

Attachment "A"

A copy of the Appellant's submissions

**RESOURCE MANAGEMENT ACT 1991
SUBMISSION ON PUBLICLY NOTIFIED PROPOSED DISTRICT PLAN**

TO: QUEENSTOWN LAKES DISTRICT COUNCIL

NAME: QUEENSTOWN WHARVES GP LIMITED

C/- Jenny Carter
PO Box 1075
QUEENSTOWN

QUEENSTOWN WHARVES GP LIMITED (QWL) makes this submission on the Queenstown Lakes District Council's Proposed District Plan (PDP).

1.1 QWL submission is that:

QWL is a listed company that owns the St Omer and O'Reagan wharves, located within the Queenstown Town Centre Waterfront Zone. QWL also owns a wharf at Kelvin Heights.

QWL makes this submission in order to ensure that its aspirations for the use and management of the wharves it owns are provided for into the future, without unnecessary regulation and associated costs.

Currently the wharves are used for the purposes of berthing vessels. Into the future it is anticipated that this use will continue, in addition to the provision of facilities for water based public transport and further commercial recreational uses. For these reasons, QWL wishes to ensure that the wharves in its ownership are protected, but also that there is opportunity for public transport linkages, both within the Frankton Arm of Lake Wakatipu, and along the Kawarau River. There is also potential for a ferry linkage to Jacks Point and this should be recognised and provided for.

Relief sought:

That QWL interests are protected by ensuring that the PDP allows flexibility for the future use and management of the St Omer and O'Reagan's wharves and their connections for a wide range of uses.

1.2 In general, the PDP, as currently proposed:

- (a) Is contrary to Part 2 of the Resource Management Act 1991 (the Act) because:
- (i) it does not promote sustainable or integrated management;
 - (ii) it does not manage the use, development and protection of natural and physical resources;
 - (iii) it does not avoid, remedy or mitigate adverse effects;

- (iv) it is not the most appropriate way to achieve the purpose of the Act;
- (v) it does not meet section 32 of the Act;
- (vi) it does not represent sound resource management practice.

Without derogating from the generality of the above QPL further submits:

1.3 Objective 12.2.5 - Integrated management of the Queenstown Bay land-water interface, the activities at this interface and the establishment of a dynamic and attractive environment for the benefit of both residents and visitors.

Policies

12.2.5.1 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.

12.2.5.2 Promote a comprehensive approach to the provision of facilities for water-based activities.

12.2.5.3 Conserve and enhance, where appropriate, the natural qualities and amenity values of the foreshore and adjoining waters.

12.2.5.4 Retain and enhance all the public open space areas adjacent to the waterfront.

12.2.5.5 Maximise pedestrian accessibility to and along the waterfront for the enjoyment of the physical setting by the community and visitors.

12.2.5.6 Provide for structures within the Queenstown Bay waterfront area subject to compliance with strict location and appearance criteria

The recognition in the objective and policies of the importance of creating a dynamic and vibrant waterfront is supported.

- 1.3.1 The meaning of Policy 12.2.5.2 is unclear. The interface between policies 12.2.5.1 and 12.2.5.3 is difficult to reconcile, and while it is important that the amenity values of the waterfront are retained, this should not be provided for as a separate policy to "conserve and enhance" when such an approach needs to be balanced against the need for vibrancy.
- 1.3.2 The maintenance of pedestrian accessibility is important. This relates to the importance of retaining the Town Centre's compact and walkable size, and its strong relationship with water based transport and activities.
- 1.3.3 The objective and policies should recognise the importance of providing for water based public transport, and that these activities will need to be supported by infrastructure on the lake shore. Providing for water based public transport also emphasises the importance of providing a walkable town centre that residents and visitors can access via public transport.

Relief sought

- (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.

- (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 expansion to existing jetties and structures to provide necessary infrastructure.
- (c) Consequential to supporting water based public transport and 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.

TOWN CENTRE ZONE RULES

1.4 RULE 12.4.7.1

Surface of Water and Interface Activities

12.4.7.1 Wharfs and Jetties within the Queenstown Town Centre Waterfront Zone between the Town Pier and St Omer Park. DISCRETIONARY

- 1.4.1 This rule should be amended to recognise the importance of providing a vibrant waterfront, and to provide for future water based public transport and continued use of the lake and rivers for commercial recreation activities. The rule would be clearer if the District Plan maps identified where the boundary of St Omer Park is located, so that it is clear as to where this rule applies. It appears on the planning maps that St Omer park extends further than the lines denoting where the non-complying status ends.

Relief sought

- (a) Amend Rule 12.4.7.1 to replace the discretionary activity status for wharfs and jetties within the Town Centre Waterfront Zone with **controlled activity** status.
- (b) Amend maps 35 and 36 to provide better clarity around the extent of the Town Centre waterfront zone.

1.5 RULE 12.4.7.2

12.4.7.2 Commercial Surface of Water Activities within the Queenstown Town Centre Waterfront Zone.

In respect of the above activities, the Council's discretion is unlimited but it shall consider:

The extent to which the proposal will:

- *Create an exciting and vibrant waterfront which maximises the opportunities and attractions inherent in a visitor town situated on a lakeshore;*
- *Provide a continuous waterfront walkway from Home Creek right through to St Omer Park;*
- *Maximise the ability to cater for commercial boating activities to an extent compatible with maintenance of environmental standards and the nature and scale of existing activities; and*
- *Provide for or support the provision of one central facility in Queenstown Bay for boat refuelling, bilge pumping, sewage pumping.*

The extent to which any proposed structures or buildings will:

- *Enclose views across Queenstown Bay; and*
 - *Result in a loss of the generally open character of the Queenstown Bay and its interface with the land.*
- DISCRETIONARY**

- 1.5.1 This rule should be amended to better reflect the outcomes sought by the objectives and policies, and to recognise the importance of providing for water based public transport and activities.
- 1.5.2 The vibrancy of the town centre waterfront zone relies on the provision of a range of activities, and these should be supported by both the objectives and policies and the rules.

Relief sought.

- (a) Amend Rule 12.4.7.2 to replace the discretionary activity status for Commercial Surface of Water Activities within the Queenstown Town Centre Waterfront Zone with **controlled activity status**
- (b) Amend maps 35 and 36 to provide better clarity around the extent of the Town Centre waterfront zone, which appears to have been removed.

1.6 RULE 12.4.8.2 Surface of Water and Interface Activities

12.4.8.2 Any buildings located on Wharfs and Jetties within the Queenstown Town Centre Waterfront Zone.

NON COMPLYING

- 1.6.1 This rule is opposed; buildings are often a necessary feature of wharves and jetties, and will be required into the future to provide ticketing facilities for water based transport facilities. Standard 12.5.10.3 requires that any building located on a wharf or jetty shall have a maximum height of 4m. This adequately manages the scale of such buildings, and subject to controlled activity to manage external appearance, non-complying status is not necessary and nor does it assist in achieving the policies which aim to provide a vibrant town centre waterfront.

Relief sought:

- (a) Delete the non-complying activity rule for buildings located on jetties and wharves. The effects from buildings for the purposes of ticketing etc can be managed adequately under the suggested controlled activity rule (12.4.7.1) for the jetty or wharf. If the Rule is retained, then it should be amended to exclude provision of buildings that are for the purpose of providing water based public transport facilities.

LANDSCAPES

- 1.7 Objective 6.3.6 - Protect, maintain or enhance the landscape quality, character and visual amenity provided by the lakes and rivers and their margins from the adverse effects of structures and activities.**

- 1.7.1 This objective is worded too strongly, and does not reflect the fact that in some cases adverse effects can occur, where they are not significant and where wider community benefits can be achieved. The objective should also recognise the recreational and tourist values associated with the lakes and rivers.

Relief sought

- (a) Either delete Objective 6.3.6 OR amend so that it is consistent with the terminology of the Act as follows.

6.3.6 Objective - ~~Protect, maintain or enhance the~~ Recognise and provide for the landscape quality, character and visual amenity, recreational and tourist values provided by the lakes and rivers and their margins and avoid, remedy or mitigate from the adverse effects of inappropriate structures and activities.

1.8 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.

- 1.8.1 The policy should be amended to recognise the importance of the lakes and rivers in providing a range of benefits, and that the ability to provide new structures and activities on the lakes and rivers should be supported particularly where they contribute to the provision of public transport systems, subject to avoiding, remedying or mitigating adverse effects.

Relief sought

- (a) Amend Policy 6.3.6.1 to recognise the importance of lakes and rivers in providing a range of benefits. In this regard, it could be amended to read:

6.3.6.1 ~~Control~~ Manage the location, intensity and scale of buildings, jetties, moorings and utility structures on the surface and margins of water bodies, recognising the importance of the lakes and rivers as a tourist, transport, recreational and landscape resource, and ensure these structures maintain or enhance the while avoiding, remedying or mitigating effects on landscape quality, character and amenity values.

1.9. POLICY 6.3.6.2 AND 6.3.6.3

6.3.6.2 *Recognise the character of the Frankton Arm including the established jetties and provide for these on the basis that the visual qualities of the District's distinctive landscapes are maintained and enhanced.*

6.3.6.3 *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.*

- 1.9.1 While policies 6.3.6.2 and 6.3.6.3 are supported in that they recognise the existing character of the Frankton Arm and Queenstown Bay, they will be difficult to implement and should be amended to recognise the importance of providing structures and facilities that are required for the provision of a water based public transport system.
- 1.9.2 Policy 6.3.6.3 is problematic; on one hand it recognises the urban character of Queenstown Bay, but it also wants to protect maintain and enhance the appreciation of the District's landscapes. The Policy should be redrafted so that its intent and application is made clearer.

Relief sought:

- (a) 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.

RURAL ZONE**1.10 Objective 21.2.12 - Protect, maintain or enhance the surface of lakes and rivers and their margins.**

- 1.10.1 This objective and associated policies are a repeat of objective 6.3.6 and associated policy 6.3.6.1 (found in Section 6: Landscapes, which apply District Wide). Care should be taken to ensure consistency, and avoid repetition and complexity.
- 1.10.2 Objective 21.2.12 is worded too strongly, and should be amended so that it is consistent with the wording of the Act. It should recognise that it is not always possible to protect, maintain and enhance, and that there should be opportunities to change the character of the lakes, rivers and their margins, subject to avoiding, remedying or mitigating adverse effects.
- 1.10.3 In order to achieve strategic goals associated with transportation, the Council should recognise and provide for the importance of providing the necessary infrastructure to enable water based public transport along the Kawarau River and the Frankton Arm of Lake Wakatipu. The PDP should recognise and provide for the benefits associated with achieving a public transport system on the Kawarau River and Frankton Arm as this will provide a sustainable and low impact transport system that relieves congestion on the District's roads.
- 1.10.4 Conversely, in order to maintain the quality of the environment, any additional jetties, moorings and marinas that are constructed for private use should not be allowed.

Relief sought:

- (a) Remove repetition and complexity by recognising that this matter is addressed by objective 6.3.6 and 21.2.12.
- (b) Amend Objective 21.2.12 and associated policies to support provision of water based public transport, and to restrict the construction of any jetties, moorings and marinas that are constructed for personal use. Objective 21.2.12 could be amended to read:

21.2.12 Objective - ~~Protect, maintain or enhance~~ Avoid, remedy or mitigate the adverse effects of activities and structures on the surface of lakes and rivers and their margins, while recognising the importance of providing a water based public transport system

- (c) 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. Such an objective could read:

Achieve sustainable water based transport linkages between the Kawarau River and Queenstown Bay, recognising the river and lake as a strategic transportation resource.

Policy

Recognise and provide for the benefits associated with provision of a water based public transport system, including the provision of strategically located jetties and associated structures, that will provide a key linkage between Queenstown Park, Remarkables Park, and the Frankton Arm and Queenstown.

1.11 POLICY 21.2.12.1

21.2.12.1 Have regard to statutory obligations, the spiritual beliefs, cultural traditions and practices of Tangata Whenua where activities are undertaken on the surface of lakes and rivers and their margins.

- 1.11.1 This policy is a repeat of the provisions contained within Section 5: Tangata Whenua. Any unnecessary repetition should be deleted.

Relief sought:

- (a) Delete Policy 21.2.12.1.

1.12 POLICY 21.2.12.2

21.2.12.2 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.

- 1.12.1 Policy 21.2.12.2 is supported; it recognises the importance of providing access to recreational experiences on the Districts lakes and rivers. Some greater clarification as to the values associated with each of the water bodies, and identification of those within which a greater level of activity is anticipated would be helpful.

Relief sought

- (a) Retain Policy 21.2.12.2.

1.13 POLICY 21.2.12.3

21.2.12.3 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.

- 1.13.1 This Policy is supported. However, it should be clarified that it does not apply to the Kawarau River or the Frankton Arm, which are not areas of high passive recreational use, significant nature conservation values and wildlife habitat. The Kawarau River and the Frankton Arm has the potential to provide important water based public transportation, and this should be recognised within the policies.

Relief sought

- (a) Amend Policy 12.2.12.3 to recognise the importance of public transport facilities. Clarify that the policy does not apply to the stretch of the Kowarau River between the Kowarau Falls and Chard Farm winery, and nor does it apply to the Frankton Arm. This stretch of the river and the lake has significant potential as a water based public transport linkage, and as such provision needs to be made for necessary infrastructure, and boat operations. The Policy could be amended to read:

21.2.12.3 Recognise the importance of providing a water based public transport system, while avoiding or mitigating 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.

1.14 POLICY 21.2.12.4

21.2.12.4 Recognise the whitewater values of the District's rivers and, in particular, the values of the Kowarau and Shotover Rivers as two of the few remaining major unmodified whitewater rivers in New Zealand, and to support measures to protect this characteristic of rivers.

- 1.14.1 This policy is accepted. However, it should be amended to clarify that it does not apply to the Kowarau River between the Kowarau Falls and Chard Farm winery.

Relief sought

- (a) Amend Policy 21.2.12.4 to clarify that it does not apply to the Kowarau River between the Kowarau Falls and Chard Farm winery.

1.15 POLICY 21.2.12.5

21.2.12.5 Protect, maintain or enhance the natural character and nature conservation values of lakes, rivers and their margins, with particular regard to places with nesting and spawning areas, the intrinsic value of ecosystem services and areas of indigenous fauna habitat and recreational values.

- 1.15.1 This policy should be amended to recognise that the Kowarau River between the Kowarau Falls and Chard Farm winery and the Frankton Arm provide an important strategic public transportation linkage, and the need to maintain existing natural character needs to be considered in light of the significant benefits associated with providing sustainable transport linkages. The Kowarau River and Frankton Arm have special qualities in terms of their water quality and recreation values, and the provision of public transport linkages within the river and lake, with the associated necessary infrastructure can be accommodated without adversely affecting the natural character and nature conservation values.

Relief sought

- (a) That policy 21.2.12.5 is amended to recognise and provide for the importance of the Kowarau River and the Frankton Arm as a strategic public transport link.

21.2.12.5 Protect, maintain or enhance the natural character and nature conservation values of lakes, rivers and their margins, with particular regard to places with nesting and spawning areas, the intrinsic value of ecosystem services and areas of indigenous fauna habitat and recreational values.

Recognise that the Kowarau River between the Kowarau Falls Bridge and Chard Farm and the Frankton Arm, provide an important resource for water based transportation link.

1.16 POLICY 21.2.12.6

21.2.12.6 Recognise and provide for the maintenance and enhancement of public access to and enjoyment of the margins of the lakes and rivers.

- 1.16.1 Policy 21.2.12.6 is supported. Specifically, the Kowarau River provides an important strategic public transport link, and provision of infrastructure that supports public transport also facilitates access and enjoyment of the river and its margins.

Relief sought

- (a) Retain Policy 21.2.12.6 and amend to recognise the importance of the Kowarau River between the Kowarau Falls and Chard Farm as a strategic transport link, recognising the importance of providing infrastructure.
- (b) Recognise the importance of the Frankton Arm as a public transport link.

1.17 POLICY 21.2.12.7

21.2.12.7 Ensure that the location, design and use of structures and facilities are such that any adverse effects on visual qualities, safety and conflicts with recreational and other activities on the lakes and rivers are avoided or mitigated.

- 1.17.1 The intent of Policy 21.2.12.7 is supported. It should be amended to recognise that the Kowarau River provides an important strategic public transport link, and provision of infrastructure that supports public transport also facilitates access and enjoyment of the river and its margins. The benefits associated with the provision of a water based public transport system will need to be considered when assessing applications. The Policy should also recognise that in some cases it may be appropriate to remediate effects.

Relief sought:

- (a) Amend Policy 21.2.12.7 to recognise the importance of the Kowarau River and Frankton Arm as an important strategic public transport link, and provision of infrastructure that supports public transport also facilitates access and enjoyment of the river and lake and their margins. Amend to include the word 'remedy'.

1.18 POLICY 21.2.12.8

21.2.12.8 Encourage the development and use of marinas in a way that avoids or, where necessary, remedies and mitigates adverse effects on the environment.

- 1.18.1 Policy 21.2.12.8 provides specifically for the development of marinas. This is a broad policy that applies to all water bodies. Its intent is questioned, and it does not relate well to other provisions that support greater protection of the values of the District's water bodies. The policy should be amended to recognise and provide for the importance of a water based public transport system, but should otherwise apply an effects based regime to the consideration of structures on the surface of water bodies, as opposed to providing support to marinas.

Relief sought:

- (a) Either 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).

21.2.12.8 Encourage the development and use of ~~marinas in a way that~~ a water based public transport system including necessary infrastructure, in a way that as far as possible avoids or, where necessary, remedies and mitigates adverse effects on the environment

1.19 RULE 21.4.24 - ACTIVITIES ON THE SURFACE OF LAKES AND RIVERS THAT COMPLY WITH TABLE 9.

1.19.1 Table 9 provides:

21.5.40 Jetties and Moorings in the Frankton Arm

Jetties and moorings in the Frankton Arm, identified as the area located to the east of the Outstanding Natural Landscape line as shown on the District Plan Maps.

RESTRICTED DISCRETIONARY

- 1.19.2 Consistent with QWL's submissions on the objectives and policies, the rules should recognise the importance of providing water based public transport. There are a significant number of jetties and moorings already located on the Frankton Arm, and it is submitted that all jetties proposed for private use should be non-complying. Only those jetties that provide for a public transport system should be provided for as a restricted discretionary activity.

Relief sought:

- (a) Amend Rule 21.5.40 in Table 9 to recognise the importance of providing water based public transport. This would be achieved by restricting private jetties and providing for public jetties that are strategically important for public transport.
- (b) Amend rule 21.5.40 to provide for jetties and other structures within the Kawarau River and the Frankton Arm that are necessary for the provision of a water based public transport system as a **controlled activity**.

1.20 RULE 21.5.41 and 21.5.42

21.5.41

Structures and Moorings

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 where fences cross lakes and rivers.

DISCRETIONARY

21.5.42

Structures and Moorings

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.

- 1.20.1 Consistent with QWL's submission on the objectives and policies, provision should be made for the structures necessary to enable the establishment of water based

public transport on the Kawarau River and in the Frankton Arm, linking to the Queenstown CBD.

Relief sought

- (a) Amend rules 21.5.41 and 21.5.42 to provide for jetties and other structures within the Kawarau River and the Frankton Arm that are necessary for the provision of a water based public transport system as a **controlled activity**.

1.21 RULE 21.5.43

Commercial boating activities

Motorised commercial boating activities. DISCRETIONARY

- 1.21.1 This rule should be amended to recognise the importance of water based public transport, and that given the benefits of such operations, and their effects, a different activity status should be applied.

Relief sought:

- (a) Amend Rule 21.4.43 to provide separately for commercial ferry operations that provide public transport linkages between the Kawarau River, Frankton Arm and Queenstown CBD. Such operations should be provided for as a **controlled activity**, in recognition of their importance for providing sustainable transport linkages.

1.22 RULE 21.5.46

No new jetty within the Frankton Arm identified as the area east of the Outstanding Natural Landscape Line shall:

21.5.46.1 be closer than 200 metres to any existing jetty;

21.5.46.2 exceed 20 metres in length;

21.5.46.3 exceed four berths per jetty, of which at least one berth is available to the public at all times;

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

- 1.22.1 Recognition in 21.5.46.3 of the need to provide for a public berth is supported. This rule should not apply to jetties that are for the purpose of public transport if located on the Kawarau River between Chard Farm and the Kawarau Falls, and on the Frankton Arm and Queenstown CBD.

Relief sought

- (a) Support the rule, but suggest that it is amended to clarify that it does not apply to any jetty for the purpose of public transport linkage, that is located on the Kawarau River between Chard Farm and the Kawarau Falls, and on the Frankton Arm and Queenstown CBD.

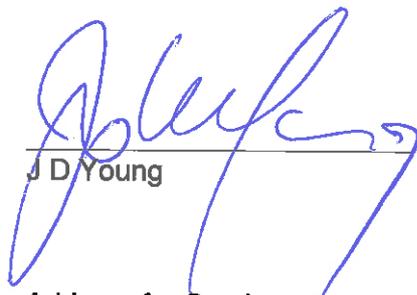
12. QWL seeks the following decision from the Council:

- 12.1 The PDP be amended to address the matters raised in this submission.

- 12.2 Any consequential or alternative relief required to give effect to the matters raised in this submission.
13. **QWL wishes to be heard by the Council in support of its submission**
14. **If others make a similar submission QWL will consider presenting a joint case with them at a hearing**

QUEENSTOWN WHARVES GP LIMITED
by its lawyers and duly authorised
agents **Brookfields** per:

DATED the 23rd day of October 2015



J D Young

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**QUEENSTOWN WHARVES LIMITED - FURTHER SUBMISSION ON THE QUEENSTOWN
LAKES PROPOSED DISTRICT PLAN**

TO: QUEENSTOWN LAKES DISTRICT COUNCIL

Private Bag 50077

Queenstown

NAME: QUEENSTOWN WHARVES LIMITED

Attn: Jenny Carter

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QUEENSTOWN 9348

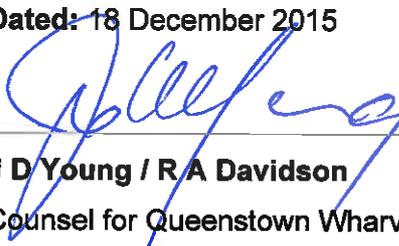
This is a further submission on the Queenstown Lakes District Council's Proposed District Plan (PDP). Queenstown Wharves Limited (QWL) has an interest greater than the public generally. QWL owns wharves in downtown Queenstown and on Kelvin Peninsula.

The **attached** table (**Attachment A**) is organised by submitter number and records the submissions that QWL supports and/or opposes together with the reasons for each further submission.

QWL wishes to be heard in support of this further submission.

If others present a similar submission QWL will consider presenting a joint case with them at the hearing.

Dated: 18 December 2015



J D Young / R A Davidson

Counsel for Queenstown Wharves Limited

ATTACHMENT A: FURTHER SUBMISSIONS TABLE

	Submitter	Submitter number	Provision	Support/ oppose	Reason
1.	PowerNet Limited	251.1	57-3Strategic Direction > 59-3.2Goals, Objectives and Policies > 60-3.2.1Goal 1 > 73-3.2.1.5Objective 5	Support	Support for the reasons stated in the submission; if wharves and ferry linkages are deemed infrastructure support for provision of such infrastructure on the lake and Kawarau River
2.		251.3	57-3Strategic Direction > 59-3.2Goals, Objectives and Policies	Support	
3.		251.4	81-6 Landscape > 83-6.2 Values	Support	
4.		251.5	81-6 Landscape > 84-6.3 Objectives and Policies > 85-6.3.1 Objective 1 > 88- 6.3.1.3	Support	
5.	Real Journeys Limited	621.53	464-12 Queenstown Town Centre > 508-12.4 Rules -Activities > 519-12.4.7	Support	For the reasons outlined in QWL's primary submission
6.		621.70	771-21Rural Zone > 773-21.2Objectives and Policies >823-21.2.12Objective - 12	Support	
7.		621.86	771-21Rural Zone > 890-21.5Rules - Standards	Support	
8.		621.87	771-21Rural Zone > 890-21.5Rules - Standards > 968-21.5.41	Support	Support for provisions to enable pipelines and structures to prevent bank erosion.
9.		621.89	7-Part Seven - Maps	Support	Support recognition of the need to provide for public transport opportunities on the Kawarau River; this provides an important transport link
10.		621.91	771-21Rural Zone > 890-21.5Rules - Standards > 986-21.5.46	Support	
11.	Shaping Our Future	759.1	8-General DP Review Comments	Support	