

Appendix B - A copy of the Appellant's submission and further submissions;

Submission on the Proposed Queenstown Lakes District Plan 2015 (Stage 1)

Pursuant to Clause 6 of Schedule 1, Resource Management Act 1991

To: Queenstown Lakes District Council

Address: Sent via email to: services@qldc.govt.nz

Name of submitter: Real Journeys Limited

Trade Competition: The submitter cannot gain an advantage in trade competition through this submission.

Submission and decisions sought: This submission by Real Journeys provides an overview of the company and focuses on the strategic direction and objectives and policies of the QLDC District Plan to ensure it appropriately recognises and provides for tourism and transport activities in order to achieve sustainable management of the districts natural and physical resources.

The specific proposed district plan provisions this submission relates to, and the decisions sought, are as set out in the attached table. The reasons for the relief sought are provided on page 5 of this submission.

Hearings: The submitter wishes to be heard in support of this submission.

Address for Service: Real Journeys Limited
C/- John Edmonds + Associates Ltd
Email: reception@jea.co.nz
Phone: 03 450 0009

Date: 23rd October 2015

About Real Journeys:

Real Journeys is a family owned tourism business that was founded in the 1954 by tourism and conservation pioneers Sir Les and Lady Olive Hutchins. Les and Olive Hutchins began operating the Manapouri-Doubtful Sound Tourist Company, running four day excursions which included a Lake Manapouri cruise, a trek over the Wilmot Pass to accommodation at Deep Cove, and a cruise on Doubtful Sound. In 1966 Les and Olive acquired Fiordland Travel Ltd, with its Te Anau Glow-worm Caves and Milford Track Lake Transport operations and began trading as Fiordland Travel Limited. Ongoing expansion followed with the purchase of the vintage steamship “TSS Earnslaw” in Queenstown in 1969 and with the establishment of cruises in Milford Sound in 1970.

Since 2002 Fiordland Travel Ltd has operated all its tourism excursions under the ‘Real Journeys’ brand and in 2006 changed its company name to Real Journeys Limited. Real Journeys now has operational bases in Bluff, Stewart Island, Milford Sound, Te Anau, Manapouri and Queenstown. Today the company remains true to its founders and their guiding principles of conservation and hospitality. The aim of the company remains simple and more or less as the founders intended – to share the natural heritage and astounding beauty of the region with visitors.

Real Journeys operates and owns world renowned natural heritage tourism activities throughout the southern South Island, primarily in Christchurch, Stewart Island, Te Anau, Milford Sound, Doubtful Sound, Wanaka and Queenstown. Real Journeys is widely regarded as a leader in the New Zealand tourism industry and is regularly named as one of New Zealand’s highest achieving tourism companies. Most recently Real Journeys was named Tourism Operator of the Year at the 2015 Tourism Export Council of NZ Conference.

Queenstown is a spectacular alpine resort with magnificent scenery and is a four season destination for visitors. Real Journeys has a considerable asset base and investment interest in the protection of and ability to use, develop and access the districts natural and physical resources. Real Journeys will continue to invest in the growth of Queenstown tourism sector and contribute to the management of the districts significant natural, heritage and other environmental values.

Real Journeys employs over 700 people in Queenstown and at Cardrona and has considerable investment in local infrastructure and other assets. Real Journey’s owns (in some cases as a 50% shareholder) and operates the following tourism activities in Queenstown:

- “TSS Earnslaw” Vintage Steamship Cruises;
- Walter Peak: Farm Tours; and Walter Peak Colonel’s Homestead Restaurant;
- Shotover River Rafting;
- Kawarau River Rafting;
- Cardrona Alpine Resort; and
- Southern Lakes Information Centre

In addition the following excursions at Walter Peak are operated in conjunction with Real Journeys on a profit sharing basis: Walter Peak Guided Cycling; Walter Peak Horse Treks; and Mavora High Country Tours (LOTR locations).

Real Journey’s also owns a substantial coach fleet based in Queenstown which provides transport access from Queenstown to the following major tourism activities outside Queenstown:

- Day and overnight cruises and kayak excursions on Milford Sound;
- Day and overnight cruises and kayak excursions on Doubtful Sound;
- Milford Track Guided Day Walks;
- Te Anau Glow Worm Caves tours; and
- Landsborough Wilderness Experience (3 day rafting trip).

In support of its activities, Real Journey's relies on the operation, maintenance, upgrading of and access to various tourism assets and infrastructure in Queenstown Lakes District, including land, buildings, structures (including wharves, jetties, moorings; slipways; boat ramps; ski field infrastructure, private roads, parking facilities, maintenance facilities; reserve facilities) located at: Queenstown Bay / CBD; Walter Peak; and the Cardrona Alpine Resort. Real Journey's has a fleet of passenger vehicles including coaches, vessels, and; and various commercial buildings/offices some of which are leased.

Real Journeys owns the "TSS Earnslaw" Vintage Steamship and is responsible for the operation, maintenance and upgrading of the steamship as well as the slipway and surrounding land area at Kelvin Heights Peninsula.

Real Journeys is reliant on the continued and ongoing use of and access to the bed and surface of Lake Wakatipu, and the public road network.

Real Journeys Conservation Principles

Conservation is part of Real Journeys heritage and a cornerstone of our modern day business. Real Journeys understand it is privileged to operate in this spectacular part of New Zealand and it takes its responsibility to protect New Zealand's natural heritage and the environment seriously.

To honour its conservation commitments and philosophy, Real Journeys works closely with the Department of Conservation and local communities. Real Journeys contributes significant funds and in-kind support towards a variety of projects that support habitats, recovering species; clean up initiatives; including the recent removal of wilding conifers from Te Anau Developments and crown land at Walter Peak. Real Journeys reduces its environmental footprint by operating within best practice guidelines. This includes regular internal environmental audits and benchmarking reviews to identify areas for assessment and improvement. Real Journeys holds Qualmark Enviro Silver status and has been awarded the NZ Tourism Industry Association's Conservation in Action Award.

Real Journeys conservation principles date back to the founding of the company by Les and Olive Hutchins. Les Hutchins led the Save Manapouri Campaign which is regarded as a milestone in New Zealand's environmental history. Les wasn't against progress or indeed the generation of power at Manapouri, he and a number of other experts just argued that it could be done without altering lake levels and therefore reducing the impacts on the fragile environment. Eventually after 10 years of tireless campaigning, and public meetings, the New Zealand public agreed with Les - a petition on the issue recorded the signatures of a full 10% of the country's population – all in opposition to the proposal. The government backed down in 1972 and Lakes Manapouri and Te Anau levels were not raised during the construction of the Manapouri Power Station was.

It is this determined passion for the environment that has built Real Journeys into what it is today. Les Hutchins' contribution to this special part of New Zealand continues through the *Leslie Hutchins Conservation Foundation* which fulfils two of his wishes – that as many people as possible experience the magnificent Fiordland wilderness and that the wildlife and environment are protected for future generations to enjoy. Every year passengers contribute more than \$50,000 to the Foundation via a \$1 passenger levy on Real Journeys Doubtful Sound operations. Some of the projects supported by the Leslie Hutchins Conservation Foundation include dolphin research, protection programmes for endangered birds, track development and interpretation signage, outdoor education camps and wilding conifer eradication.

“TSS Earnslaw” – The lady of the lake

Real Journeys owns and operates the “TSS Earnslaw” Vintage Steamship. Real Journeys is also responsible for the operation, maintenance and upgrading of the steamship as well as the slipway and surrounding land area and buildings at Kelvin Heights Peninsula, and the Steamer Wharf berthing and mooring infrastructure in Queenstown Bay and at Walter Peak.

The “TSS Earnslaw” is a 1912 Edwardian vintage twin screw steamer plying the waters of Lake Wakatipu. It is one of the oldest tourist attractions in New Zealand and the only remaining commercial passenger-carrying coal-fired steamship in the southern hemisphere.

The “TSS Earnslaw” is surveyed for carrying up to 424 passengers and provides a unique historic transport service. It carries about 204,000 passengers each year. The “TSS Earnslaw” continues in routine operation carrying tourist passengers across Lake Wakatipu from Queenstown to Walter Peak High Country Farm, a tourism operation with farm tours, horse treks, cycle tours, barbecue lunches and evening dining at the Colonel's Homestead. The ship also provides an important transport link back to Queenstown for Walter Peak High Country Station and other farmers located around Walter Peak.

The ship works fourteen-hour days in the summer months and cruises for eleven months of the year, despite being over 100 years old. Visitors generally undertake a 1½hour cruise and passengers are provided with access to a walkway in the engine room, where they can observe the operation of the engines during the cruise.

Each year, the TSS Earnslaw undergoes an annual survey, typically from late May to early June, and she is typically maintained on the Kelvin Peninsula slipway.

Real Journeys employs about 35 staff to operate and maintain the steamship and at present is investing about a million dollars annually to maintain the steamship for out of water survey and its supporting infrastructure.

Due to the size of the steamship; her corresponding momentum and her historic telegraph control system, the “TSS Earnslaw” requires parts of Lake Wakatipu to remain free of vessel traffic; structures and moored vessels in order to provide for the continued use of the steamship as a key transport vessel and to ensure the protection of peoples health and safety.

The continued operation of the “TSS Earnslaw” passenger service relies on continued access to the water space and wharf and berthing facilities in Beach Bay at Walter Peak, and Queenstown Bay (Steamer Wharf). Further our Fiordland Class vessels remain critical to our operation in Queenstown. These vessels are used to transport staff and freight to and from Walter Peak daily and operate when the “TSS Earnslaw” is out of service for maintenance; breakdowns or adverse weather such as gale force winds.

Continued provisions of access to and use of the slipway facilities at the Kelvin Peninsula are necessary to maintain the “TSS Earnslaw” and protect its heritage values. These facilities are historic and require constant maintenance and upgrading in order to fulfil their purpose and to meet relevant safety and engineering standards.

Reasons for the relief sought

Tourism is the districts major industry. The significant benefits of tourism activities that attract people to the district should be specifically recognised and provided for in the district plan. Generally, the proposed district plan does not satisfactorily recognise the importance of key tourism and transport activities or provide for the growth of these sectors. Some ski area activities in the established ski fields are provided for but overall the proposed plan will place inappropriate restrictions on or unnecessary uncertainty for new development opportunities in favour of the protection of existing landscape and amenity values. The rural and landscape provisions (upon which the majority of the districts outdoor tourism activities are carried out) are of particular concern.

Accordingly, Real Journeys is seeking overarching amendments to the Proposed District Plan to ensure it recognises and provides for the protection and ongoing growth of tourism and transport activities, including water transportation activities. In order to satisfactorily recognise and provide for tourism and transport activity the following is considered necessary:

- Strong strategic objectives and supporting policies to recognise the importance of the tourism and transport sectors and provide for tourism and supporting transport activities across the district. This is required to ensure the plan is framed in such a way that facilitates flow on amendments to all other chapters
- Various amendments throughout other chapters to ensure the objectives, policies and rules appropriately protect existing tourism activity operations and do not inappropriately restrict growth opportunities
- A definition of a tourism activity to differentiate tourism activities from other commercial activities. Ring fencing tourism activities should provide more certainty to all parties interested in the management of tourism activities in the district and enable the plan to be administered more efficiently and effectively overall.
- Recognition that privately owned and operated infrastructure may not meet the RMA definition of infrastructure or network utility and therefore these buildings and structures may not be afforded an appropriate level of provision under the RPS or the district plan. It is therefore important to ensure all buildings and structures which support tourism activities are included in the definition of Tourism Activity, or otherwise provided for in the district plan.
- Recognition that majority of the districts tourism activity relies on safe and efficient access to and the maintenance and enhancement of the district natural resources. It is important that existing transport and tourism infrastructure is protected from incompatible activities and development.
- Recognition that tourism activities, including ancillary transport services and buildings and structures, often have locational, technical, and operational constraints (practical constraints) which can prevent all adverse effects from being avoided, remedied or mitigated. In these scenarios, it may be appropriate for residual adverse effects to be offset or compensated.

General relief is also sought to ensure QLDC has the scope to give effect to the intended relief sought, particularly if other unspecified relief is deemed by the submitter to be more appropriate having regard to matters raised in other submissions. Real Journeys may want or need to be involved in potential amendments to provisions not specified in this submission. Generally, the effect of these other provisions are supported but many of the provisions could be reworded or deleted to improve their readability, avoid unnecessary duplication, and improve the overall effectiveness and administration of the district plan.

The above reasons provide a high level summary of why Real Journeys is seeking amendments to the Proposed District Plan. For brevity and to avoid repetition reasons for each separate submission have not been provided. Real Journeys reserves its right to expand on these reasons in due course.

Real Journeys general submission on the Proposed QLDC District Plan – Stage 1

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
1	All provisions	Alternative, amended, or such other relief deemed more consistent with or better able to give effect to these submissions or the provisions referred to by these submissions.
2	All provisions	That all provisions not amended in response to this submission be retained as notified unless it duplicates another provision in which case it should be deleted.
3	All provisions	Delete provisions where they duplicate or repeat other provisions.
4	Whole Plan	Delete all provisions which require “a report from an appropriately qualified and experienced”, or amend provisions to clarify precisely what “appropriately qualified and experienced” entails.
5	Definitions Tourism Activity (new)	Insert new definition for “Tourism Activity”. Suggested wording is as follows: <u>Tourism Activity:</u> <u>Means the use or development of a resource for the purpose of attracting visitors to the district, and includes associated buildings, structures, infrastructure, transport activities, and administration activities.</u>
6	New Strategic Goal	If Goals are to be retained, then insert new strategic goal relating specifically to tourism. Suggested wording is as follows: <u>The ongoing growth of and support for tourism activities.</u>
7	New Strategic Objective	Insert new strategic objective: <u>To recognise and provide for the significant socioeconomic benefits of tourism activities across the District.</u>
8	New Strategic Policy	Insert new strategic policy: <u>To provide for the significant socioeconomic benefits of tourism activities across the district by:</u> (i) <u>Maintaining and enhancing the districts natural character</u> (ii) <u>Protecting existing transport routes and access to key visitor attractions from incompatible uses and development of land and water</u> (iii) <u>Protecting existing buildings, structures and informal airports that support tourism activities from incompatible land use or development</u> (iv) <u>Enabling the use and development of natural and physical resources for tourism activity where adverse effects are avoided, remedied, or mitigated</u>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<p>(v) <u>Providing for the use and development of natural and physical resources for tourism activity where residual adverse effects can be appropriately offset or compensated</u></p> <p>(vi) <u>Providing for activities and development which support tourism activities.</u></p>
9	All Rules in the plan	<p>Amend rules as required to ensure:</p> <ul style="list-style-type: none"> (i) tourism activities outside or not affected by a value protected by s6 of the RMA are enabled via the permitted, controlled, or restricted discretionary activity status; (ii) tourism activities within or affected by a value protected by section 6 of the RMA are provided for as a restricted discretionary or discretionary activity; (iii) tourism activities are not classified as a non-complying or prohibited activity.
10	Policy 3.2.1.1.3	<p>Amend policy so that it applies across the district, not just in the Queenstown and Wanaka central business areas.</p> <p><i>Promote growth in the visitor industry and encourage investment in lifting the scope and quality of attractions, facilities and services <u>across the district</u> within the Queenstown and Wanaka central business areas.</i></p>
11	Policy 3.2.1.3.1	<p>Amend policy as follows:</p> <p>Provide for <u>Enable</u> a wide variety of activities and sufficient capacity within commercially zoned land to accommodate business growth and diversification.</p>
12	Objective 3.2.1.4	<p>Amend objective as follows:</p> <p>Recognise <u>Enable</u> the potential for rural areas to diversify their land use beyond the strong productive value of farming, provided a sensitive approach is taken to rural amenity, landscape character, healthy ecosystems, and Ngai Tahu values, rights and interests.</p>
13	Objective 3.2.3.2	<p>Amend objective as follows:</p> <p><i>Protect the District's cultural heritage values <u>from inappropriate activities</u> and ensure development is sympathetic to them.</i></p>
14	Policies 3.2.3.2.1	<p>Amend policy as follows:</p> <p><i>Identify heritage items and, <u>in consultation with landowners and tenants</u>, ensure they are protected from inappropriate development.</i></p>
15	Objective 3.2.4.5	<p>Amend objective as follows:</p> <p><u>Maintain</u> Preserve or enhance the natural character of the beds and margins of the District's lakes, rivers and wetlands.</p>
16	Objective 3.2.5.1	<p>Amend objective as follows:</p>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<i>Protect the natural character of Outstanding Natural Landscapes and Outstanding Natural Features from <u>inappropriate</u> subdivision, use and development.</i>
17	Policies 3.2.5.1.1	Amend policy as follows: <i>Identify the district's Outstanding Natural Landscapes and Outstanding Natural Features on the District Plan maps, and protect them from <u>manage</u> the adverse effects of subdivision and development.</i>
18	Objective 3.2.5.2	Amend objective as follows: <i>Minimise <u>Manage</u> the adverse landscape effects of subdivision, use or development in specified Rural Landscapes.</i>
19	Policy 3.2.5.5.2	Amend policy as follows: <i>Recognise that the retention of the character of rural areas is often dependent on the ongoing viability of <u>land use farming</u> and that evolving forms of agricultural land use, which may change the landscape <u>character</u>, are anticipated.</i>
20	Objective 3.2.7.1	Amend objective as follows: <i>Protect Ngai Tahu values, rights and interests <u>from inappropriate</u> subdivision, use and development, including taonga species and habitats, and wahi tupuna.</i>
21	Objective 3.2.7.2	Amend objective as follows: <i>Enable the expression of kaitiakitanga by providing for meaningful collaboration with Ngai Tahu in <u>significant</u> resource management decision making and <u>plan</u> implementation.</i>
22	Policy 5.4.1.3	Amend policy as follows: <i>When making resource management decisions, ensure that functions and powers are exercised in a manner that takes into account iwi management plans as of 2015.</i>
23	Policy 5.4.1.4	Amend policy as follows: <i>Recognise that, <u>unless identified in a relevant planning document</u>, only tangata whenua can identify their relationship and that of their culture and traditions with their ancestral lands, water sites, wāhi tapu, tōpuni and other taonga.</i>
24	Policy 5.4.5.1	Amend policy as follows: <i>Identify wāhi tūpuna and all their components on the District Plan maps and protect them from <u>inappropriate</u> the adverse effects of subdivision, use and development.</i>
25	Policy 5.4.5.4	Amend policy as follows: <i>Avoid where practicable, <u>and otherwise remedy or mitigate</u>, adverse effects <u>of incompatible activities</u> on the relationship</i>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<i>between Ngāi Tahu and the wāhi tūpuna.</i>
26	Policy 6.3.1.3	Amend policy as follows: <i>That subdivision and development proposals located within the Outstanding Natural Landscape, or an Outstanding Natural Feature, be assessed against the assessment matters in provisions 21.7.1 and 21.7.3 because subdivision and development is inappropriate in almost all locations, meaning successful applications will be exceptional cases.</i>
27	Policy 6.3.1.5	Amend policy as follows: <i>Avoid urban subdivision and <u>urban</u> development in the Rural General, Rural Lifestyle, and Rural Residential Zones.</i>
28	Policy 6.3.1.8	Amend policy as follows: <i><u>Except where required for the purposes of navigational and other safety requirements,</u> E ensure that the location and direction of lights does not cause glare to other properties, roads, and public places or the night sky.</i>
29	Policy 6.3.1.12	Delete policy: <i>Recognise and provide for the protection of Outstanding Natural Features and Landscapes with particular regard to values relating to cultural and historic elements, geological features and matters of cultural and spiritual value to Tangata Whenua, including Tōpuni.</i>
30	Objective 6.3.2	Delete objective: <i>Avoid adverse cumulative effects on landscape character and amenity values caused by incremental subdivision and development.</i>
31	Policies 6.3.2.2	Policies 6.3.2.2 <i>Allow residential subdivision and development only in locations where the District's <u>significant landscape values character and visual amenity</u> would not be <u>significantly degraded</u>.</i>
32	Policy 6.3.2.5	Policy 6.3.2.5 <i>Ensure incremental changes from subdivision and development do not degrade <u>the overall quality of the district's significant landscape values, character or openness as a result of activities associated with mitigation of the visual effects of proposed development such as screening planting, mounding and earthworks</u></i>
33	Objective 6.3.4	Amend Objective as follows <i>Protect, maintain or enhance the district's Outstanding Natural Features (ONF) <u>and Outstanding Natural Landscapes (ONL), and protect them from inappropriate subdivision, use and development.</u></i>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
34	Objective 6.3.4	Delete Objective: Protect, maintain or enhance the District's Outstanding Natural Landscapes (ONL).
35	Objective 6.3.5 and supporting polices 6.3.5.1-6.3.5.6	Delete objective and supporting polices
36	Objective 6.3.6	6.3.6 Objective Protect, m <u>Maintain or enhance the landscape values quality, character and visual amenity</u> provided by the lakes and rivers and their margins from the adverse effects of structures and activities.
37	Policy 6.3.6.1	Amend policy 6.3.6.1 Control the location, intensity and scale of buildings, jetties, moorings and utility structures on the surface and margins of water bodies and ensure these structures maintain or enhance the landscape quality, character and amenity values.
38	Amend policy 6.3.6.2	Amend policy as follows: Recognise the visual qualities of the District's distinctive landscapes are maintained and enhanced. <u>Recognise the modified character of the Frankton Arm including the established jetties and provide for these on the basis that</u>
39	Policy 6.3.6.3	Amend policy 6.3.6.3 as follows: Recognise the urban character of Queenstown Bay and provide for structures and facilities providing they protect, maintain or enhance the appreciation of the District's distinct landscapes.
40	Policy 6.3.8.2	Amend policy 6.3.8.2 as follows Encourage Recognise that commercial recreation and tourism related activities locating within the rural zones maybe appropriate where these activities enhance the appreciation of landscapes, and on the basis they would protect, maintain or enhance landscape quality, character and visual amenity values.
41	Policy 6.4.1.4	Amend policy as follows: The landscape categories apply to lakes and rivers. Except where otherwise stated or shown on the Planning Maps, lakes and rivers are categorised as outstanding natural landscapes.
42	Policy 12.2.2.3	Amend policy as follows: Control the height and mass of buildings in order to: <ul style="list-style-type: none"> • Retain and provide opportunities to frame important view shafts to the surrounding landscape; and

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<ul style="list-style-type: none"> • <u>Maintain sunlight access to public places and to footpaths, with a particular emphasis on retaining solar access into the Special Character Area (as shown on Planning Maps 35 and 36); and</u> • <u>Minimise wind tunnel effects of buildings and ensure the pleasantness of the environment for pedestrians is maintained.</u>
43	Policy 12.2.2.4	<p>Amend policy as follows:</p> <p>Allow buildings to exceed the discretionary height standards in situations where:</p> <ul style="list-style-type: none"> • <u>The outcome is of a high quality design, which is superior to that which would be achievable under the permitted height;</u> • <u>The cumulative effect of the additional height does not result in additional shading that will progressively degrade the pedestrian environment or enjoyment of public spaces; and</u> • <u>The increase in height will facilitate the provision of residential activity; and</u> • <u>Views of the surrounding ONLs are maintained</u> • <u>The additional building height does not worsen wind tunnel effects on pedestrian areas.</u>
44	Policy 12.2.4.5	<p>Amend Policy as follows:</p> <p>Plan for future public transport options by considering the needs of public transport services and supporting infrastructure when designing road <u>road</u> transport improvements.</p>
45	Policy 12.2.5.2	<p>Amend policy</p> <p>Promote a <u>strategic comprehensive</u> approach to the provision of facilities for water-based activities.</p>
46	Policy 12.2.5.3	<p>Amend policy as follows:</p> <p>Conserve <u>Maintain</u> and enhance, <u>as far as practical where appropriate</u>, the natural qualities and amenity values of the foreshore and adjoining waters.</p>
47	Policy 12.2.5.6	<p>Amend policy as follows</p> <p>Provide for <u>the development, maintenance, and upgrading of structures within the Queenstown Bay waterfront area recognising these structures are required to meet minimum safety and design standards. subject to compliance with strict location and appearance criteria</u></p>
48	Rule 12.4.3	<p>Amend rule 12.4.3 as follows:</p> <p><u>Commercial Activities within the Queenstown Town Centre Waterfront Subzone (including those that are carried out on a wharf or jetty) except for those commercial activities on the surface of water that are provided for as discretionary activities pursuant to Rule 12.4.7.2 in respect of:</u></p>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<i>(a) Any adverse effects of additional traffic generation from the activity <u>and mitigation of those effects</u>;</i>
49	Rule 12.4.4	Amend rule 12.4.4 (licensed premises) so that it also applies to premises hosting off-licenses.
50	Rule 12.4.5	Amend rule 12.4.4 (licensed premises) so that it also applies to premises hosting off-licenses.
51	Rule 12.4.6	Amend Rule 12.4.6.1 to include a permitted relating to the storage of rubbish storage. Suggested wording is as follows: <u>Storage of rubbish shall be screened from view from all neighbouring properties and public places.</u>
52	Rule 12.4.6.1	Amend rule to delete clause relating to natural hazard assessments: • Where a site is subject to any natural hazard and the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses the nature and degree of risk the hazard(s) pose to people and property, whether the proposal will alter the risk to any site, and the extent to which such risk can be avoided or sufficiently mitigated.
53	Rule 12.4.7	Amend Rule 12.4.7 to permit the maintenance of wharves, jetties and associated structures, enable certain buildings (e.g. ticket offices), restrict other structures, and ensure all areas referred to in the rules are accurately identified on the planning maps as follows: Insert new permitted activity standard: <u>12.4.7.0 The maintenance and alteration of buildings, wharfs and Jetties within the Queenstown Town Centre Waterfront Zone is a permitted activity provided the existing scale, intensity and character of the building or structure is maintained.</u> Amend 12.4.7.1 to refer to planning maps: <u>12.4.7.1 Wharfs and Jetties within the Queenstown Town Centre Waterfront Zone between the Town Pier and St Omer Park (as shown on the planning maps) are discretionary activities.</u> Amend rule to make it restricted discretionary as follows: <u>12.4.7.2 Commercial Surface of Water Activities within the Queenstown Town Centre Waterfront Zone.</u> <u>In respect of the above activities, the Council's discretion is restricted to the following matters unlimited but it shall consider:</u> <u>(i) The extent to which the proposal will:</u> <ul style="list-style-type: none">• <u>Maintain or enhance public access to the lake</u>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<ul style="list-style-type: none"> • <u>Affect water quality</u> • <u>Affect navigation and people's safety</u> • <u>Affect adjoining infrastructure</u> • <u>Affect the operation of the "TSS Earnslaw"</u> • <u>Improve</u> Create an exciting and vibrant <u>the vibrancy of the waterfront</u> which maximises the opportunities and attractions inherent in a visitor town situated on a lakeshore; • <u>Maintain</u> Provide a continuous waterfront walkway from Horne Creek right through to St Omer Park; • <u>Maximise the ability to cater for commercial boating activities to an extent compatible with</u> maintenance of environmental standards and the nature and scale of existing activities; and • <u>Provide for or support the provision of one central facility in Queenstown Bay for boat refuelling, bilge pumping, sewage pumping.</u> • <u>Maintain or enhance amenity values including character, including</u> The extent to which any proposed structures or buildings will: <ul style="list-style-type: none"> ▲ <u>Enclose views across Queenstown Bay;</u> and ▲ <u>Result in a loss of the generally open character of the Queenstown Bay and its interface with the land.</u> <p>Insert new restricted discretionary activity:</p> <p><u>12.4.7.3 Excluding maintenance and alterations permitted by rule 12.4.7.0 above, the construction and use of a single story building for the purpose of a ticketing office is a restricted discretionary activity. Council's discretion is limited to:</u></p> <ul style="list-style-type: none"> • <u>Building location, design and use in terms of compatibility with the nature and scale of existing buildings and open spaces, including the ability to maintain a continuous waterfront walkway;</u> • <u>Accessibility in terms of servicing requirements;</u> • <u>Outdoor storage requirements;</u> • <u>Storage and disposal of waste;</u> • <u>Signage platforms; and</u> • <u>Health and safety.</u>
54	Rule 12.4.8	<p>Amend Rule 12.4.8 as follows</p> <p><u>12.4.8.1 The construction of structures, including Wharfs and Jetties and moorings, and associated occupation of water space, within the Queenstown Town Centre Waterfront Zone between the Town Pier (as shown on the planning maps) and Queenstown</u></p>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<p><i>Gardens.</i></p> <p><i>12.4.8.2 Any buildings <u>and structures</u>, located on Wharfs and Jetties within the Queenstown Town Centre Waterfront Zone, which are not provided for by Rule 12.4.7.</i></p>
55	Standard 12.5.4.1	<p>Amend rule as follows to clarify that the temporary storage of equipment associated with transporting people and goods is permitted:</p> <p><i>12.5.4.1 Within the Special Character Area and for all sites with frontage to the following roads all storage areas shall be situated within</i></p> <p><i>the building:</i></p> <ul style="list-style-type: none"> <i>a. Shotover Street (Stanley to Hay)</i> <i>b. Camp Street</i> <i>c. Earl Street</i> <i>d. Marine Parade</i> <i>e. Stanley Street (Beetham Street to, and including, Memorial Street)</i> <i>f. Beach Street</i> <i>g. Rees Street (beyond the Special Character Area)</i> <p><i><u>Except this standard does not apply to the temporary storage of goods on a wharf which are being transported via a vessel, which is permitted.</u></i></p>
55	12.5.11 Noise	<p>Amend standards to exclude noise from vessels carrying out navigational procedures:</p> <p><i><u>Except these noise standards do not apply to vessels making noise for the purposes of navigational safety, which are permitted.</u></i></p>
56	12.5.14 Glare	<p>Amend standards to include standard requiring glare from the Queenstown Bay foreshore to avoid interference with the navigational safety of vessels. Suggested wording is insertion of the following clause:</p> <p><i><u>Light from any activity shall not be directed out over the water in Queenstown Bay in such a way that interferes with the safe operation and navigation of the "TSS Earnslaw".</u></i></p>
57	Objective 21.2.9	<p>Delete objective</p> <p><i>Ensure commercial activities do not degrade landscape values, rural amenity, or impinge on farming activities.</i></p>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
58	Objective 21.2.12	Amend objective as follows Protect, maintain and enhance the surface of lakes and rivers and their margins <u>are safeguarded from inappropriate use and development.</u>
59	21.2.1 Objective	Amend objective as follows: <u>Enable farming and tourism activities, permitted and established activities while protecting, maintaining and enhancing landscape, ecosystem services, nature conservation and rural amenity values, from inappropriate use and development.</u>
60	Policies 21.2.1.1	<u>Enable farming and tourism activities while protecting, maintaining and enhancing the values of indigenous biodiversity, ecosystem services, recreational values, the outstanding natural landscape values and surface of lakes and rivers and their margins.</u>
61	Policy 21.2.1.2	Amend Policy as follows: <u>Provide for Farm Buildings associated with larger landholdings where the location, scale and colour of the buildings will not significantly adversely affect landscape values.</u>
62	Policy 21.2.4.2	Amend Policy as follows: <u>Control the location and type of new non-farming and tourism activities in the Rural Zone, to minimise or avoid conflict with activities that may not be compatible with permitted or established activities.</u>
63	Policy 21.2.6.2	Amend Policy as follows: <u>Enable and mitigate</u> Control the visual impact of roads, buildings and infrastructure associated with Ski Area Activities.
64	Objective 21.2.9	Delete objective Ensure commercial activities do not degrade landscape values, rural amenity, or impinge on farming activities.
65	Policies 21.2.9.2	Delete policy Avoid the establishment of commercial, retail and industrial activities where they would degrade rural quality or character, amenity values and landscape values.
66	Policies 21.2.9.6	Delete policy Ensure traffic from commercial activities does not diminish rural amenity or affect the safe and efficient operation of the roading and trail network, or access to public places.
67	Policy 21.2.10.2	Amend Policy as follows: <u>Ensure that revenue producing activities utilise natural and physical resources (including buildings) in a way that generally</u>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<i>maintains and enhances <u>significant landscape values</u> quality, character, rural amenity, and natural values.</i>
68	Policy 21.2.10.3	Amend Policy as follows: <i>Recognise that the establishment of complementary activities, <u>particularly tourism activities</u>, such as commercial-recreation, or visitor accommodation located within farms may enable landscape values to be sustained in the longer term. Such positive effects should be taken into account in the assessment of any resource consent applications.</i>
69	Objective 21.2.12	Amend objective or delete and replace it with a new objective that provides for the benefits associated with achieve a public transport system. Suggested wording is: <i>Protect, maintain and enhance the surface of lakes and rivers and their margins.</i> <i><u>Recognise the importance of providing a water based public transport system while avoiding, remedying or mitigating the adverse effects of activities and structures on the surface of lakes and rivers and their margins.</u></i>
70	Policy 21.2.12.2	Amend Policy as follows: <i>Enable people to have access to a wide range of recreational experiences on the lakes and rivers, based on the identified characteristics and environmental limits of the various parts of each lake and river <u>specifically in or referred to by this district plan.</u></i>
71	Policy 21.2.12.3	Amend policy as follows: <i>(i) <u>Avoid or mitigate the adverse effects of frequent, large-scale or intrusive commercial activities such as those with high levels of noise, vibration, speed and wash, in particular motorised craft in areas of high passive recreational use, significant nature conservation values and wildlife habitat.</u></i> <i>(ii) <u>Provide for the frequent use, large scale and potentially intrusive commercial activities along the Kowarau River or the Frankton Arm.</u></i>
72	Policy 21.2.12.5	Amend policy as follows: <i>Protect, maintain or enhance the natural character and nature conservation values of lakes, rivers and their margins <u>from inappropriate development</u>, with particular regard to places with <u>significant indigenous vegetation</u>, nesting and spawning areas, the <u>intrinsic values</u> of ecosystems, services and areas of <u>significant indigenous fauna habitat and recreational values.</u></i>
73	Policy 21.2.12.8	Amend policy as follows: <i><u>Provide for</u> Encourage the development and use of marinas in a way that avoids or, where necessary, remedies and mitigates adverse effects on the environment.</i>
74	Policy 21.2.12.9	Amend policy as follows:

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<i>Take into account the potential adverse effects on nature conservation values from the boat wake of commercial jet boating activities, having specific regard to the intensity and nature of commercial jet boat activities and the potential for turbidity and erosion.</i>
75	Policy 21.2.12.10	Amend policy as follows: <i><u>Protect historical and well established commercial boating operations from incompatible activities and manage new commercial operations to Eensure that the nature, scale and number of <u>new</u> commercial boating operators and/or commercial boats on waterbodies do not exceed levels where the safety of passengers and other users of the water body cannot be assured.</u></i>
76	Chapter 12 Town Centre and Chapter 21 Rural	Extract provisions relating to the protection, use and development of the surface of lakes and rivers and their margins, and insert them into a specific chapter that focuses on development and activities carried out on the surface of water and within the margins of waterways.
77	New Policy – water chapter	Insert new policy to recognise the importance of water based public transport. Suggested wording is as follows: <i><u>Recognise and provide for the importance of water based public transport.</u></i>
78	New Policy - water chapter	Insert new policy to ensure that, within the Frankton Arm, decision-makers on resource consent applications should prioritise the safety and operational functions of structure over landscape and amenity values. Suggested wording is as follows: <i><u>Prioritise the safety and function of jetties and structures over effects on landscape and amenity values when determining resource consent applications for jetties and structures located in the Frankton Arm.</u></i>
79	New Policy – water chapter	Insert new policy to protect established key tourism activities: <i><u>Protect key tourism and transport activities by ensuring the following principles are applied when considering proposals that will occupy water space:</u></i> <ul style="list-style-type: none"> i. <i><u>activities that promote the districts heritage and contribute public benefit should be encouraged;</u></i> ii. <i><u>activities that result in adverse effects on established activities should be discouraged;</u></i> iii. <i><u>long term occupation of water space should be avoided unless it has been strategically planned and is integrated with adjoining land and water use;</u></i> iv. <i><u>occupation of water space shall not interfere with key navigational routes and manoeuvring areas;</u></i> v. <i><u>adverse effects on the continued operation, safety and navigation of the “TSS Earnslaw”.</u></i> vi. <i><u>activities that adversely effect the operation, safety, navigation, and ability to maintain or upgrade the “TSS Earnslaw” and her supporting slipway facilities, are to be avoided.</u></i>
80	New Policy	Insert new policy (in Rural or new water chapter) to avoid surface water activities that conflict with adjoining land uses or key tourism activities:

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<p>Avoid activities on the surface or bed of lakes and rivers that conflict with:</p> <ol style="list-style-type: none"> i. <u>adjoining land use or</u> ii. <u>visitor attraction activities or</u> iii. <u>water transport activities</u>
81	Rural Chapter 21	Delete Rule 21.4.29
82	Rule 21.5.21	<p>Amend rule to increase the permitted size of groups:</p> <p><i>Commercial recreation activity undertaken on land, outdoors and involving not more than 40 <u>15</u> persons in any one group.</i></p>
83	Rule 21.5.39	<p>Amend Rule 21.5.39 to ensure that the discretion for commercial non-motorised boating activities discretion includes the location of the activity. Suggested wording is:</p> <p><i>21.5.39 Commercial non-motorised boating activities</i></p> <p><i>Discretion is restricted to all of the following:</i></p> <ul style="list-style-type: none"> • <u>Location, Sscale and intensity of the activity...</u>
84	New Rule (21.5.40A)	<p>Insert new rule to enable jetties and other structures within the Kowarau River and the Frankton Arm, which are necessary for the provision of the existing water based public transport system, a controlled activity. Suggested wording is as follows:</p> <p><u><i>Rule 21.5.40A Jetties and Moorings in the Frankton Arm</i></u></p> <p><u><i>The development, maintenance, upgrading and use of jetties and other structures within the Kowarau River and the Frankton Arm which are necessary for the provision of maintaining or enhancing the water based public transport system is a controlled activity in respect of:</i></u></p> <ul style="list-style-type: none"> • <u><i>location, design (including colour, materials) and scale</i></u> • <u><i>navigational safety</i></u> • <u><i>practical constraints associated with the maneuverability of vessels</i></u>
85	21.5.41	<p>Amend Rule as follows:</p> <p><i>21.5.41 Structures and Moorings</i></p> <p><i>Any structure or mooring that passes across or through the surface of any lake or river or is attached to the bank of any lake and river other than:</i></p> <p><i>(i) where fences cross lakes and rivers.</i></p>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<p><i><u>(ii) pipelines required for water take permitted by a regional plan</u></i></p> <p><i><u>(iii) gabion baskets or similar low impact erosion control structures installed for the prevention of bank erosion</u></i></p>
86	21.5.42 and/or Maps	<p>Amend rule 21.5.42 and/or the planning maps (as required) so that structures that support the establishment of water based public transport on the Kawarau River and in the Frankton Arm are controlled activities, not non-complying.</p> <p><i>Structures and Moorings</i></p> <p><i>Any structures or mooring that passes across or through the surface of any lake or river or attached to the bank or any lake or river in those locations on the District Plan Maps where such structures or moorings are shown as being non-complying.</i></p>
87	New Rule (21.5.43A)	<p>Insert new rule to control motorised Commercial boating activities carried out for the purposes of the water based transport. Matters of control should also be established. Suggested wording is as follows:</p> <p><i>Motorised commercial boating activities are controlled activities in respect of:</i></p> <ul style="list-style-type: none"> • <i><u>Location, scale and intensity of the activity.</u></i> • <i>Amenity effects, including loss of privacy, remoteness or isolation.</i> • <i>Congestion and safety, including effects on other commercial operators and recreational users.</i> • <i>Waste disposal.</i> • <i>Cumulative effects.</i> • <i>Parking, access safety and transportation effects.</i>
88	Standard 21.5.46	<p>Amend standard to exclude jetties associated with the operation of a water based public transport activity OR amend standards to provide flexibility around the location and length of jetties especially if a certain location or length of jetty will facilitate water based public transport. Suggested wording is:</p> <p><i>21.5.46 No new jetty within the Frankton Arm identified as the area east of the Outstanding Natural Landscape Line shall:</i></p> <p><i>21.5.46.1 be closer than 200 metres to any existing jetty;</i></p> <p><i>21.5.46.2 exceed 20 metres in length;</i></p> <p><i>21.5.46.3 exceed four berths per jetty, of which at least one berth is available to the public at all times;</i></p> <p><i>21.5.46.4 be constructed further than 200 metres from a property in which at least one of the registered owners of the jetty resides.</i></p> <p><u>The standards in 21.5.46 above do not apply to jetties associated with water based public transport.</u></p>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
89	Assessment Matters 21.7.1.1	Delete this section (all assessment matters)
90	26.2.1	Delete requirement for “a report from an appropriately qualified and experienced conservation / landscape architect” or amend provision to clarify precisely what a “appropriately qualified and experienced conservation / landscape architect” entails.
91	26.2.3	Delete requirement for “a report from an appropriately qualified and experienced conservation / landscape architect” or amend provision to clarify precisely what a “appropriately qualified and experienced conservation / landscape architect” entails.
92	26.2.4	Delete requirement for “a report from an appropriately qualified and experienced conservation / landscape architect” or amend provision to clarify precisely what a “appropriately qualified and experienced conservation / landscape architect” entails.
93	26.3.1	Ensure the Archaeology Alert Layer is correct and can be easily amendment if required.
94	New Policy	Insert new policy to recognise that engineering and safety standards are constantly evolving hence to ensure the continued use of heritage structures and buildings the structures may need to be modified or be re-engineered. Suggested wording is as follows: <i>Recognise that the continued use of heritage structures and buildings may need to be modified or be re-engineered as engineering and safety standards evolve.</i>
95	Policy 26.5.3.3	Amend policy as follows: <u>Identify</u> Recognise and protect the different layers of history within heritage landscapes and the relationship between these layers to retain their cultural meaning and values, recognising that in some instances all the different layers within heritage landscapes cannot be protected and priority may have to be given to a particular layer.
96	Policy 26.5.4.3	Amend policy as follows: <u>Enable</u> Accept that ongoing improvements to buildings <u>and structures</u> , including earthquake strengthening and other safety measures, <u>which</u> will assist in providing for their ongoing use and longevity.
97	26.6.1	Amend rule to clarify repairs and maintenance to structures is permitted. Suggested wording is as follows: <i>Repairs and maintenance</i> <i>Minor repairs and maintenance on all protected buildings and features, including <u>structures</u>, contributory and non-contributory buildings in heritage precincts...</i>
98	26.6	Insert a new rule or exemption clause to clarify that the rules do apply to works associated with the “TSS Earnslaw” and that any such works are a permitted activity.

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
99	26.6.4	Amend rule to change activity status to ensure onsite relocation is not prohibited and is provided for, preferably as a restricted discretionary activity matter with discretion restricted to the effects on heritage values and consideration of the benefits associated with the relocation.
100	26.6.7	Delete rule (in the first instance) or delete reference to “setting” and amend the rule to exclude development associated with the use of the protected feature, which should be permitted or controlled.
101	26.6 Table 5	Delete rules in Table 5
102	26.9	Amend #3 (map #37) as required so that the “Slipway and Cradle are “category 3”, not “category 2”. Insert a new row and reference if required.
103	Policy 28.3.1.2	Amend policy 28.3.1.2 as follows: <i>Restrict the establishment of activities which have the potential to increase <u>significant</u> natural hazard risk, or which may have an impact upon the community and built environment.</i>
104	Objective 28.3.2	Amend objective 28.3.2 as follows: <i>Development on land subject to <u>a significant</u> natural hazards only occurs where the risks to the community and the built environment are <u>satisfactorily</u> avoided or appropriately managed or mitigated.</i>
105	Policy 28.3.2.2	Amend Policy 28.3.2.2 as follows: <i>Allow subdivision and development of land subject to <u>significant</u> natural hazards where the proposed activity it does not:</i> <ul style="list-style-type: none"> • Accelerate or worsen the natural hazard <u>risk</u> and/or its potential impacts. • Expose vulnerable activities to intolerable natural hazard risk. • Create an unacceptable risk to human life. • Increase the natural hazard risk to other properties. • Require additional works and costs that would be borne by the <u>public</u> community.
106	Policy 28.3.2.3	Amend Policy 28.3.2.3 as follows: <i>Ensure <u>new subdivision or land development</u> all proposals to subdivide or develop land that is at threat from a subject to <u>significant</u> natural hazards risk (identified on the District Plan Maps) is assessed in terms of provide an assessment covering:</i> <ul style="list-style-type: none"> • The type, frequency and scale of the natural hazard <u>and the effects of a natural hazard event on the subject land.</u> • The type of activity being undertaken and its vulnerability <u>of the activity in relation to the natural hazards.</u> • The effects of a natural hazard event on the subject land.

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<ul style="list-style-type: none"> • The potential for the activity to exacerbate the natural hazard risk both in and off the subject land. • The potential for any structures on the subject land to be relocated. • <u>The location, design and construction of buildings and structures to mitigate the effects of natural hazards, such as the raising of floor levels.</u> • Site layout and m-Management techniques that to avoid or minimise the adverse effects of natural hazards, including access and egress during a hazard event.
107	Policy 35.2.1.2	Amend policy as follows: <i>Permit <u>weddings, temporary functions and small</u> and <u>medium-scale events during daytime hours,</u> subject to controls on event duration, frequency and hours of operation.</i>
108	Policy 35.2.1.7	Amend policy as follows: <i>Recognise that noise is an anticipated component of temporary events and filming, while protecting <u>residential activities in residential zones</u> residential amenity from undue noise during night-time hours.</i>
109	Definitions	Insert definition for “temporary storage”
110	Objective 35.2.5	Amend Objective as follows <i>Temporary Storage is provided for in rural areas, <u>visitor and resort zones.</u></i>
111	Policy 35.2.5.1	Amend policy as follows: <i>Permit <u>temporary storage related to farming, transport, tourism and visitor accommodation activities</u> y.</i>
112	Policy 35.2.5.1	Amend policy as follows: <i>Ensure <u>temporary storage not required for farming, transport, tourism and visitor accommodation activities</u> purposes is of short duration and size to protect the visual amenity values of the area in which it is located.</i>
113	New Rule (35.4.2A)	Insert new rule to permit temporary activities (including storage) carried out within the Cardrona Ski Activity Area and the Walter Peak Rural Visitor Zone
114	Rule 35.4.8	Amend rule to exclude activities carried out with the Cardrona Ski Activity Area, Walter Peak Rural Visitor Zone. Suggested wording is as follows: <i>Any other Temporary Events, provided that:</i> <ul style="list-style-type: none"> • <i>The number of persons (including staff) participating does not exceed 500 persons at any one time</i> • <i>The duration of the temporary event does not exceed 3 consecutive calendar days (excluding set up and pack down)</i> • <i>The event does not operate outside of the hours of 0800 to 2000. Set up and pack down outside of these hours is</i>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
		<p><i>permitted</i></p> <ul style="list-style-type: none"> • <i>No site shall be used for any temporary event more than 12 times in any calendar 12 month period</i> • <i>All structures and equipment are removed from the site within 3 working days of the completion of the event</i> • <i>For the purpose of this rule the relevant noise standards of the Zone shall not apply.</i> <p><u><i>This rule does not apply to temporary activities undertaken within the Cardrona Ski Activity Area or the Rural Visitor Zone Walter Peak.</i></u></p>
115	New Rule	<p>Insert new rule to permit any temporary food/beverage retail activity, for the direct purpose of serving people at temporary events and functions. Suggested wording is as follows:</p> <p><u><i>Temporary food/beverage retail activity</i></u></p> <p><u><i>Any temporary food/beverage retail activity, for the direct purpose of serving people at temporary events and functions is a permitted activity.</i></u></p>
116	Rule 35.4.12	<p>Amend rule as follows:</p> <p><i>Temporary Construction-Related Activities</i></p> <p><i>Any temporary building (including a Relocated Building), scaffolding, crane, safety fences, and other similar structures and activities that are:</i></p> <p><u><i>(i)</i></u></p> <ul style="list-style-type: none"> • <i>Ancillary to a building or construction project and located on the same site</i> • <i>Are limited to the duration of an active construction project</i> • <i>Are removed from the site upon completion of the active construction project.</i> <p><u><i>(ii)</i></u></p> <ul style="list-style-type: none"> • <u><i>Associated with the construction (including reconstruction, repair, maintenance, upgrading) of vessel survey work undertaken in relation to the "TSS Earnslaw" and associated buildings and structures including slipway at Kelvin Peninsula;</i></u> • <u><i>Associated with the construction (including reconstruction, repair, maintenance, upgrading) of buildings, structures and infrastructure with the Rural Visitor Zone Walter Peak and Cardrona Ski Activity Area.</i></u>
117	Rule 35.4.13	<p>Amend rule as follows:</p> <p><i>Temporary Related Activities</i></p> <p><u><i>Any temporary food/beverage retail activity, for the direct purpose of serving people at temporary events and functions or workers of an active building or construction project.</i></u></p>

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
118	Rule 35.4.16	Amend rule as follows: <i>Temporary Storage</i> Any temporary storage or stacking of goods or materials, other than for farming purposes, that does not remain on the site for longer than 3 months and does not exceed 50m ² in gross floor area. Note: Any temporary storage which fails to meet this permitted activity rule is subject to the rules of the relevant Zone. <u>This rule does not apply to the Rural Visitor Zone Walter Peak or Cardrona Ski Activity Area.</u>
119	Rule 35.5.1	Amend rule as follows: <i>Relocated Buildings</i> A shipping container has had any signage removed and is painted out where used on a site for a period exceeding two <u>three</u> months.
120	New Rule	Insert new rule to permit glare from lighting used for health and safety. Suggested wording is as follows: <u>Glare from lighting used for the purposes of health and safety is a permitted activity.</u>
121	Rule 35.5.2	Amend rule to exclude glare from lighting used for health and safety. Suggested wording is as follows: <i>Glare</i> All fixed exterior lighting shall be directed away from adjacent sites and roads. Discretion is restricted to the following: • the effect of lighting on the amenity of adjoining properties. <u>This rule shall not apply to glare from lighting used for health and safety purposes.</u>
122	Chapter 36 Table 1 - Noise	Amend table to include noise from vessels as a permitted activity (the permitted activity standards should not just be limited to noise from vehicles using roads)
123	36.5.4	Amend rule to exclude noise from activities in the Walter Peak Visitor Zone. Include the following within the rule: <u>These standards shall not apply in the following circumstances:</u> • <u>noise emitted from activities carried out within the Rural Visitor Zone Walter Peak.</u> • <u>noise beyond the boundary received on the surface and margins of any lake or river.</u>
124	36.5.14	Amend rule so that the noise limits are measured as Lmax, not Ldn. Also amend rule so that non-conformance is a discretionary activity, not a non-complying activity.

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)
125		<p>Amend 36.8.1 to exempt or alter the noise measurement standards in relation to vessels operating moderate_speed passenger transport services, including the "TSS Earnslaw" and other larger passenger service vessels. Insertion of the following wording into the provision is requested:</p> <p><i><u>These matters shall not apply to noise emitted from vessels operating low or moderate speed passenger transport services.</u></i></p>

**FURTHER SUBMISSION ON THE PROPOSED QUEENSTOWN LAKES DISTRICT PLAN
UNDER CLAUSE EIGHT OF THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

To: Queenstown Lakes District Council
Sent via email to services@qldc.govt.nz

Submitter: Real Journeys Limited
C/- John Edmonds & Associates Ltd, PO Box 95, Queenstown

Attention: Ben Farrell, Associate Planner
Mobile: 021 767622
Email: ben@jea.co.nz

This further submission relates to numerous original submissions as listed on the following pages. Real Journeys has an interest in many submission points raised by other original submitters. As the original submission by Real Journeys has wide scope (all provisions as notified) this further submission focuses on supporting or opposing specific relief sought by other submitters that appears to directly affect Real Journeys operations and is considered to be appropriate or inappropriate based on the information contained within the submission.

Real Journeys has an interest in the proposed district plan that is greater than the interest the general public has (Real Journeys is one of the largest employers in the district and could be directly affected by the relief sought in the original submissions).

A copy of this further submission will be served on the original submitters to which this further submission relates. Real Journeys wishes to be heard in support of this further submission and is willing to participate in pre-hearing meetings to discuss the matters raised in this submission. If other persons make a similar further submission then Real Journeys would consider presenting joint evidence at the time of the hearing.

John Edmonds + Associates (Attn: Ben Farrell)
For and behalf of Real Journeys Limited
18th December 2015

**FURTHER SUBMISSION ON THE PROPOSED QUEENSTOWN LAKES DISTRICT PLAN
UNDER CLAUSE EIGHT OF THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

Further Submissions by Real Journeys Limited in support of an original submission

Real Journeys supports the following parts of the original submissions listed and seeks that QLDC allows the relief sought respectively to the extent that it does not undermine or prevent the relief originally sought by Real Journeys (unless otherwise agreed through the submission process).

# 766 Queenstown Wharves GP Limited	
12.2.5 objectives and policies	<p>a) Retain objective 12.2.5 and associated policies, subject to deletion of policy 12.2.5.3 and recognition of the importance of retaining a compact town centre that is easily accessible and walkable.</p> <p>b) Amend the Objective and policies so that they recognise the importance of providing public transport links and commercial recreation activities on the water, and that this may involve the need for expansion and maintenance and redevelopment of existing jetties and structures to provide necessary infrastructure to support the functions of current and future water based activities and to meet safety and design standards.</p> <p>c) Consequential to supporting water based public transport and recreational activities, support objective and policies ensuring that the Queenstown town centre retains its compact, walkable size, and therefore support provisions that avoid outward expansion of the Town Centre.</p>
New	<p>Insert new restricted discretionary activity: <u>12.4.7.3 Excluding maintenance and alterations permitted by rule 12.4.7.0 above, the construction and use of a single story building for the purpose of a ticketing office is a restricted discretionary activity. Council's discretion is limited to:</u> <u>Building location, design and use in terms of compatibility with the nature and scale of existing buildings and open spaces, including the ability to maintain a continuous waterfront walkway;</u></p> <ul style="list-style-type: none"> • <u>Accessibility in terms of servicing requirements;</u> • <u>Outdoor storage requirements;</u> • <u>Storage and disposal of waste;</u> • <u>Signage platforms; and</u> • <u>Health and safety.</u>
Maps 35,36	Amend maps 35 and 36 to provide better clarity around the extent of the Town Centre waterfront zone, which appears to have been removed.

**FURTHER SUBMISSION ON THE PROPOSED QUEENSTOWN LAKES DISTRICT PLAN
UNDER CLAUSE EIGHT OF THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

6.3.6	Either delete Objective 6.3.6 or amend so that it is consistent with the terminology of the Act.
6.3.6.1	Amend Policy 6.3.6.1 to recognise the importance of lakes and rivers in providing a range of benefits.
Chapter 21	Remove repetition and complexity by recognising that this matter is addressed by objective 6.3.6 and 21.2.12.
21.2.12.1	Delete Policy 21.2.12.1.
21.2.12.8	Delete Policy 21.2.12.8 or amend so that it supports the provision of a water based public transport system and the infrastructure necessary for this purpose, and otherwise addresses the effects of activities on the districts lakes and rivers (as opposed to providing specifically for marinas).
RULE 12.4.8.2	Delete the non-complying activity rule for buildings located on jetties and wharves. [It is noted Real Journeys does not agree the activity status should be Controlled].
	Amend policies 6.3.6.2 and 6.3.6.3 to provide a greater level of guidance as to how they will be applied to applications for additional structures and activities within these locations, and to support the importance of providing a water based public transport system. [Real Journeys supports this with inclusion of support for water based tourism activities].
	Insert an additional objective and associated policy that recognises the benefits associated with providing a water based public transport system that links activities along the Kawarau river to the Frankton Arm and Queenstown Bay. [Real Journeys considers the new provision should be generic and less as specific about potential sites of linkages]
# 806 Queenstown Park Limited	
ONL – Kawarau River	Remove ONL classification from parts of the Kawarau River
5.4.3, 5.4.5, 5.4.1.3, 5.4.3.1	Delete or amend objective and policies 5.4.3, 5.4.5, 5.4.1.3, 5.4.3.1; and/or defer this part of Chapter 5 to Stage 2 of the PDP process once the mapping of wahi tupuna is complete.
30.4.18	Amend Rule 30.4.18 Flood Protection Works. Consider the location of provisions for flood protection works and whether they should sit within the utilities section, given that they do not 'fit' within the definition of utility. Provide clarification as to the

**FURTHER SUBMISSION ON THE PROPOSED QUEENSTOWN LAKES DISTRICT PLAN
UNDER CLAUSE EIGHT OF THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

	relationship between these provisions and the Rural section and recognise that flood protection (and other hazard mitigation) can be undertaken by private land owners.
# 798 Otago Regional Council	
Chapter 21 – rules	Avoid rules that overlap with regional rules and clarify this matter – include advice note.
Section 26.2	ORC opposes Section 26.2 where it is proposed that the role of the general public is to prove the relevance of any features for inclusion in the plan. This is inconsistent with both the requirements of the Act and QLDC's approach to the management of other resources.
Chapter 12	ORC requests the addition of a policy to the Objective which provides for conveniently-integrated journeys that combine travel on land and water, in order to improve accessibility through better connectivity.
# 719 NZ Transport Agency	
Policy 28.3.1.1	Amend Policy 28.3.1.1
Objective 30.2.7	Amend Objective 30.2.7 Objective
Chapter 37	Review and correction of section 37 of the Plan to list designations in numerical order.
# 836 Arcadian Triangle Limited	
Definition of Nature Conservation Value	Amend definition
3.2.4, 3.4.2.7, 3.2.4.7.1	Amend chapter 3 (3.2.4, 3.4.2.7, 3.2.4.7.1) to appropriately provide for a high level direction in relation to recreation.
6.4.1.4	Delete or amend policy

**FURTHER SUBMISSION ON THE PROPOSED QUEENSTOWN LAKES DISTRICT PLAN
UNDER CLAUSE EIGHT OF THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

Overall –	Amend the district plan to maintain the operative district plan permitted activity ‘default’ consent status for any activity not otherwise specified or listed as having an identified consent status.
21.7.2.1	Delete rule
# 307 Kawarau Jet Services Holdings Limited	
Chapter 3 – New policy	Add new policy <i>3.2.1.3.3 (Provide for a range of appropriate Recreational and Commercial Recreational activities in the rural areas and on the lakes and rivers of the District).</i>

Further Submissions by Real Journeys Limited in opposition of an original submission

Real Journeys opposes the following parts of the original submission by IPENZ (#201) and seeks that QLDC does not allow the relief sought (or other similar relief sought by another submitter) unless otherwise agreed through the submission process.

# 201 Institution of Professional Engineers New Zealand (IPENZ)	
Chapter 26 Reference to T.S.S. Earnslaw Berth (Ref NO. 37)	IPENZ seeks to ensure certain heritage items are protected under the district plan. Real Journeys opposes relief that seeks additional protection of heritage items or features associated with the operation, maintenance, upgrading and development of the TSS Earnslaw and associated infrastructure and slipway area.

Submitter Details

First Name: **Tony**
 Last Name: **Ray**
 Organisation: **Queenstown Rafting Limited**
 On behalf of: **Mactodd**
 Street: **PO Box 653**
 Suburb: **Queenstown**
 City: **Queenstown**
 Country: **New Zealand**
 PostCode: **9348**
 Daytime Phone: **(03)441 0226**
 Mobile: **0273156428**
 eMail: **tray@mactodd.co.nz**

Trade competition and adverse effects:

I could I could not

gain an advantage in trade competition through this submission

I am I am not

directly affected by an effect of the subject matter of the submission that :

a. adversely affects the environment, and

b. does not relate to the trade competition or the effects of trade competitions.

Wishes to be heard:

Yes

No

Preferred hearing location:

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> Ch 1 -
Introduction | <input type="checkbox"/> Ch 2 - Definitions | <input type="checkbox"/> Ch 3 - Strategic
Direction | <input type="checkbox"/> Ch 4 - Urban
Development |
| <input type="checkbox"/> Ch 5 - Tangata
Whenua | <input type="checkbox"/> Ch 6 - Landscape | <input type="checkbox"/> Ch 7 - Low
Density Residential | <input type="checkbox"/> Ch 8 - Medium Density
Residential |
| <input type="checkbox"/> Ch 9 - High
Density
Residential | <input type="checkbox"/> Ch 10 - Arrowtown
Residential Historic
Management Zone | <input type="checkbox"/> Ch 11 - Large Lot
Residential | <input type="checkbox"/> Ch 12 - Queenstown
Town Centre |
| <input type="checkbox"/> Ch 13 - Wanaka
Town Centre | <input type="checkbox"/> Ch 14 - Arrowtown Town
Centre | <input type="checkbox"/> Ch 15 - Local
Shopping Centres | <input type="checkbox"/> Ch 16 - Business
Mixed Use Zone |
| <input type="checkbox"/> Ch 17 -
Queenstown
Airport Mixed Use | <input checked="" type="checkbox"/> Ch 21 - Rural Zone | <input type="checkbox"/> Ch 22 - Rural
Residential and
Rural Lifestyle | <input type="checkbox"/> Ch 23 - Gibbston
Character Zone |
| <input type="checkbox"/> Ch 26 - Historic
Heritage | <input type="checkbox"/> Ch 27 - Subdivision and
Development | <input type="checkbox"/> Ch 28 - Natural
Hazards | <input type="checkbox"/> Ch 30 - Energy and
Utilities |
| <input type="checkbox"/> Ch 32 -
Protected Trees | <input type="checkbox"/> Ch 33 - Indigenous
Vegetation and
Biodiversity | <input type="checkbox"/> Ch 34 - Wilding
Exotic Trees | <input type="checkbox"/> Ch 35 - Temporary
Activities and Relocated
Buildings |
| <input type="checkbox"/> Ch 36 - Noise | <input type="checkbox"/> Ch 37 - Designations | <input type="checkbox"/> Ch 41 - Jacks
Point Zone | <input type="checkbox"/> Ch 42 - Waterfall Park |
| <input type="checkbox"/> Ch 43 -
Millbrook Resort
Zone | | | |

Submission

Consultation Document Submissions

Part Four - Rural Environment > 21Rural Zone

- Support
- Oppose
- Other - Please clearly indicate your position in your submission below

I seek the following decision

The submitter generally supports: 1. Objective 21.2.12 and related Policies with particular reference to 21.2.12.3, 21.2.12.4, 21.2.12.6 and 21.2.12.10 The submitter opposes: 1. Rule 21.5.39 'Commercial non-motorised boating activities' and seeks that this Rule be deleted. 2. Rule 21.5.43 'Commercial boating activities' and seeks that the sentence 'Motorised commercial boating activities' be deleted from this Rule. 3. Seeks any other amendments consequential or otherwise necessary to give full effect to this submission.

My submission is

1. Under the relevant provisions of the Operative District Plan, commercial boating activities whether motorised or not, are with limited exceptions classed as discretionary activities. There are good reasons for this and they particularly arise out of (but are not limited to) concerns relating to rafting on a number of rivers including the Shotover River. 2. The number of deaths and injuries caused by boating accidents on the rivers within the District, especially prior to 1995, prompted the inclusion of commercial boating as a full discretionary activity on the rivers. This, together with other regulations, has seen a marked improvement in safety standards observed by operators. 3. Objective 21.2.12 and in particular Policy 21.2.12.10 recognises the importance of assuring public safety when consideration is given to granting consents for commercial boating activities on the rivers. 4. Given the serious potential consequences which can arise as a result of accidents on the rivers from commercial boating activities, whether motorised or not, it is essential that the present level of scrutiny continues to be applied to such applications. 5. Based on past history a failure to do this will likely result in a repetition of the incidents which have occurred previously. 6. It is essential for the economic benefit of the tourism industry in the District and accordingly, the District as a whole, that all the current standards, which apply to commercial boating operation are maintained at least at the present level. 'Downgrading' the threshold for establishing such operations from 'full discretionary' to 'restricted discretionary' will not assist in maintaining those standards nor will it assist in achieving the Plan's relevant Objectives and Policies. 6. The proposal to apply the 'restricted discretionary' use category to 'commercial non-motorised boating activities' as proposed by Rule 21.5.39 a) does not promote the sustainable management of resources; b) does not meet the requirements of section 32 of the Act; c) is not consistent with Part 2 of the Act; d) does not meet the reasonably foreseeable needs of future generations; e) does not use appropriate standards and values to achieve appropriate objectives and policies in the Plan; and f) is not good resource management practice.

Attached Documents

File
No records to display.

**FURTHER SUBMISSION IN SUPPORT OF, OR IN OPPOSITION TO,
SUBMISSIONS ON THE QUEENSTOWN LAKES DISTRICT COUNCIL
PROPOSED PLAN**

To: Queenstown Lakes District Council

1. Name and address of person making further submission:

Queenstown Rafting Limited

C/- Jayne Macdonald

P O Box 653

Queenstown

2. This is a further submission in opposition to a submission on the Queenstown Lakes District Council Proposed District Plan (“the proposal”).

3. I am:

A person who has an interest in the proposal greater than the interest the general public has. My interest is based on the following grounds:

I lodged a submission (#167) regarding the different activity status given to motorised and non-motorised craft in the Proposed Plan.

4. I oppose the submission of:

Name of original submitter: *Maree Horlor*

Submission number: #45

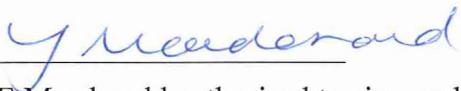
5. The particular parts of the submission I oppose are:

The support for the separation of motorised and non-motorised boating activities.

6. The reasons for my opposition are

The submission does not provide any reason for its support of separating the two types of boating activities. As per our original submission, there should be no distinction between the two. Effects – particularly on amenity values and safety are equally adverse – whether motorised or not. There is no resource management justification for the distinction between the two.

7. **The following decision is sought from the local authority:**
A fully discretionary regime apply to all commercial boating activities. Rule 21.5.39 should be deleted.
8. **The submitter does wish to be heard in support of this submission.**
9. **If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.**



J E Macdonald authorised to sign on behalf of Queenstown Rafting Limited

18 December 2015

Date

Copy to: Maree Horlor
E: mareehorlor@actrix.co.nz

**FURTHER SUBMISSION IN SUPPORT OF, OR IN OPPOSITION TO,
SUBMISSIONS ON THE QUEENSTOWN LAKES DISTRICT COUNCIL
PROPOSED PLAN**

To: Queenstown Lakes District Council

1. Name and address of person making further submission:

Queenstown Rafting Limited

C/- Jayne Macdonald

P O Box 653

Queenstown

2. This is a further submission in opposition to a submission on the Queenstown Lakes District Council Proposed District Plan (“the proposal”).

3. I am:

A person who has an interest in the proposal greater than the interest the general public has. My interest is based on the following grounds:

I lodged a submission (#167) regarding the different activity status given to motorised and non-motorised craft in the proposed District Plan.

4. I oppose the submission of:

Name of original submitter: *Queenstown Wharves G.P. Limited*

Submission number: #766

5. The particular parts of the submission I oppose are:

That part of the submission that seeks to make provision for commercial ferry operations as a controlled activity.

6. The reasons for my opposition are

There should be no distinction between differing types of commercial boating activities. All commercial boating activities should have a fully discretionary activity status.

7. **The following decision is sought from the local authority:**
All commercial boating activities should be classified as fully discretionary activities.

8. **The submitter does wish to be heard in support of this submission.**

9. **If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.**

J E Macdonald

J E Macdonald authorised to sign on behalf of Queenstown Rafting Limited

18 December 2015

Date

Copy to: Queenstown Wharves G.P. Limited
C/-PO Box 1075
Queenstown
E:j.carter@remarkablespark.com

**FURTHER SUBMISSION IN SUPPORT OF, OR IN OPPOSITION TO,
SUBMISSIONS ON THE QUEENSTOWN LAKES DISTRICT COUNCIL
PROPOSED PLAN**

To: Queenstown Lakes District Council

1. Name and address of person making further submission:

Queenstown Rafting Limited

C/- Jayne Macdonald

P O Box 653

Queenstown

2. This is a further submission in opposition to a submission on the Queenstown Lakes District Council Proposed District Plan (“the proposal”).

3. I am:

A person who has an interest in the proposal greater than the interest the general public has. My interest is based on the following grounds:

I lodged a submission (#167) regarding the different activity status given to motorised and non-motorised craft in the Proposed Plan.

4. I oppose the submission of:

Name of original submitter: *Real Journeys Limited*

Submission number: *#621*

5. The particular parts of the submission I oppose are:

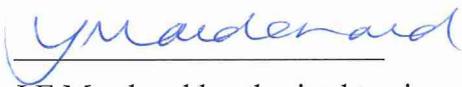
Amendments to Rule 21.5.39

New Rule 21.5.43A

6. The reasons for my opposition are

There should be no distinction between differing types of commercial boating activities. All commercial boating activities should have a fully discretionary activity status.

7. **The following decision is sought from the local authority:**
All commercial boating activities should be classified as fully discretionary activities. Rule 21.5.39 should be deleted.
8. **The submitter does/does not wish to be heard in support of this submission.**
9. **If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.**



J E Macdonald authorised to sign on behalf of Queenstown Rafting Limited

18 December 2015

Date

Copy to: Real Journeys Limited
C/-John Edmonds & Associates
E: reception@jea.co.n

**FURTHER SUBMISSION IN SUPPORT OF, OR IN OPPOSITION TO,
SUBMISSIONS ON THE QUEENSTOWN LAKES DISTRICT COUNCIL
PROPOSED PLAN**

To: Queenstown Lakes District Council

1. Name and address of person making further submission:

Queenstown Rafting Limited

C/- Jayne Macdonald

P O Box 653

Queenstown

2. This is a further submission in support of a submission on the Queenstown Lakes District Council Proposed District Plan (“the proposal”).

3. I am:

A person who has an interest in the proposal greater than the interest the general public has. My interest is based on the following grounds:

Queenstown Rafting Limited filed a submission (#167) regarding commercial boating activities, and is a long established tourism operator in the Southern Lakes District.

4. I support the submission of:

Name of original submitter: *Real Journeys Limited*

Submission number: *#621*

5. The particular parts of the submission I support are:

Those parts of the submission seeking amendments to provisions that provide recognition and protection and ongoing growth of tourism and water based tourism activities – viz, submission points (7), (75), (79).

6. The reasons for my support are

The significant benefit that tourism activities bring to the District should be specifically recognised and provided for in the District Plan, including existing tourism operations and infrastructure.

7. **The following decision is sought from the local authority:**
Make the amendments to the provisions of the Proposed District Plan as per submission points (7), (75) and (79) of the submission.
8. **The submitter does wish to be heard in support of this submission.**
9. **If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.**



J.E Macdonald authorised to sign on behalf of Queenstown Rafting Limited

18 December 2015

Date

Copy to: Real Journeys Limited
C/-John Edmonds & Associates
E: reception@jea.co.nz

**FURTHER SUBMISSION IN SUPPORT OF, OR IN OPPOSITION TO,
SUBMISSIONS ON THE QUEENSTOWN LAKES DISTRICT COUNCIL
PROPOSED PLAN**

To: Queenstown Lakes District Council

1. Name and address of person making further submission:

Queenstown Rafting Limited

C/- Jayne Macdonald

P O Box 653

Queenstown

2. This is a further submission in opposition to a submission on the Queenstown Lakes District Council Proposed District Plan (“the proposal”).

3. I am:

A person who has an interest in the proposal greater than the interest the general public has. My interest is based on the following grounds:

I lodged a submission on Rule 21.5.39

4. I ~~support~~/oppose the submission of:

Name of original submitter: *NZ Transport Agency*

Submission number: *#719*

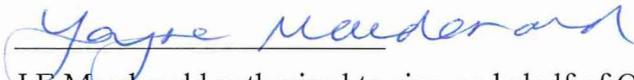
5. The particular parts of the submission I support/oppose are:

That part of the submission supporting Rule 21.5.39

6. The reasons for my support/opposition are

Rule 21.5.39 relates to commercial non-motorised boating activities. The submitter says it supports this rule because it will contribute to the sustainable management of the State Highway. It appears this submission erroneously refers to the wrong rule (it has nothing to do with the State Highway), and the submission is therefore opposed.

7. **The following decision is sought from the local authority:**
All commercial boating activities should be classified as fully restricted activities and Rule 21.5.39 should therefore be deleted.
8. **The submitter does wish to be heard in support of this submission.**
9. **If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.**



J E Macdonald authorised to sign on behalf of Queenstown Rafting Limited

18 December 2015

Date

Copy to: NZ Transport Agency
PO Box 5245
Dunedin 9058
Attention: Tony MacColl

Submission on the Proposed Queenstown Lakes District Plan 2015 (Stage 1)

Pursuant to Clause 6 of Schedule 1, Resource Management Act 1991

To: Queenstown Lakes District Council

Address: Sent via email to: services@qldc.govt.nz

Name of submitter: Queenstown Water Taxis Ltd

Trade Competition: The submitter cannot gain an advantage in trade competition through this submission.

Submission and decisions sought: As shown in the attached table.

Hearings: The submitter wishes to be heard in support of this submission.

Address for Service: Queenstown Water Taxis Ltd
C/- John Edmonds + Associates Ltd
Email: reception@jea.co.nz
Phone: 03 450 0009

Date: 23rd October 2015

Submission point	Plan Provision	Relief sought (amended wording sought shown in <u>underline</u> strikeout)	Reasons
1	Rural Chapter 21	Delete Rule 21.4.29	<p>The Rule introduces a prohibition on all new Activities Sensitive to Aircraft Noise inside of the Outer Control Boundary of the Queenstown Airport.</p> <p>The Outer Control Boundary extends east and west of the main runway, and includes all of the eastern foreshore of Frankton Arm (that is included in the Rural zone), including the Remarkables Primary School, Allan Crescent parks, Shoreline Road picnic areas, the Frankton Camping Ground, including parts of the Frankton Marina.</p> <p>The submitter considers that alternative public transport opportunities need to be explored, and this should include park and ride facilities associated with water taxi services.</p> <p>The prohibition of Rule 21.4.29 extinguishes any ability to establish any community activities to be established anywhere along the foreshore of Frankton Arm inside of the OCB</p>