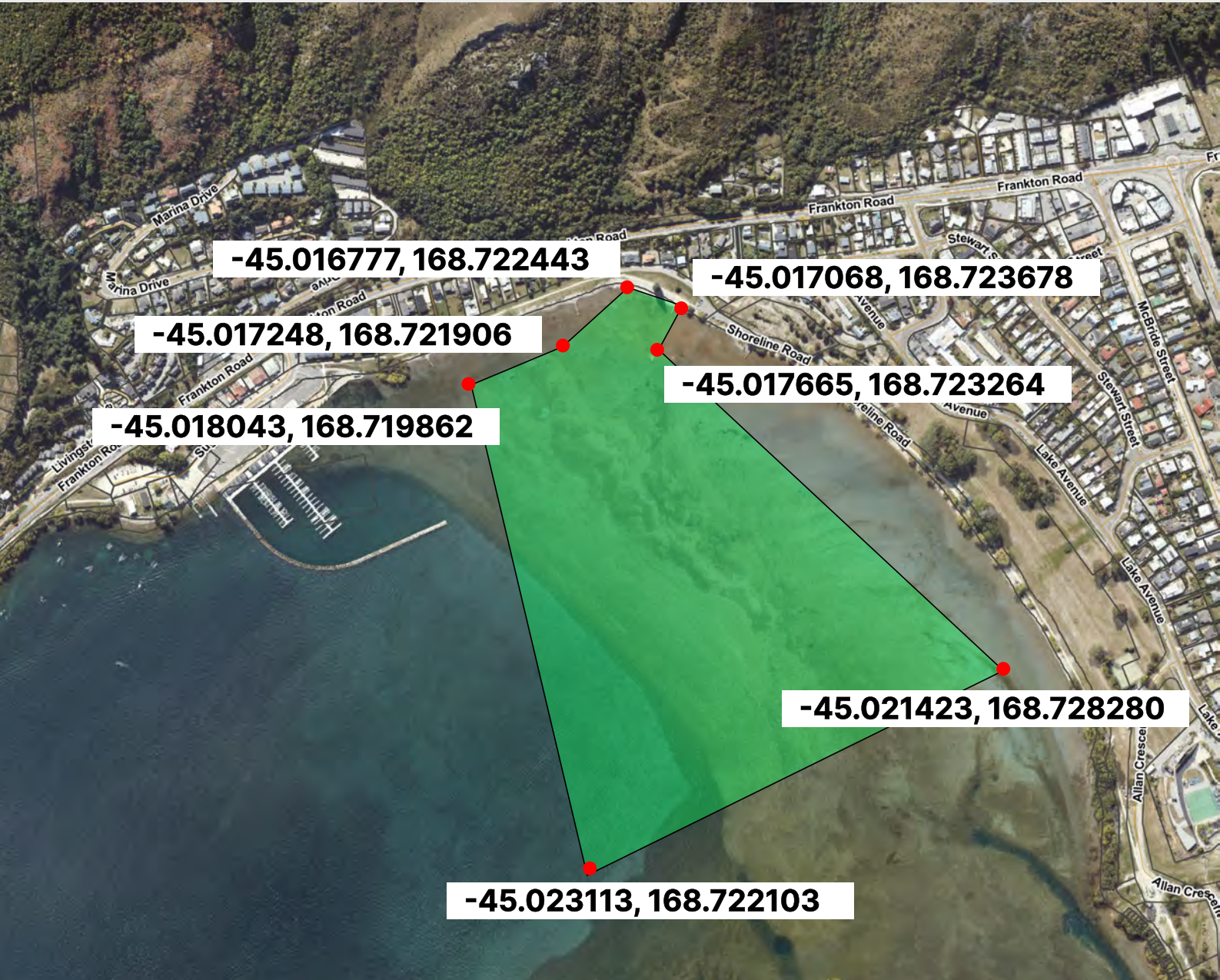
November 2024



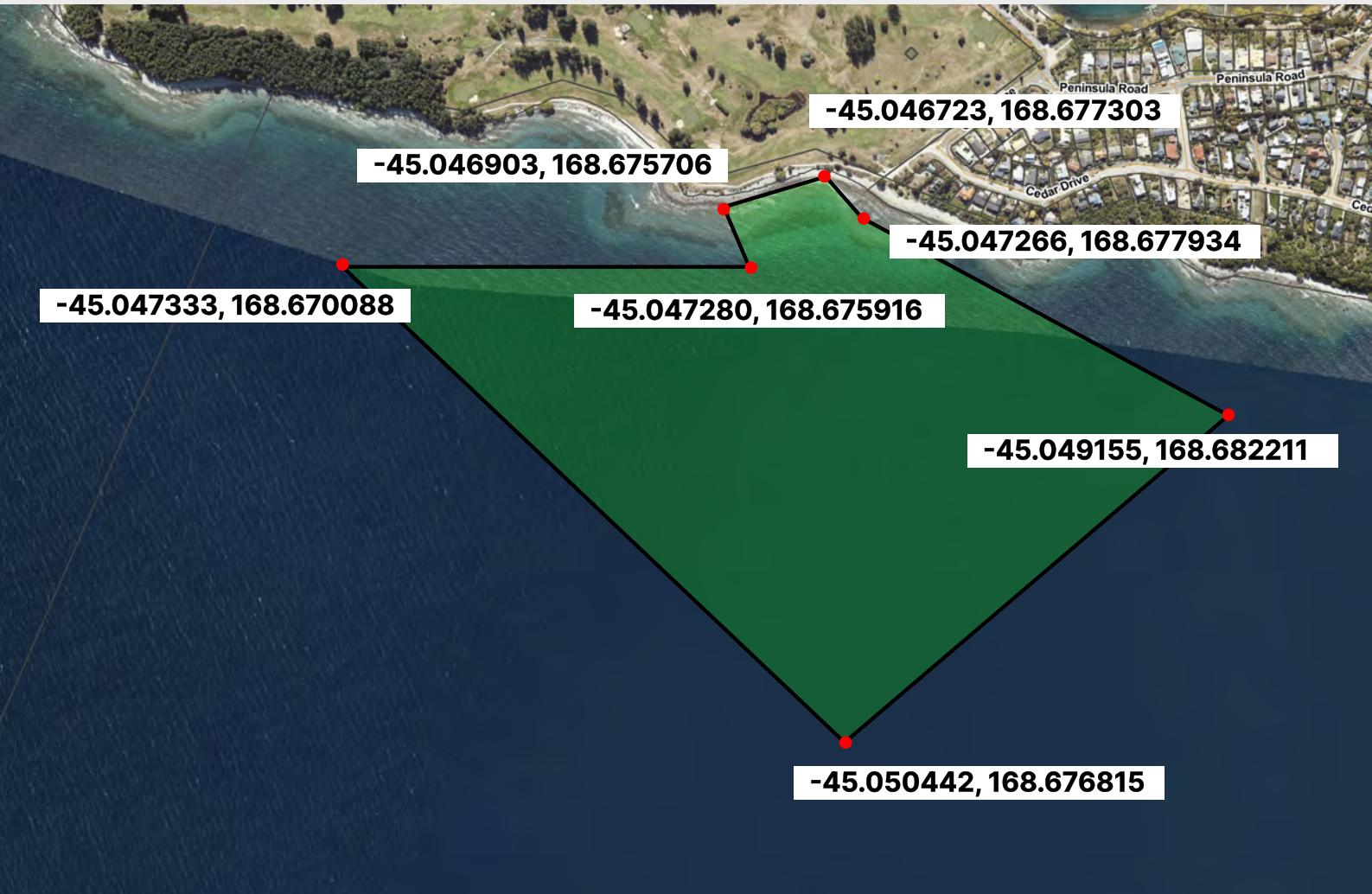
Homestead Bay



Frankton Beach



Kelvin Heights



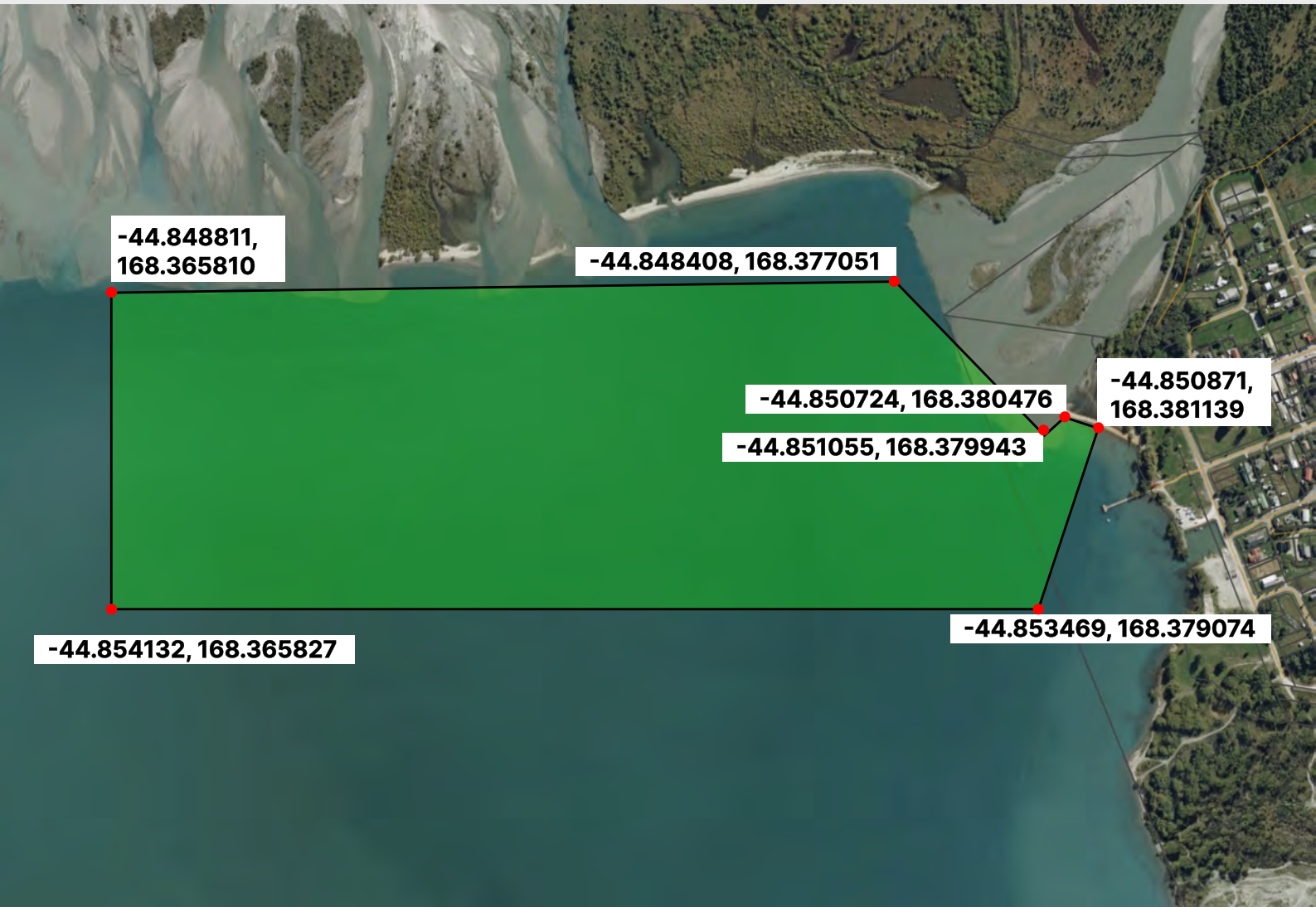
One Mile



25 Mile / Mt Creighton



Glenorchy



Kingston



From: [John Edmonds](#)
To: [Luke Place](#)
Subject: Million Dollar Cruises Limited submission - Draft Navigation Safety Bylaw 2025
Date: Tuesday, 19 November 2024 2:02:57 PM
Attachments: [image003.png](#)
[image001.png](#)
[image004.png](#)
[image005.png](#)

Hello Luke,

The sailing routes authorised by resource consent relative to the restrictions in the proposed Navigation Safety Bylaw in the vicinity of the Kawarau Falls Bridge are set out below.

This route is sourced from the decision RM100573 which relates to the boat referred to as Million Dollar #2.

The first image is an overlay of the Council approved sailing route near the bridge – atop the proposed Bylaw Access Lanes. (Note: the three white boxes are not representative of anything)

The second image is a tracing of that same approved route, overlaid on the proposed Bylaw Access Lanes.

Please note that the routes approved in the earlier resource consent (RM070854) is less pare not specific and the decision states that the applicant does not intend to operate on a specific route, but wishes to have the opportunity to operate over the entire surface of Lake Wakatipu:





From: Luke Place [REDACTED]
 Sent: Thursday, 14 November 2024 9:27 PM
 To: John Edmonds [REDACTED]
 Subject: Million Dollar Cruises limited submission - Draft Navigation Safety Bylaw 2025

Kia ora Mr Edmonds

Thank you for making a submission on the Draft Navigation Safety Bylaw 2025 on behalf of Million Dollar Cruises Limited. Council is preparing to hear submissions, and we would like to request some additional information from you to assist the hearings panel understand the submitter's relief.

In particular, it would be useful for the hearings panel to see the sailing routes used by Million Dollar Cruise vessels (as approved by the resource consents noted in the submission) overlaid with the amendments to the Kawarau Dam access lanes shown in Map 3 (Kawarau Dam) of the draft bylaw.

If you are able to provide this information, please email it through to me by 5 pm Tuesday 19 November 2024.

Ngā mihi
 Kind regards

Luke Place ERP (Hons) Int NZP1
 Principal Policy Advisor
 Strategy & Policy Department
 Queenstown Lakes District Council



I may have sent this email outside of usual business hours. Please note that I only anticipate a response during your own usual business hours.

The content of this email (including attachments) is confidential and may also be legally privileged, intended only for the recipient. If this email is not addressed to you, you must not use, read, distribute or copy this document. If you received this document by mistake, please contact the email sender and destroy the original message (including attachments).

Please consider the environment before printing this e-mail

