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**PLANNING EVIDENCE OF BEN FARRELL FOR CHAPTERS 21, 22, 33**

**APPENDIX BF6**

**LIST OF KEY PLANNING ISSUES – TOURISM & WATER TRANSPORT**

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**TABLED AT QLDC HEARING 24 May 2016**

## List of Key Planning Issues for Ben Farrell - Tourism & Water Transport

[In my opinion:]

1. The majority (by far) of the district is zoned rural but the rural zone chapters do not recognise that: (i) the majority of the rural general zone is conservation land administered by DOC; and (ii) about 7% of the remaining rural zone is occupied by freshwater (lakes and rivers) and [an unknown amount of] Crown Pastoral Lease Land.
2. The PDP implies that farming is more appropriate than tourism in the rural zones, including in the conservation estate (at least that is what numerous submitters and experts opine).
3. Tourism is more appropriate than farming within the DOC estate (more than half of the rural general zone).
4. Outside the DOC estate (less than half the rural general zone) the adverse effects of both tourism and farming activities should be avoided, remedied or mitigated – farming should not be encouraged over and above tourism.
5. Freshwater is a significant resource that contributes to the districts socioeconomic well-being in the same (or similar) way as the districts “landscape”. Landscape is afforded special recognition in the district plan and freshwater is not.
6. Introduction of a new water chapter does not need to increase duplication or create confusion. Existing objectives and policies can be relocated to a new chapter (for example “Chapter 6B – Freshwater”) which does not contain rules (similar to “Chapter 6 - Landscape”).
7. The use of water for water transport activities should be provided for.
8. The operational requirements of the “TSS Earnslaw” should be protected.
9. Permitting vegetation clearance on DOC land but not on private land creates inconsistencies and additional costs on private landowners (as the DOC concessions process is more efficient).
10. Four season tourism related activities should be promoted in Ski Area Sub Zones
11. Existing informal airports should be protected from potential reverse sensitivity effects associated with new residential activity.
12. Commercial recreation involving groups of up to 15 people should be permitted.