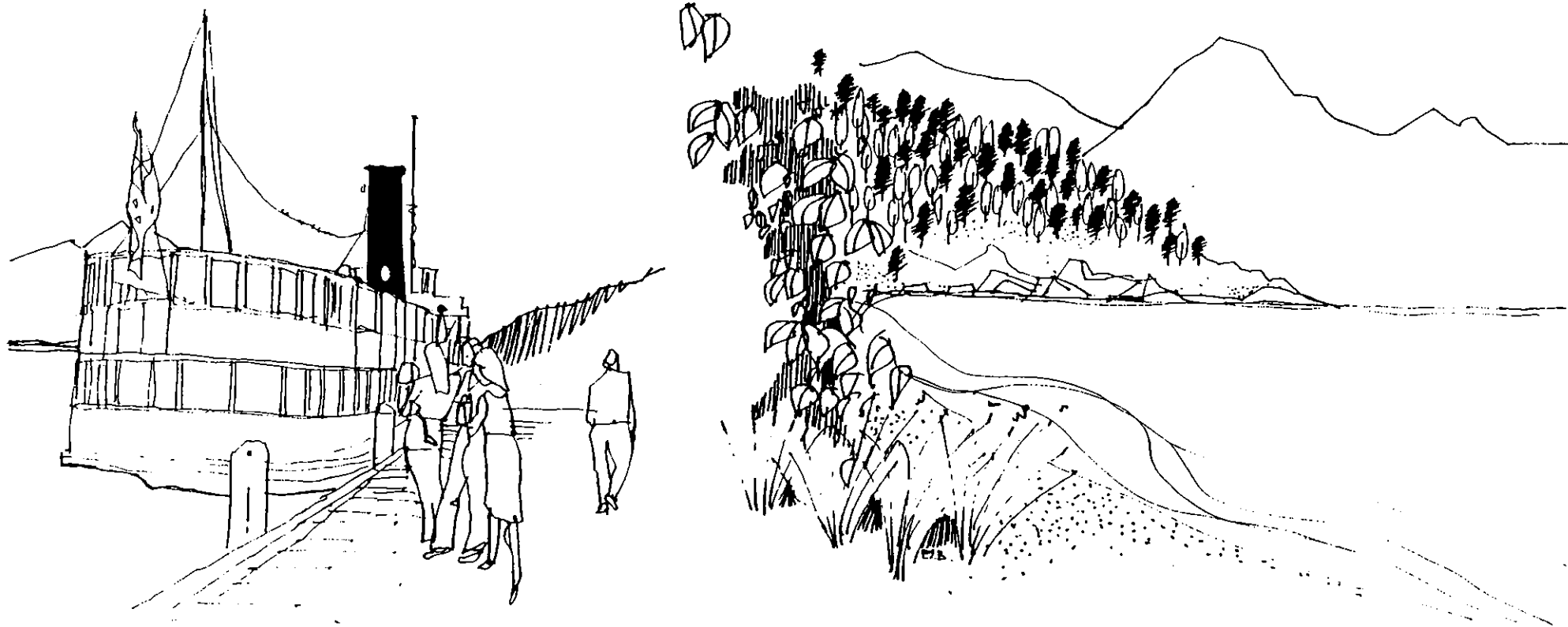


The Queenstown Bay Reserves Management Plan was adopted on 24 February 2016

[> Click here to view the plan <<](#)



**Sunshine Bay, Queenstown Bay, Frankton, Kelvin Heights
Foreshore Management Plan**

QUEENSTOWN LAKES DISTRICT COUNCIL

REP
081

Explanation of title:

The full title of this report is **Sunshine Bay, Queenstown Bay, Frankton, Kelvin Heights Foreshore Management Plan**.

Within the report this is shortened to 'The Foreshore Reserves Management Plan'.

Prepared for Queenstown Lakes District Council
by Boffa Miskell Partners Limited

BMP Q.1426 30.4.1991

Sunshine Bay, Queenstown Bay, Frankton, Kaitiaki Heights Foreshore Management Plan

Foreword

This management plan has been prepared at the request of the Queenstown Lakes District Council by Boffa Miskell Partners, Environmental Planning and Landscape Architectural Consultants.

This is the first occasion that a comprehensive review of these environmentally sensitive, recreationally significant and commercially vital foreshore reserves has been attempted. Considerable background research has been undertaken by the consultants and many people have contributed either through informal advice or through formal submissions. This management plan balances the desire to conserve the resource with the need to support appropriate development and commercial activity.

This management plan is not a design document. Rather it sets out the terms within which future options and proposals will be considered. Indicative plans have been incorporated for illustrative purposes only.

The management plan became operative on:

1 September 1991

**Councillor S Maclean
Chairman Queenstown-Lakes District Council Regulatory Committee**

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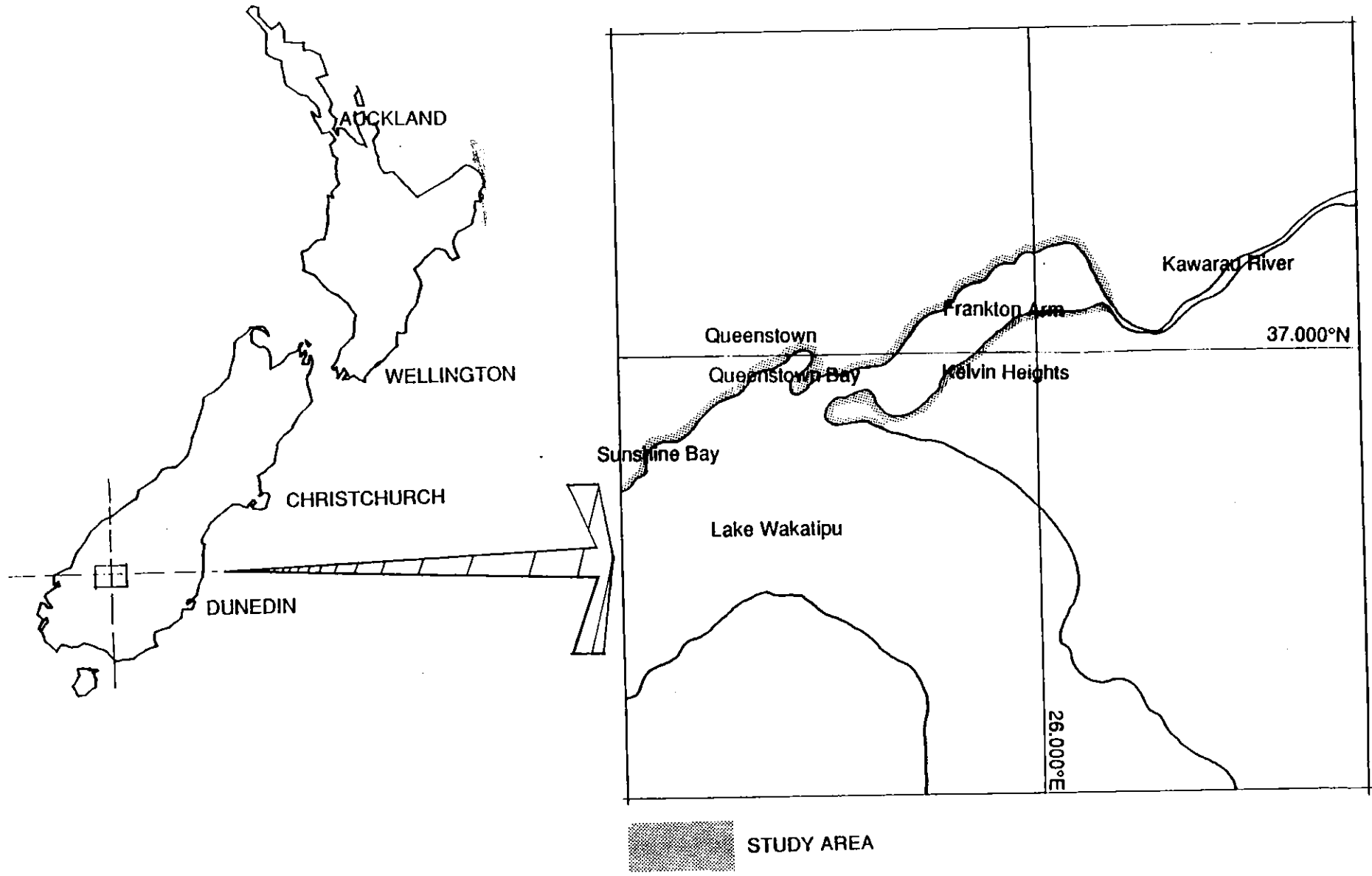
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LOCATION MAP



1.0 INTRODUCTION

1.1 Location and Description

Queenstown, situated on the edge of Lake Wakatipu, is the premier tourist centre of New Zealand. Lake Wakatipu and the surrounding mountains have an international reputation for their great beauty. It is against this background that the Foreshore Reserves Management Plan is prepared.

The Foreshore Management Plan area covers many reserves stretching from Sunshine Bay west of Queenstown, to Queenstown Bay and around the Frankton Arm to Kelvin Heights. It includes the bulk of the Lake Wakatipu foreshore area affected by Queenstown development pressures. The reserves include sites in Queenstown Bay where the town and lake meet in a foreshore of considerable urban charm and character. This contrasts with the 'outer' reserves where the landscape takes on a natural 'fiord-like' quality, particularly in robust weather conditions. Between these two extremes the shoreline displays a range of modification, with some areas dominated by structures and 'cultivated' landscapes and others retaining many of their natural features.

The width of foreshore areas included in this plan also varies considerably. In many places they are restricted to a thin ribbon of open space immediately adjacent to the lake edge. In others, they include substantial areas back from the shore. Detailed legal descriptions of the reserves are included as Appendix 1 of this report.

Although this management plan can only address policies specific to the foreshore reserves it is recognised that many issues do not respect legal boundaries and are inter-related; with the lake itself, and with the wider hinterland. Pollution and scenic beauty are two obvious examples. Where these inter-connections are material to this plan they are addressed in the relevant sections.

To accommodate the complexity and variety of foreshore landscapes, distinctive foreshore management areas (FMAs) have been identified and used as the basis for 'Specific Policies' which are those policies restricted to limited areas of the foreshore. Where policies apply throughout the foreshore reserves they have been addressed under 'General Policies'.

All currently classified foreshore reserves are classified 'Recreation Reserve'. The purpose of Recreation Reserves is described in section 17 of the Reserves Act 1977 as "...providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities including recreational tracks in the countryside."

1.2 Management Planning

Under section 41 of the Reserves Act 1977, the Council is required to prepare a management plan.

A management plan is a working document which sets out the objectives and policies of management and how these should be achieved. It also records changes and additional information as it becomes available.

Management plans provide a framework within which all future management will be carried out subject only to review at defined intervals, usually five years. A management plan sets out the principles governing the management of a reserve or property in a way that will be readily understood by those whose actions or interests will be affected by the plan.

A comprehensive management plan for the foreshore reserves is a means of ensuring continuity of management. It is also a means of explaining to many sectional interests as well as to the general public, the reasons behind the decisions made by the Council.

While a management plan provides the overall direction for ongoing management, there is generally a need for an annual programme of special works to be drawn up and priorities assigned. An effective way for this to be achieved is for a management schedule to be prepared which would be updated annually. The management schedule should specifically cover two aspects:

- (i) A description of the special works to be completed in the year.
- (ii) A budget with specific costings of works to be completed in that year.

Under the Reserves Act 1977 the Council is required to follow a set procedure for the preparation of management plans.

TABLE 1: Summary of Statutory Procedure for Preparation of Management Plan under Section 41 of the Reserves Act 1977.

STAGE	Statutory Procedure
I	The Council gives public notice of the intention to prepare a management plan calling for suggestions.
II	Submissions are received for a specified period after the date of public notification.
III	The Council prepares the draft management plan, then gives public notice that the plan is available for inspection and invites persons and interested organisations to make written suggestions and/or objections.
IV	Objections and suggestions to the draft management plan are received for a two month period after the date of public notification.
V	The Council may have a hearing to consider the objections and suggestions.
VI	Preparation of the final management plan.

Public Notification

The intention to prepare a management plan for the foreshore reserves and an invitation to send in written suggestions was advertised in the public notices columns of the Otago Daily Times and Southland Times, 5th August 1989.

Boffa Miskell Partners were commissioned to prepare a Draft Management Plan in September 1989.

The draft management plan was released for public comment on 10 February 1990.

The closing date for written submissions for inclusion in the full management plan was 16 April 1990.

Public submissions on the Plan were heard on the 28th and 29th June 1990. The Committee which heard the submissions was a joint committee of the Queenstown Lakes District Council and Lakes District Waterways Authority.

The final Plan was completed on 30.4.91 and became operative on 1.9.91.

1.3 Management Plan Format

To be effective and to be used, a management plan needs to be definitive and concise, it should be the prime source of information and reference on the management of the reserves it covers. A management plan should draw together all the relevant descriptive information as well as outlining the policies and objectives. The format of a management plan is therefore important.

The format adopted for the 'The Foreshore Reserves Management Plan' is one where the descriptive information is kept to a minimum; additional descriptive information can be found in appendices or in already published works.

Chapter 2 'Foreshore Reserves Description' summarises relevant information on the physical, biological and aesthetic characteristics of the foreshore. It then covers the history of the area including current land and water uses.

Chapter 3 sets out the logic of policy generation, including an interpretation of a) resource information in Chapter 2, b) relevant parts of the operative District Scheme and c) the public suggestions received following public notification of the preparation of the plan.

Chapter 4 contains the general and specific management policies. These include brief explanations giving the rationale for the policy and notes on how the policies can be implemented.

Chapter 5 is a series of indicative development proposals. These are included to give the public an understanding of what might occur if policies were implemented. The plans are illustrative only.

2.0 FORESHORE RESERVES DESCRIPTION

2.1 Introduction

The foreshore reserves from Sunshine Bay, around Queenstown Bay and Frankton Arm to Kelvin Heights occupy a 'high profile' landscape. Reserve management will attempt to find an acceptable balance between conserving the quality of the resource (natural environment and beauty) and encouraging commercial enterprise and public use and enjoyment that are the very essence of the Queenstown experience. The object is to achieve a sustainable level of reserve use through the wise management of the resource.

To determine the significance and vulnerability of the resource the foreshore environment is now described under the broad headings of a) physical description, b) biological description c) cultural history d) visual description and e) current uses.

2.2 a) Physical Description: The physical characteristics of the area are described under the headings of geology, climate and water.

2.2.1 Geology

Regional Geology

The Queenstown area is underlain by schist bedrock of Mesozoic age, belonging to metamorphic Grades III and IV. This schist is described as foliated quartzo-feldspathic with local bands of greenschist (Wood, 1962). Lake Wakatipu lies in a trough carved out of the schist by glacier ice during the Pleistocene. The ice carried rock debris within it, as well as on top and to the side of it, and also pushed debris in front of it. At times the ice dammed small lakes and fine grained lake silts were deposited. When the ice finally retreated debris was left behind in the form of till consisting of unsorted gravelly sands and silts with many boulders of varying sizes. The rock debris comprising the terminal moraine of the Wakatipu Glacier formed a natural dam, and allowed the lake to take the shape we know today. As the ice retreated rivers built up large out-

wash fans such as those forming the Frankton flats deposited by the Shotover. More recently rivers draining into the lake have built up small fans, and beaches have developed on certain parts of the shoreline. Therefore there is a wide range of Quaternary deposits in the area from coarse bouldery gravels to fine sands and silts.

Lake Shore Geology

The study area extends from Sunshine Bay into Queenstown Bay, then out to the point off Queenstown Gardens and right around Frankton Arm to Kelvin Heights. There is no large scale published geological map, but some unpublished geological reports cover part of the area, and the Queenstown Urban Land Use Capability Study (Otago Catchment Board, 1988), which covers most of the area, uses geological criteria as part of its mapping units.

Gravelly beach deposits are present along much of the lake shore, especially where adjacent ground is formed by glacial or alluvial sediments, which have provided a local source of supply of beach material in response to wave erosion (e.g. the Frankton Flats). Locally (e.g. below Peninsular Hill on Frankton Arm) steep rock slopes and promontories extend down to lake level and inhibit the development of beaches.

Hazard and Erosion Potential

All beach deposits are potentially erodible under adverse conditions, such as abnormally high lake levels accompanied by severe storms. Being more exposed to open lake conditions, the Sunshine Bay - Queenstown Bay shoreline and Frankton Arm entrance are more susceptible to erosion than inner Frankton Arm, and protection works have been found necessary in places.

Where stream catchments enter the lake, local erosion and sedimentation near the shore are possible under extreme flood events. Interruptions to the natural introduction of material from these streams affects the processes of lake shore erosion and accretion. The effects that this is having, particularly in the Queenstown Bay, requires further investigation.

Slopes rising away from the foreshore are, in places, known to present geological hazards. In particular on the north side of Frankton Arm, landslides are present due to the unfavourable dip of layering of the schist rock, while rock-falls are possible from Peninsular Hill.

Small areas of soft silts, derived from former lakes, are present locally along the lake shore and may be prone to slumping.

References:

Wood, B.L. 1962, "Geological Map of New Zealand 1:250,000" Sheet 22 Wakatipu, Department of Scientific and Industrial Research, Wellington, New Zealand.

Otago Catchment Board, 1987. Queenstown Urban Land Use Capability Study.

2.2.2 Climate

Rainfall, temperature, wind and sunshine data are summarised on the table below. These data have been obtained from the nearest climatological station to the study area, located at Queenstown Airport. The mean annual rainfall for

TABLE 1: Mean rainfall temperature and wind gust data for Queenstown Airport and sunshine hours at Queenstown 1968-1980 (New Zealand Meteorological Service 1983)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Rainfall (mm)	54	31	69	55	69	52	53	52	74	73	43	56	568
Air Temp (°C)													
av daily max	21.7	21.8	19.4	15.4	11.0	7.7	7.8	9.7	12.4	14.8	17.8	20.3	15.0
mean	15.6	15.5	13.7	10.3	6.3	3.1	3.3	4.8	7.3	9.6	12.2	14.4	9.7
av daily min	9.5	9.1	7.9	5.2	1.5	-1.8	-1.2	-0.2	2.2	4.3	6.3	8.3	4.3
Days with wind gusts 63km/hr or more	4.8	3.6	3.8	3.1	4.0	2.8	2.8	2.9	3.8	4.1	4.0	4.0	43.7
Sunshine hrs mean	243	201	181	129	91	75	86	120	160	190	210	235	1921
% of possible	53	53	49	42	33	30	32	40	47	48	49	50	45

the site between 1968 and 1980 was 681mm. There is a tendency for monthly totals of rainfall to be greater in Autumn (March to May) and Spring (September and October) but this is highly variable from year to year.

Table 2: Monthly rainfall, temperature and wind gust data for Queenstown Airport and sunshine hours at Queenstown for the period June 1983 to May 1984.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Rainfall (mm)												
1983	-	-	-	-	-	100	66	42	84	68	41	53
1984	105	50	70	45	56	-	-	-	-	-	-	-
Air Temperature (°C)												
av daily max												
1983	-	-	-	-	-	7.4	6.4	9.9	12.0	15.1	17.3	17.2
1984	19.3	21.3	18.6	15.5	9.7	-	-	-	-	-	-	-
mean												
1983	-	-	-	-	-	3.1	2.2	4.8	7.4	10.2	12.0	12.3
1984	13.3	14.8	13.7	10.0	5.3	-	-	-	-	-	-	-
av daily min												
1983	-	-	-	-	-	65	93	117	118	164	214	201
1984	201	198	148	147	77	-	-	-	-	-	-	-
Wind (days of gusts exceeding 63km per hour)												
1983	-	-	-	-	-	4	2	3	2	0	4	3
1984	4	1	0	4	4	-	-	-	-	-	-	-

The Wakatipu Basin experiences warm summers and cold winters. The mean temperature at Queenstown airport is 9.75 degrees celcius and mean monthly temperatures range between 15.6 degrees celcius in January and 3.1 degrees celcius in June. The mean daily maximum is 21.8 degrees celcius (February) and mean daily minimum is -1.8 degrees celcius (June). Temperatures of 32 degrees celcius and -9 degrees celcius have been recorded and the mean number of air frosts per year is 79.

No daily wind measurements are available for the site but inferences can be made from maximum wind gust information. Queenstown airport is relatively calm with gusts exceeding 63km per hour on 44 days per year on average. For the years 1983 to 1985, 64% of the highest wind gusts were from the southerly quarter and 22% from the westerly quarter.

Very high sunshine totals are recorded during summer with an average of over 200 hours per month from November to February equating to 49-53% of the maximum possible. The area is one of the sunniest in the South Island over summer.

Reference

NZ Metereological Service 1983

2.2.3 Water

Lake Wakatipu has a surface area of 291 square kilometres. The surface is 309 metres above sea level and has a maximum depth of 378 metres (Lucas, 1904). The lake is known for its clarity. In 1968 July secured a secchi disc extinction depth of 9.5 metres and in May 1969 recorded a 10 to 13 metre depth.

Temperatures taken fortnightly since 16.4.79 until 18.9.79 give a maximum of 10.1 °C and a minimum of 4.3°C in the Rees. The temperature of the lake in contrast is never below 8.71°C (Irwin and Jolly, 1970). The river inflow being cooler and denser creates bottomflows or 'underflows' which have formed the lake floor channels that extend down to Bob's Cove.

The gradient of the lake floor decreases from the Rees/Dart River delta which is over 32.5 kilometres long and slopes at 1 in 24 metres, levelling off to 1 in 120 metres over 13 kilometres and 1 in 220 metres over the next 16 kilometres. The Dart, Rees, Greenstone, Von and Lochy rivers all contribute muddy water which is rarely seen extending more than 120 metres from lake inflows.

Oscillations in the lake level are known as sieches and are a feature of the lake. The Maori explained these as the result of the breathing or heartbeat of the legendary giant. When the sieches are most active the lake level rises and falls 102mm to 203mm giving a shoreline differential of 3 to 3.5 metres observed at Kingston and Bob's Cove (G.A. Bottomley, 1955). A combination of temperature mixing in the thermocline and winds on these upper hot layers alters the slope of the water surface causing the sieches.

Lake levels fluctuate regularly as seasonal factors such as snow load and westerly rain run off from catchments. With a catchment area of 2674 km² the lake levels are determined by the seasonal precipitation and can have large variations. Data taken from 1962 to 1988 (source: DSIR Alexandra), show the mean annual maximum during that period to be 310.80 metres a.s.l. Mean annual minimum is 309.46 a.s.l. giving an average range of 1.34 metres. Maximum levels occur between October and January and minimum levels between July and September.

At high flows from the Shotover River, there is a suppression of outflow from Lake Wakatipu and the Shotover has on rare occasions flowed back into the lake (e.g. 1957, 1968).

Queenstown Bay, although still oligotrophic, experiences mild eutrophication relative to Frankton Bay, Sunshine Bay, and the open lake. The eutrophication shows during settled fine weather as reduced clarity and light penetration, a greenish hue to the water, and visible accumulation of algae on submerged shoreline stones and on aquatic plants.

Lake circulation is generally wind driven, complemented with nearshore flows developed by wave action. Given the orientation of Queenstown Bay with respect to a long fetch (area over which wind can act) from the west, it is likely that the water quality of the bay depends to a large extent on the circulation of water driven by winds. Construction of a major breakwater structure is liable to reduce water circulation in the bay. This in turn is liable to increase the retention of nutrients and other materials derived from runoff from an extensively urban catchment. Reduced circulation also has implications for water temperature and associated productivity in algae as well as in fish.

Eutrophication is caused by nutrients and particulates in urban runoff and stormwater drainage from Queenstown into the bay.

Lead, probably from road runoff, is present in higher concentration in the bed surface sediments and in epiphyton (attached algae on macrophytes) in Queenstown Bay than in Frankton Bay or Sunshine Bay.

references

- pers. comm. Dept Conservation, Queenstown
- DSIR Alexandra 1989

- Dept of Conservation, Invercargill, Dr G. Lander
- Graham. A. 1989 "Limnology of Queenstown Bay, Lake Wakatipu".
- Irwin, J. and Jolly, V.H. 1970 "Seasonal and areal temperature variation in Lake Wakatipu. NZ Journal Marine Freshwater Res. 2(2):214 - 59

2.3 b) Biology

The biological characteristics of the area are described under the headings of vegetation, wildlife and fisheries.

2.3.1 Vegetation

This report lists 5 major types of vegetation occurring within the study area.

1. **Remnant Indigenous - Remnant beech forest exists within the Sunshine Bay reserves.** This vegetation has been modified with mature eucalyptus species occurring throughout.
2. **Shrubland - This is found around the west side of Kelvin Heights golf course.** It is dominated by pittosporum spp. with some exotic species seeded from planted stands on the golf course. Sporadic areas of shrubland are also found in the southern side of Frankton Arm particularly around cliff margins.
3. **Adventive Scrub, Weeds - These are found on both sides of Frankton Arm, but particularly on the north side.** Dominant species include broom and hawthorn. The north shore of Frankton Arm also contains a scattering of mature trees eg. larch, oregon and gum.
4. **Managed Reserve, Grass and Garden - This is the predominant vegetation type and includes Frankton Bay, Kelvin Heights Grove, Golf Course, Queentown Bay and St Omers Park.** All these areas are presently managed by Council staff and are associated with both passive and active foreshore recreation activities. Established specimen exotics exist, especially in St Omers Park, Earnslaw Park and Marine Parade. Several specimen trees in St Omers Park are registered in the Operative District Scheme and listed in Appendix 2 of this plan.
5. **Willow Margins - Willows are scattered along most of study area foreshore.** They provide shelter, a wildlife food source and in some cases shoreline stabilisation.

Reference

Pers comm: Department of Conservation Queenstown.

2.3.2 Wildlife

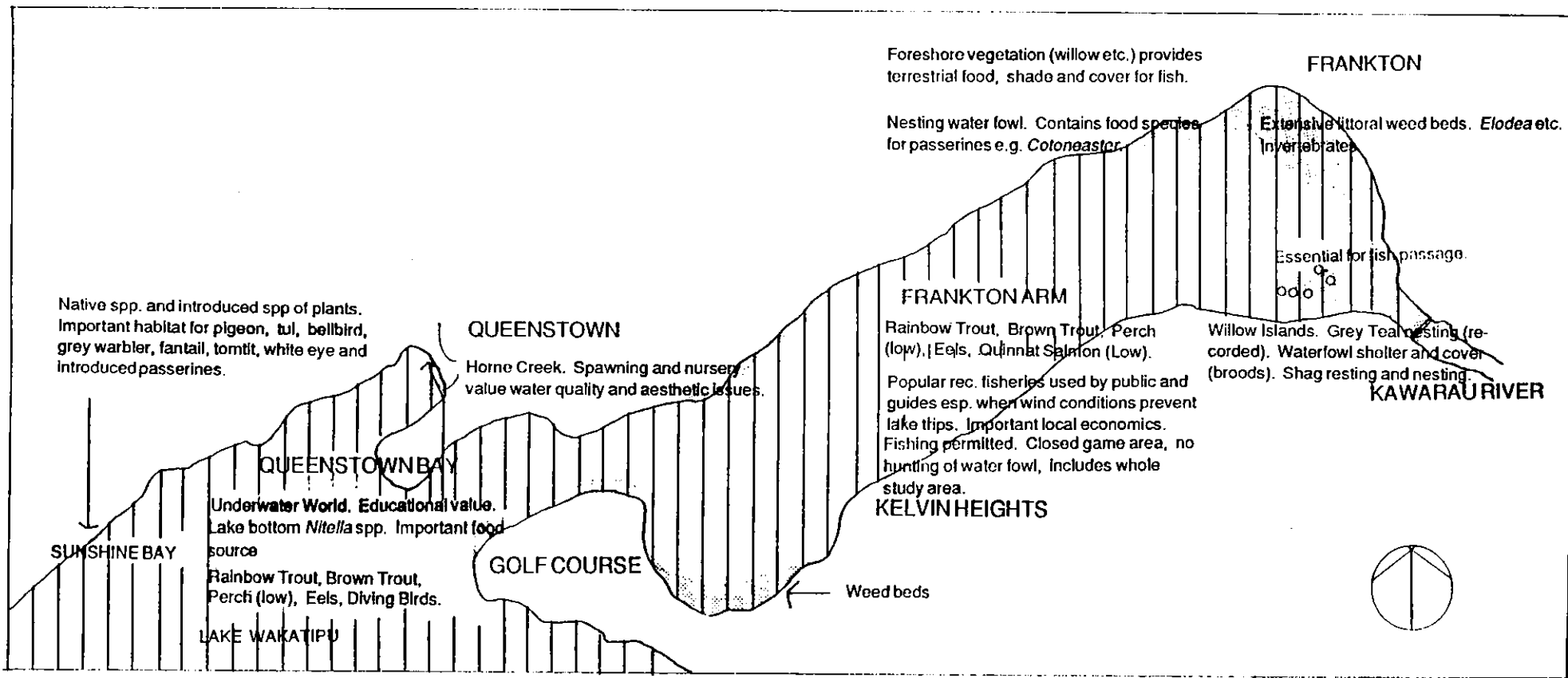
The Frankton Arm is an important area in wildlife terms. Although there are no threatened species within the study area the significance of the arm for wildlife should not be ignored. Frankton Arm contains all three ingredients important to wildlife; food, shelter and breeding habitat.

The large littoral area* provides ideal conditions for large numbers of invertebrates; molluscs, aquatic insects etc. These form an important food source for wildfowl and other birds.

The following is a list of the predominant native and introduced species living on and around the lake:-

- | | | |
|-------------------|---|---|
| Mallard Duck | - | resting in groups especially during April and July, breeding, feeding, especially on flats below Frankton. Broods use overhanging willows at lake edge. Rank growth - Kelvin Heights golf area used for nest sites as is most of the arm. |
| New Zealand Scaup | - | general groups scattered around Frankton arm. Groups of 20-40, also in Queenstown Bay. Broods use overhanging willows at lake edge. Rank growth - Kelvin Heights golf area used for nest sites. |
| Grey Teal | - | occasionally frequents Frankton Arm on willow fringed areas. Seen in Frankton Arm near outlet. |
| Black Shag | - | feeds in Frankton Arm, rests on willow tree islands - feeds on trout and indigenous fish. |
| Little Shag | - | Feeds in Frankton Arm, rests on willow tree islands. Also use old wharf piles - used by birds to dry off after fishing and prior to flying. Feeds on indigenous fish. |
| Australian Coot | - | Eastern end of Frankton Arm. Feeding and breeding. Uses overhanging willows for protective cover for broods. |

* littoral area: The shallow productive area of lakebed immediately adjacent to the shoreline.



SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	2.1

WILDLIFE AND FISHERIES RESOURCES

Black-billed Gull - Summer visitor. May be seen feeding on hatching insects.
Black backed Gull - Occasionally seen around Frankton Arm and Queenstown Bay.
passerines - Small perching birds benefit from frequent aquatic insect hatches.

Adult forms of aquatic insect provide food for most of the introduced and native passerines living around the margins of the lake.

Shorebased vegetation is used for nesting, breeding and as a food supply. Introduced species such as Rowan, Cotoneaster and Tree Lucerne provide habitat for insect food sources.

Reference

Pers Comm: Department of Conservation Queenstown.

2.3.3 Fisheries

The Frankton Arm and Queenstown Bay are important fisheries areas both for recreational and conservation purposes.

The two introduced trout species are Brown and Rainbow Trout. Native species occurring within the lake include Upland Bully (*Gobimorphus breviceps*) Common Bully, Koaro (*Galaxias brevipinnis*) and the Long finned Eel. Upland Bully and Koaro form an important part of the trout diet. Larval Bully and *Galaxias* are consumed by juvenile fish feeding in the open lake.

Frankton Arm

The same aquatic flora that provides a wildlife food resource also provides an ideal habitat for freshwater fish. An abundance of invertebrates and molluscs make up the bulk of the diet of fish. This, combined with drift feed from shore vegetation provides a rich and abundant food source. The littoral weed zone, particularly at the eastern end of the arm is an important fishery food source. The vegetation around the lake edge provides both cover and food for the fish, particularly the young. Access through the Kawarau bridge outlet provides a link to the Shotover River for spawning fish.

Queenstown Bay

The Queenstown Bay fisheries although closed to recreational anglers, has an important educational value (underwater observatory) and provides good natural breeding stock. Horne Creek on the eastern end of the Queenstown Bay foreshore provides one of the most valuable spawn streams for the Brown Trout of Lake Wakatipu.

Reference

Pers comm: Department of Conservation Queenstown

2.4 c) Cultural History: cultural history includes aspects of both Maori and European settlement.

The first European explorers and settlers of the Queenstown district found considerable evidence of Maori occupation. There were five main pas in the area; at Queenstown, Kingston, towards the Head of the Lake and two at Frankton. The major attraction for the Maori to the area was Greenstone. Greenstone was found extensively in the Humbolt Mountains area and in the Greenstone and Caples river, and Maori came from the North and South to obtain it. Some travelled up to a thousand miles to collect Greenstone. There are several legends concerning the origin of Lake Wakatipu. Perhaps the most popular being the Giant. Lake Wakatipu was seen as the hole in the shape of the giant as he lay sleeping; his head at Glenorchy, knees at Queenstown and feet at Kingston. The soul of Matau, the God, descended to the bottom of the lake where it remains to this day. The breathing of this god is used by the Maoris to explain the sieches of Lake Wakatipu. The meaning of Wakatipu is often given as "hollow of the giant", a translation which follows from the legend. There are other legends which attempt to explain the making of the lake.

The first European to set foot in the Wakatipu area was Nathaniel Chambers in 1853. However the man first credited with settling up residence and commercial holding in the area was W.G. Rees. Rees arrived in 1860 and settled in Queenstown Bay. Rees held the first successful application for land beside Lake Wakatipu. He initially ran 3000 sheep which were brought down from Oamaru. In 1862 Rees's property covered a large area. He owned land down to the Devils Staircase, east to the Shotover and a large block at the head of the lake.

In 1863 things changed; with the discovery of gold Rees' homestead application was refused, as much of his run was declared a gold field. He then moved to Frankton, where he established a homestead. Rees had been aware of the presence of gold since 1861 when Maori Jack showed him the first gold pickings from the Arrow River, however he decided to keep it secret for fear of it disrupting his sheep farming. In 1863 the first consignment of gold (25,000 oz) was transported to Kingston in Rees's whale boat. With the advent of further gold discoveries in Skippers, Moonlight and Moke Valleys, the face of the Wakatipu Basin was abruptly changed. By the end of 1862, 585, 297 oz of gold worth about two and a half million pounds had been exported from Otago.

By June 1867 more than 2 million oz of gold has passed out of Otago. After that the amount exported declined steadily. It was not long after the rushes to the Arrow and Shotover Rivers that the first gold prospectors filtered through to the north shores of Lake Wakatipu. Gold was obtained but it was patchy. Further afield small rushes to the Dart and Rees Valley met with moderate success. However the advent of gold exploration brought about many changes to the Wakatipu Basin. These included widespread burning of native vegetation for logging and the associated establishment of water transport and freight services. These led to the development of Queenstown, Kingston and Glenorchy and established the infrastructure of the Wakatipu Basin as it is today.

Reference

Knudson, D.A. 1968. *The Story of Wakatipu*. Christchurch.

2.5 d) Appearance

The biological and cultural resources described in this chapter all find expression in the visual landscape. One of the greatest attractions of Queenstown is its glorious landscape setting. Lake Wakatipu and the dramatic enclosing mountains are fundamental ingredients in that landscape. The foreshore reserves form the edge between land and water and are an area of particular visual significance. The Queenstown landscape is often appreciated from, or across, these areas. In these circumstances they form foreground or midground of many of the most prized views. In Queenstown Bay and Frankton Arm the foreshore reserves are also seen "across the bay" which is of equal significance. In these instances the eye focuses on the junction of land and water with its fringe

of vegetation. As a consequence the foreshore reserves are of major importance in visual terms.

Within the foreshore reserves area the landscape is diverse. At Sunshine Bay the landscape has an essentially natural character with vegetation spreading down to the shore. This character spreads back towards Queenstown as far as St Omer Park. From St Omer Park around to Queenstown Gardens the town spreads down to the lake. This is an area of intense activity and excitement with jetties, commercial boating enterprises etc. It is the only area within the foreshore reserves where vegetation does not dominate. The plantings within Earnslaw and St Omer Park however, are important in softening the appearance of the shoreline. The variety of tree species, and their arrangements give the landscape in these areas a "cultivated" appearance. The promontories of the Botanic Gardens and Kelvin Peninsula are quite distinct with an extensive cover of coniferous planting. Most of the Frankton Arm is fringed by willows and other vegetation which visually separate the water from the adjacent housing. This fringe is significant in maintaining an appearance of natural landscape. It has been 'punctured' in a few localities and where this has occurred the character is noticeably different. Concentrations of boats close to shore also have a similar effect, visually linking to housing behind and above the foreshore reserve. Small timber jetties have little visual impact on the natural appearance however they do add local visual interest.

The shoreline itself also varies. Around Kelvin Heights Peninsula, Queenstown Gardens and areas of the shore west of Queenstown Bay the lake edge is often rocky with occasional pebble beaches e.g. Sunshine Bay. Within the more sheltered Queenstown Bay and Frankton Arm the gently shelving beaches are more continuous. Only within Queenstown Bay from St Omer Park to Queenstown Mall is the lake edge artificial in character with walls, jetties etc dominating. Here the foreshore reserves do not create a barrier "or filter" between adjacent land uses and the lake. The diversity of landscape character along the Lake Wakatipu Foreshore is central to the appearance of the Queenstown Frankton area.

The lake water is subject to enormous visual variety largely dependent upon the prevailing weather conditions. Inevitably the more exposed areas towards Sunshine Bay and Kelvin Heights enjoy the most dramatic conditions while within Queenstown Bay and Frankton Arm they are more protected. In particular the area at the head of Frankton Arm with its willow covered islands is noticeably different, often surrounded by still clear waters of deep blue green.

The entire Foreshore Reserve is therefore of significant visual value to the region.

2.6 e) Current Uses

Current uses of the foreshore reserves reflect their location and the tourism importance of Lake Wakatipu and the surrounding area.

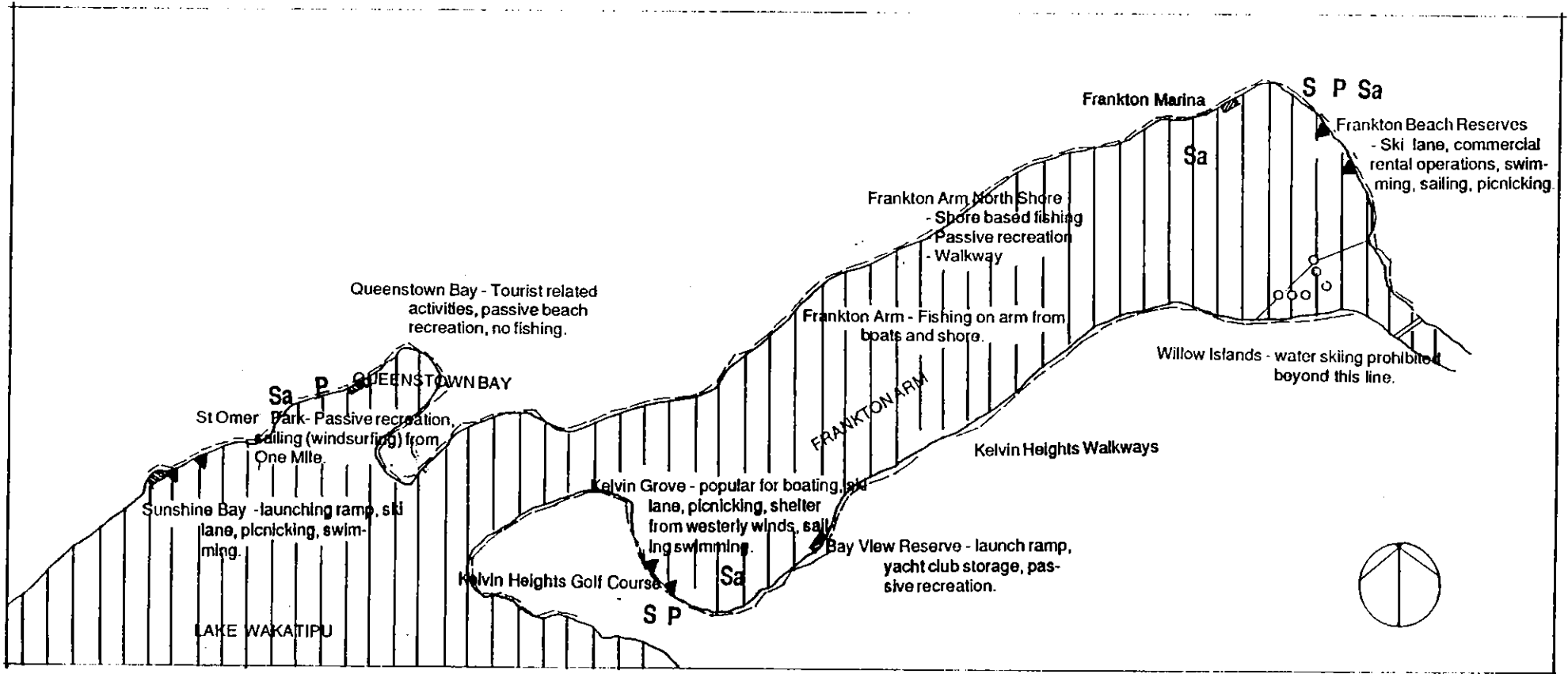
The Frankton Arm and Queenstown Bay area offers a wide range of recreation and tourist attractions. The sheltered nature of Frankton Arm in particular, makes it a popular destination for water based recreation activities.

2.6.1 National and Regional Perspective

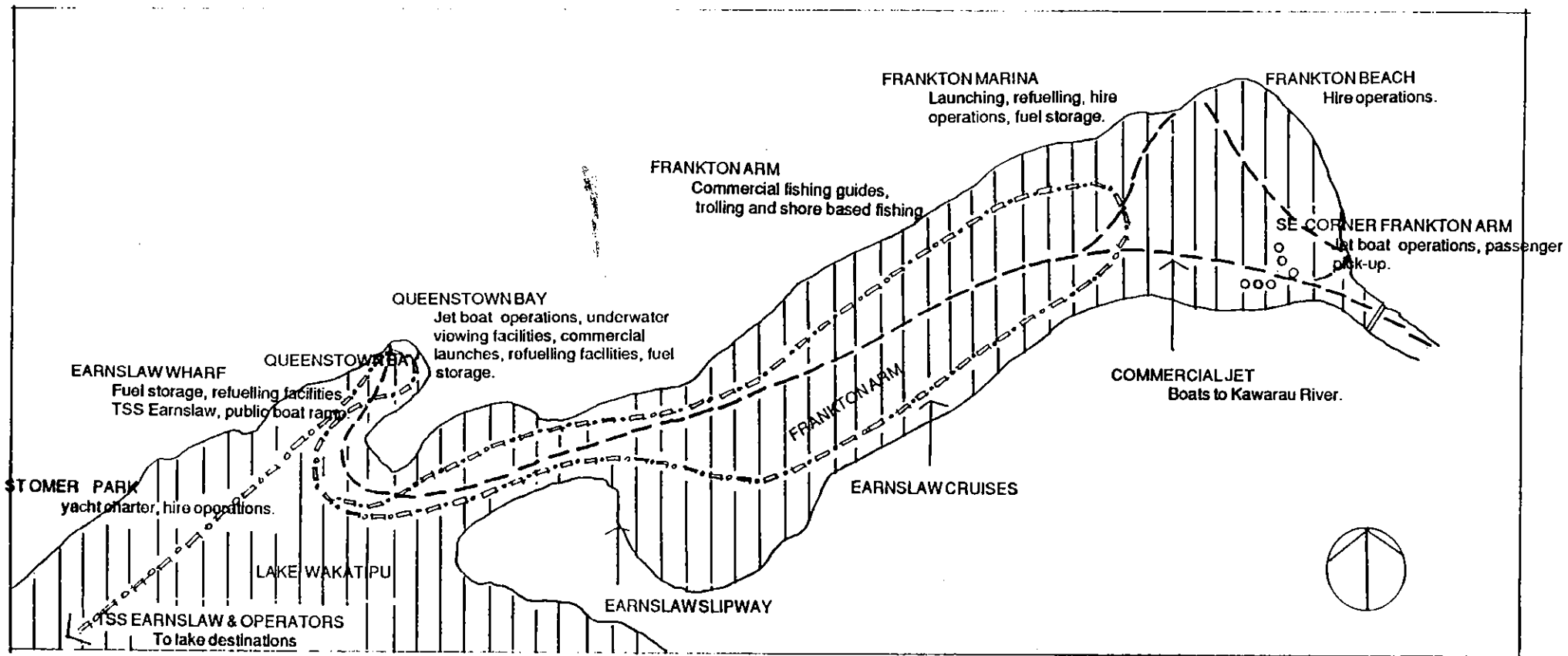
With approximately 480,000 annual visitors and 7,000 residents, Queenstown is one of New Zealand's most important tourist destinations. Visitors are attracted by the year round recreation activities and dramatic mountain and lake scenery. Many of the activities are centered on the lake. Jet boating, the TSS Earnslaw, the Hydrofoil, the sailing schooner - City of Dunedin, windsurfing and lake cruises to the remote sheep stations are all an essential part of the Queenstown tourist experience and, therefore, the local economy. The scale of tourist activities and the economic importance of the lake waters can be expected to increase with tourist visitor growth. A corresponding increase in the importance of the quality of the foreshore reserves and adjoining waters can also be expected.

2.6.2 Major recreational activities within the study area include:

- Swimming - popular especially around Frankton Beach area where shallow depths encourage temperatures more suitable for swimming
- Picnicking - popular in all reserve areas. High use areas include Sunshine Bay, St. Omers Park, Marine Parade, Frankton Beach, Bayview Reserve and Kelvin Grove.
- Sailing - Often tends to concentrate around boat launching areas and in Frankton Arm in particular where the length of westerly fetch is minimised by Kelvin Peninsula. Concentrations occur around Kelvin Grove and Frankton Beach. One Mile remains a popular spot for windsurfing.
- Waterskiing - 3 ski lanes exist in the study area - Sunshine Bay, Frankton Beach and Kelvin Grove. Ski lanes are located within reasonable proximity of launching ramps.
- Windsurfing - Learner and intermediate windsurfers sail within the Frankton Bay area, whilst One Mile attracts more experienced surfers.
- Fishing - Frankton Arm because of its shelter and extensive littoral weed beds is ideal for shore and lake based fishing activities. Brown and Rainbow Trout exist within the arm in good numbers. Both artificial bait and fly fishing are permitted.
- Walking - There are two walkways within the area gazetted under the Walkways Act 1975. One exists in Kelvin Heights from Lake Road to the Yacht Club and the other from Frankton Beach to Peninsular Road. A walkway exists from St Omers Park to Sunshine Bay but at the time of this study this has not been gazetted.



RECREATIONAL ACTIVITIES



EXISTING COMMERCIAL ACTIVITIES

SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	2.3

2.6.3 Commercial Operations

Frankton Arm and Queenstown Bay are used by a variety of commercial operators. Major sendoff points include Earnslaw Wharf and St Omers Park in Queenstown Bay, and Frankton Marina and Beach on Frankton Arm. Major commercial operators within the study area include:

i) Queenstown Bay

Queenstown Wharf - Hydrofoil jet boat operators and under water viewing facilities.

Opposite Earnslaw Park - Walter Peak Services and commercial jet boat operators.

Earnslaw Wharf - Mooring and servicing point for the steamer "Earnslaw" and mooring and loading point for boats and yacht charters. The "Earnslaw" uses the wharf for berthing, servicing and bunkering and in order to allow for the embarking and disembarking of passengers.

At present jet boat operators within the Queenstown area launch boats on the public ramps adjacent to the Earnslaw Wharf.

Fuelling facilities are located at several points and fuel storage tanks (diesel) are located at the north end of Earnslaw Park.

ii) Frankton Marina

Launching, loading and fuelling facilities for jet boat operators and hire operators.

iii) Frankton Arm

At the southern end of the beach on reserve land jet boat pick up facilities are located for commercial operators working the Kawarau River. Fuelling facilities for these operators are currently located at Frankton Marina.

The TSS Earnslaw utilises the Arm for cruises and together with other vessels, uses the slipway situated at the Western end of the arm (shown in Fig. 2.3 page 15) for periodical maintenance.

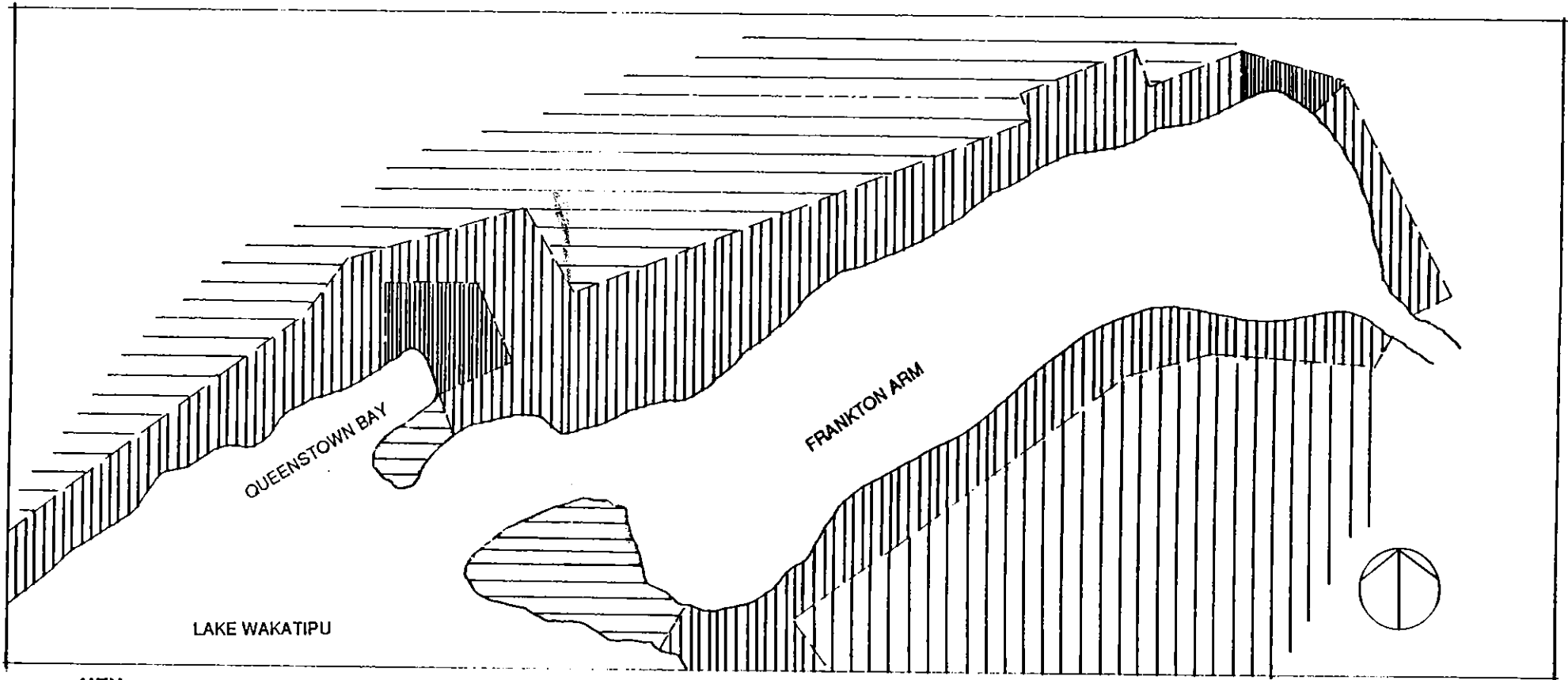
iv) As well as permanent shore based operators Frankton Arm is used by fishing guides when rough water conditions restrict activities on the open lake.

2.6.4 Adjacent Land Use Patterns





Figure 2.4 illustrates the broad land use patterns surrounding the study area. These include ribbon residential development around the lake edge: the most recent residential development occurring in the outer urban fringe including Kelvin Heights, Sunshine Bay and Frankton.

The northern catchment areas are predominantly forested reserves. The southern backdrop is farmed (predominantly sheep farming, grazing) with some blocks of reserve adjacent to residential areas.

These areas are not part of this plan and policy in this plan has no direct bearing on adjacent land. Indirectly however, these patterns contribute to the character of the foreshore reserves through visual backdrop, stormwater catchment and land use.



KEY

-  **Central Urban / Commercial**
-  **Residential**
-  **Forested / Recreation**
-  **Rural- Farming**

ADJACENT LAND USE PATTERNS

SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	<div style="border: 1px solid black; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 2.4 </div>

3.0 INTERPRETATION AND EVALUATION

This document covers matters that are not directly under the control of the Reserves Act 1977 but due to the location of the reserve areas it is important to address the uses that can occur adjoining the reserve. There are matters which will require approval from the respective authorities dealing with matters under the Town and Country Planning Act 1977 (soon to be the Resource Management Act) and Harbours Act. In relation to any activity it may be necessary to obtain more than one consent. This plan will act as a policy guide-line for the activities which may occur adjoining the reserve.

This management plan is formulated to cover all foreshore reserve areas and properties listed in the schedule (see Appendix 1).

Given the range and diversity of landscape and use within the study area, 10 Foreshore Management Areas have been identified (referred to as FMA's). Each FMA contains distinctive features and uses that distinguish it from other areas.

This section seeks to identify, analyse and evaluate the important issues in each FMA drawing on the Operative District Scheme, key points from the submissions received, and the findings of the background resource studies.

3.1 The District Scheme (Current Statutory Background)

1. Reserve Classifications

Current district scheme policy (1.4.13) states as an objective "to ensure that all Reserves within the District are appropriately classified in terms of the Reserves Act 1977". There are several reserves within the study area yet to receive classification.

2. Foreshore Developments

Current foreshore developments (jetties, boatsheds, marinas, yachting facilities) are shown on Plan 7a of the District Scheme.

The District Scheme separates the area into 6 distinct use zones regulating the building of foreshore structures, launching ramps and yachting facilities.

Relevant aspects of the District Scheme are outlined in Appendix 2.

3.2 Submissions in Response to Plan Preparation

A total of 25 submissions were received in response to public notification of management plan preparation. These included 12 group submissions representing a variety of clubs, societies, commercial operators and associations: 3 submissions that advocated specific site developments: and 10 individual submissions covering a variety of issues.

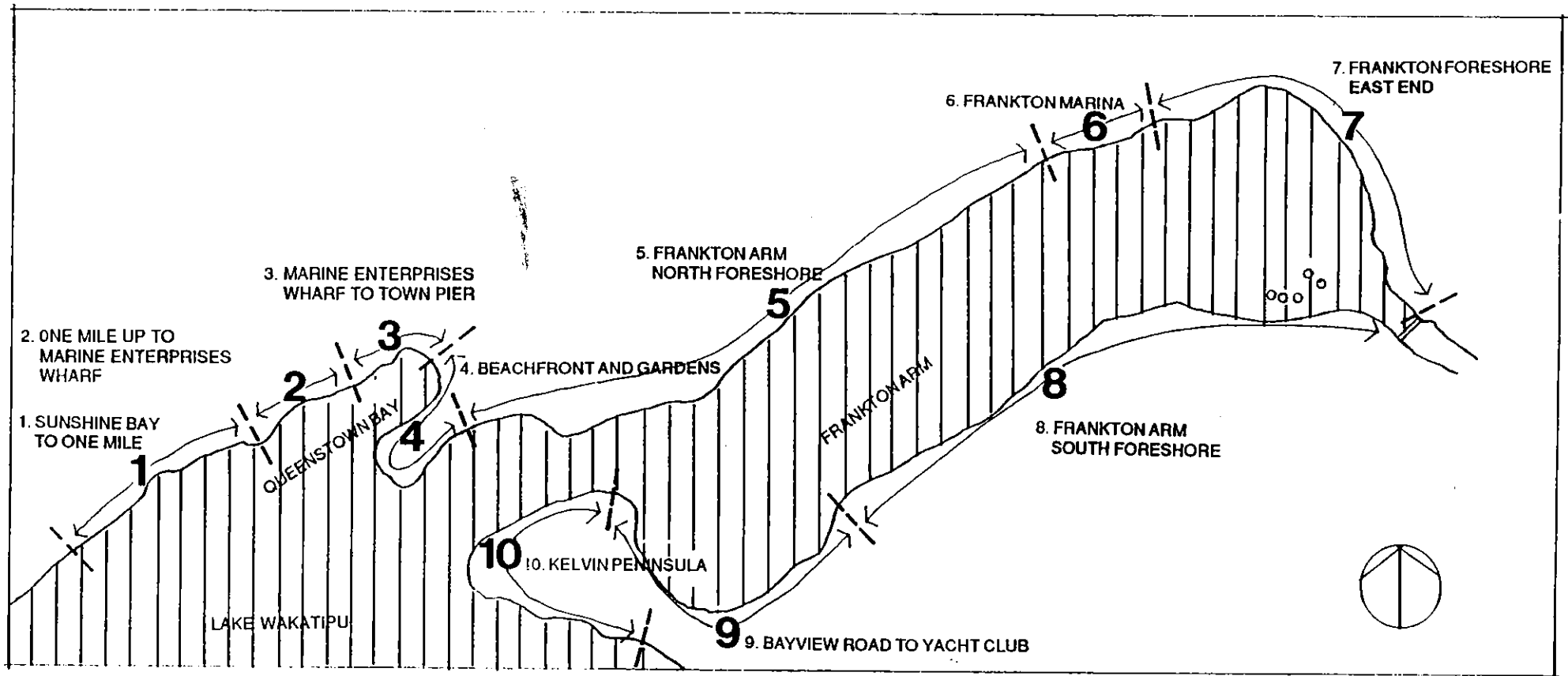
Every effort has been made to accommodate points and issues raised in these public submissions.

A summary of these initial submissions is contained in Appendix 3.

Many submissions were received in response to the Plan Draft. Submissions represented a variety of clubs, societies, commercial operators and associations; many submissions advocated specific site developments and a variety of issues were covered by individual submissions.

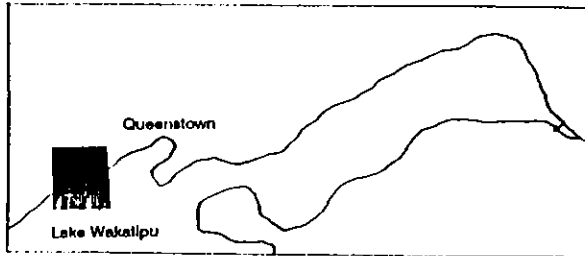
Every effort has been made to accommodate points and issues raised in these public submissions.

A summary of submissions to the Plan Draft is contained in Appendix 4.



SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	3.1

FORESHORE MANAGEMENT AREAS (F M A `s)



3.3 F.M.A. ONE. Sunshine Bay to One-Mile

This area stretches from the west end of Sunshine Bay Beach to the One Mile stream outlet and represents a transition zone from rural/wilderness to urban Queenstown.

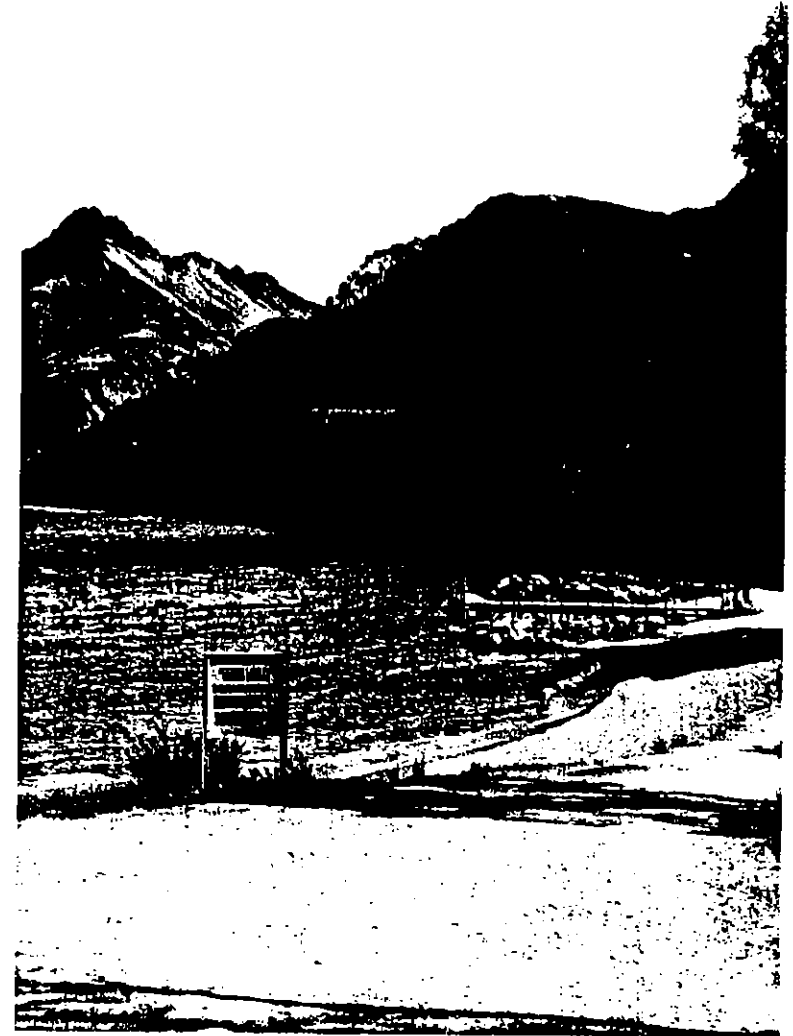
It can be divided into 3 sub areas

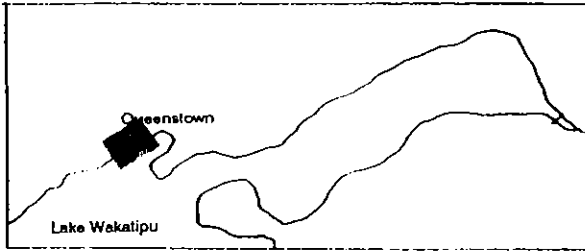
- i) Sunshine Bay Beach which is a popular area catering for both boating and picnicking activities. The ramp is well used particularly during peak summer months. Facilities include launching ramp, ski lane, layby jetty and toilets. Sunshine Bay is the end point of the lakeside walkway from Queenstown.
- ii) Between Sunshine Bay and Two Mile is a steeply sloping strip of land, densely covered in vegetation. The Sunshine Bay walking track passes through this area.
- iii) From one mile to two mile is a steeply sloping strip of land. For part of this distance the Glenorchy Road runs immediately alongside the lake.

Vegetation throughout this FMA is a mix of natives and exotics, predominantly eucalypt with some pine. Mature beech specimens and an increasing native content occur towards Sunshine Bay.

Key Issues

- The existing vegetation is dominated by exotics at its eastern end but natives become an increasingly important feature towards Sunshine Bay.
- Increased boating related activity is probable in the future.
- At present car and trailer parking is limited and undefined.
- Toilet facilities are inadequate and their design is inappropriate.





3.4 F.M.A. TWO. One Mile up to Marine Enterprises Wharf

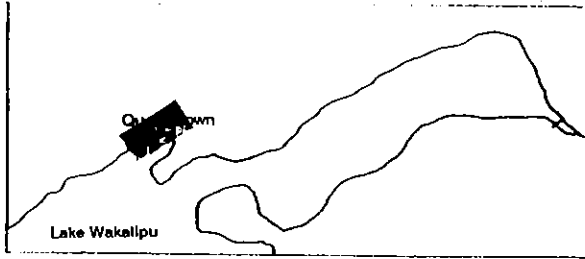
This area is from One Mile creek to the northern end of St Omer Park opposite Marine Enterprises.

St Omers Park is formal in character with mature exotic trees and mown grass. Predominant uses include BBQ, play area and passive recreational activities. It serves as a major pedestrian route from the central town to Fernhill, Sunshine Bay and adjacent buildings (YHA, Lakeland Hotel). Toilets, a lookout carpark and breakwater are located at the western end. Boardsailors frequently sail from the area adjacent to the One Mile Creek mouth.

Key Issues

- No defined footpath alongside road.
- There is a lack of footpaths within the park.
- Erosion of lake shore.





3.5 F.M.A. THREE. Marine Enterprises Wharf to Town Pier

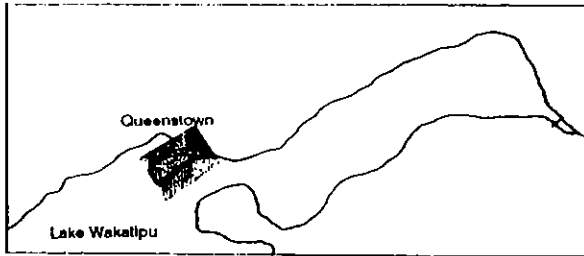
This area is intensively used for servicing, commercial and recreational activities. Earnslaw Park is located within this area.

Pedestrian linkage along the foreshore is interrupted by the railways site and there are conflicts between pedestrian and vehicle needs. There are 8 jetties or wharfs, including the Steamer Wharf. The majority of boat traffic departs from between Steamer Wharf and the Town Pier.

Key Issues

- Water quality and associated fish and wildlife in the bay are an essential ingredient of the Queenstown experience.
- Refuelling of commercial boats is a pollution hazard.
- Redevelopment of jetties and foreshore structures to provide for increasing commercial boating activity.
- Bilge pumping and fueling facilities.
- Layby jetties for non commercial boating activity.
- Pollution of bay to be reduced.
- Relocation of Cecil Peak ramp.
- Linkage between St Omer and Earnslaw Parks.
- Maximising pedestrian access to the lake frontage.
- Good tourist access to commercial activities.





3.6 F.M.A FOUR. Beachfront and Gardens

- Management of the birch avenue.
- This foreshore contrasts with the area of intense activity across the bay.
- It provides an important passive recreation area immediately adjacent to the town centre.
- Narrow and undefined pedestrian linkage between Town Pier and Memorial Gates.

This area includes foreshore reserves from the town pier, marine parade and all the Queenstown Gardens foreshore.

It is predominantly used for passive recreation. Marine Parade is a major linkage with paths through to the urban area on the east side of the gardens.

The beach opposite Marine Parade is used extensively for passive recreation. A playground, the bathhouse and the Horne Creek mouth are located adjacent to the Gardens.

A scattering of moorings exist along the Gardens foreshore in Queenstown Bay.

The lake shore at the western end of Queenstown Gardens is prone to erosion from the prevailing westerlies, especially during periods of high water.

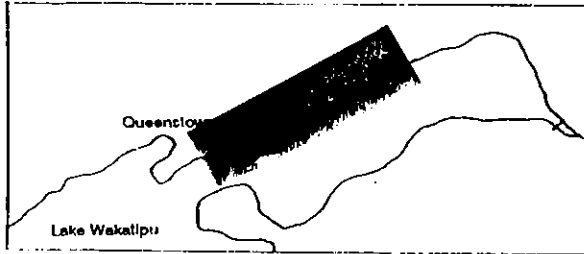
This foreshore area is visually significant from the town centre. Mature exotic trees are an important feature within Queenstown. Many of the trees, being the first in the area, have historical significance.

The Gardens are the subject of an existing Management Plan prepared in 1989.

Key Issues

- Water quality entering the lake at Horne Creek.
- Lake shore erosion.
- Public Layby Jetty.
- Boat moorings.
- Breakwater at Entrance to Bay.
- Retention of the visually significant wooded promontory.



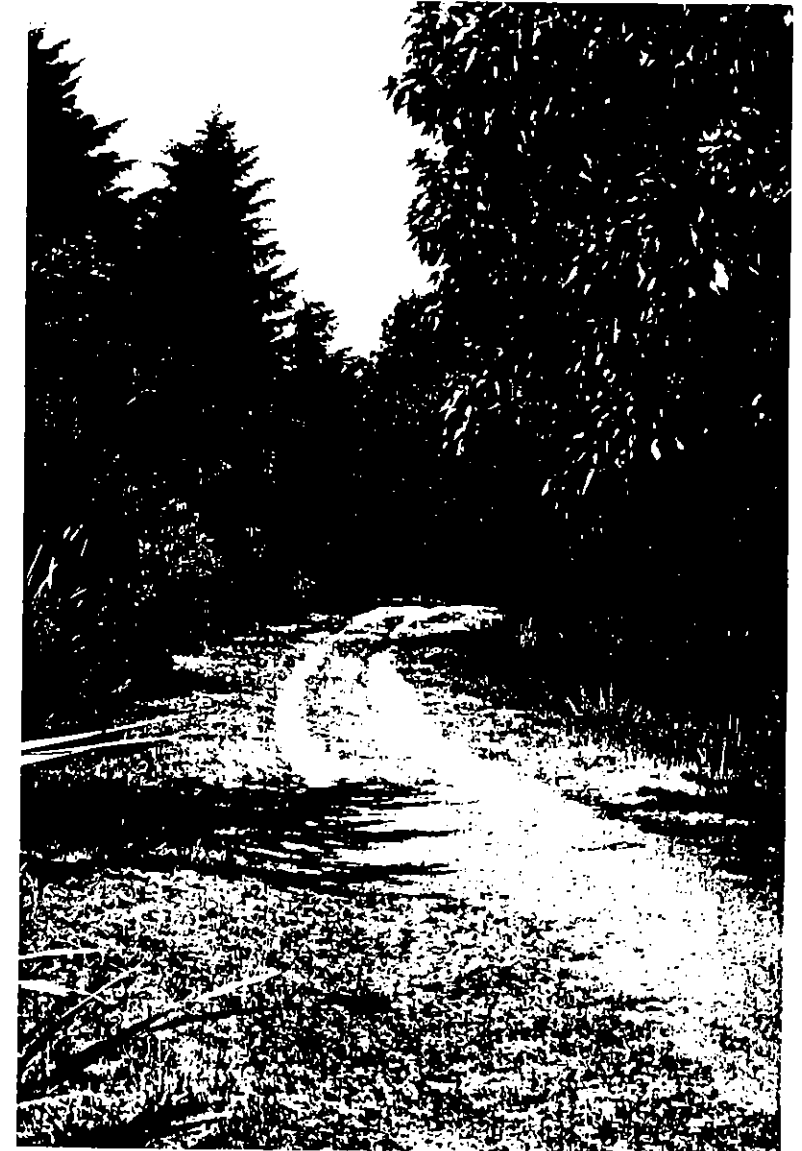


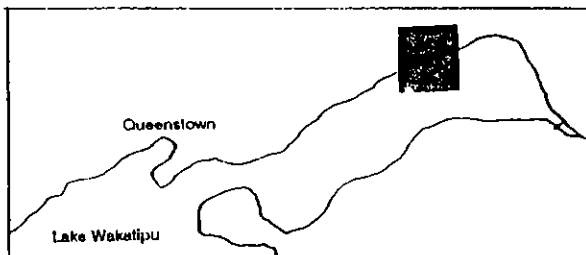
3.7 F.M.A. FIVE. Frankton Arm North Foreshore

This area extends from the end of the Gardens (the junction of Park and Peninsula Streets) to the Frankton Marina site. It is a long strip of reserve land. The predominant use is for pedestrian access from Frankton Marina to the end of Peninsula Road. The area provides an important 'green buffer' between housing on Frankton Road and the lakeshore. The vegetation is predominantly Larch/ Oregon/Gum and natives with a small area of remnant beech. Many open areas are covered in broom and rank growth. The adjacent lake is essentially a non-motorised stretch of water with passive activities dominant. The foreshore provides access for walkers, fishermen and boat users. There are secluded beaches providing private spaces for summer swimming.

Key Issues

- Lakeshore vegetation serves as an important food source for both shore based and lake wildlife and is a significant visual feature.
- Rank growth (esp. broom) is widespread in parts of this area.
- The walkway serves as an important pedestrian link from Frankton to Queenstown.
- Mountain bikes regularly use this track.
- The old Frankton Wharf piles west of the Marina are of historic interest.
- Boatsheds on reserve land.





3.8 F.M.A. SIX. Frankton Marina

Frankton Marina hosts a variety of uses related to both commercial and recreational boating. Kawarau river operators use launching and refuelling facilities. Boat charter, hire operations and water taxi services are also located at the marina. The facilities include a double ramp and layby jetties. Recreational boat users store boats on the open grassed and shingle areas and in a mooring basin for approximately 20 boats.

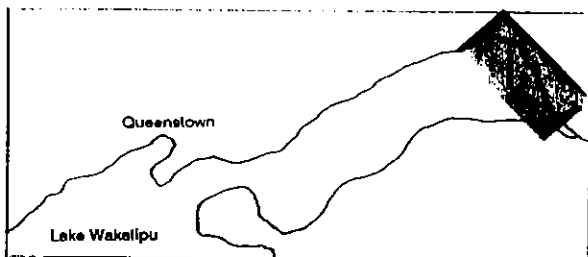
Visually the marina site is unsatisfactory. This is also the case with vehicle circulation and long term parking. There is no logical foreshore walkway route through the site. Groups of mature willows line the lake edge and several have been removed to provide for further trailer parking.

Frankton Marina is the subject of an existing Management Plan operative in 1988. This specifically provided for a single large commercial boating operation. This may now require review.

Key Issues

- Lakeshore willows are an important shelter and visual asset. They also provide a food source for wildlife and fisheries.
- Inadequate mooring and berthing facilities.
- Review existing plan for current commercial and recreational demands.
- Commercial and public boat storage and service areas are undefined.
- Vehicle circulation is poorly defined and in peak use times the parking area is congested.
- Inadequately defined walkway linkage.





3.9 F.M.A. SEVEN. Frankton Foreshore - East End

This area extends from the Marina boundary along the Frankton Beach area to the Kawarau Falls Bridge.

This is a very popular recreation area and is heavily patronised during peak holiday times. The shingle beach sweeps from the marina boundary to approximately half way along the bay front.

A commercial hire company operates on the beach front and a ski lane is located on the central beach section. On the southern end 3 jet boat operators have established passenger loading facilities for Kawarau River runs and use these sites throughout the year.

The Frankton Beach is ideally suited to intensive recreational use. Kelvin Peninsula shelters the beach from the open lake swells and its shallow waters provide for safe swimming.

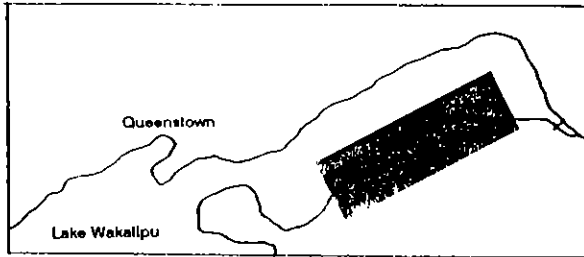
BBQ and picnic amenities are scattered throughout the reserve.

Mown grass extends to the foreshore with willows (including several fine specimens) lining the lake edge. There is a large visually significant area of willows at the east end of the marina and another adjacent to the deep water near the Kawarau Falls Bridge. Vehicle movement on the reserve is largely uncontrolled. There is some confusion between private and public boundaries especially at the northern end. There are several structures within the area including a concrete amenities block, a sewerline pumphouse and a children's adventure playground.

Key Issues

- Boat fuelling facility.
- Possible conflict between commercial operations and public use on prime beach areas.
- Location and numbers of foreshore structures.
- Confusion between public and private access at the northern end.
- Rationalisation of vehicle and pedestrian circulation.
- Continuation of walkway.





3.10 F.M.A. EIGHT. Frankton Arm South Foreshore

This area extends from the Kawarau Falls Bridge to the Bayview Reserve.

The bridge area is a dramatic junction of lake, river and land. From Kawarau Falls Bridge to the beginning of the walkway at Willow Place there is no public access.

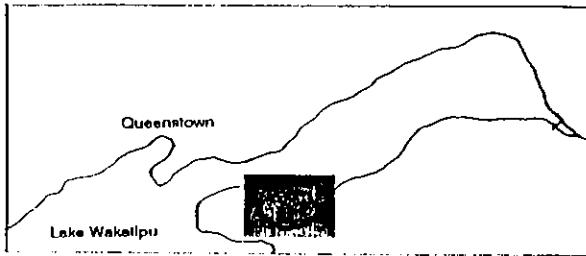
The walkway follows the lakeshore from the end of Willow Place to Kelvin Peninsula. It provides access through a variety of landscapes; willow-fringed lake edges, open beaches and rocky cliffs. The walkway is used by pedestrians and mountain bikes.

In several places the delineation between public and private land is unclear, especially along the Willow Place Foreshore. A number of jetties and boat sheds, some in dilapidated condition exist along the foreshore.

Key Issues

- Legal road extends to the lake edge along Willow Place.
- Lack of walkway linkage from Kawarau Bridge to Willow Place.
- Delineation between public and private land.
- Jetties and foreshore structures including boatsheds.





3.11 F.M.A. NINE. Bayview Reserve to Yacht Club

This area extends from the Bayview Reserve through the Kelvin Grove area to the yacht club.

Bayview Reserve is used for long term boat storage (predominantly trailer sailers on the grass) and is a popular picnic area. The reserve is open grass with limited lake access due to mixed flax and willow on the shoreline. The facilities include a launching ramp and layby jetty.

On the western end of the reserve the boundary between public and private land is difficult to distinguish and the walkway entrance is partially hidden. Vehicle circulation is at present undefined. As this area is a popular passive recreation zone conflicts between boat owners and other reserve users will continue.

The walkway end and Kelvin Grove enjoy a sheltered aspect and are a very popular recreation area. The beach is ideal for picnicking and swimming. It is also used by an existing ski lane. Vegetation is mainly willow with some native shrubs in certain areas. The walkway terminates at Kelvin Grove at the southern end.

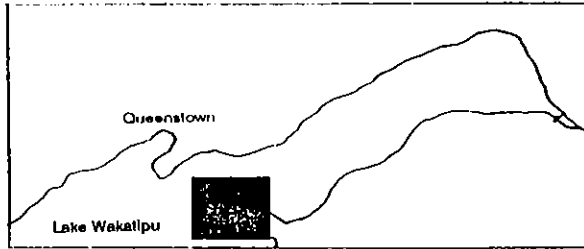
Vehicle access is undefined and casual vehicle access is presently allowed throughout most of the area. The ski lane is a major attraction here and although ideally sited, conflict may arise with users not involved in water skiing.

Adjacent to Kelvin Grove is the beginning of the Peninsula forest. Access is restricted to pedestrians other than car access to the yacht club. The foreshore here is an extension of the attractive grove beach and is very popular over summer months. The Earnslaw slipway is located in this zone. It is used periodically for the slipping of the TSS Earnslaw and other commercial craft and has historical significance.

Key Issues

- Conflict of unrestricted vehicle access and pedestrian use within the area.
- Lakeshore willow trees important for shelter and wildlife values.
- Potential overcrowding as future recreation use increases.
- Conflict within the Bay View Reserve between long term boat storage and reserve use and maintenance.
- Picking up and setting down commuter passengers.





3.12 F.M.A. TEN. Kelvin Peninsula

This area includes the foreshore zone around the peninsula to a point opposite Grove Lane, Kelvin Heights.

This peninsula foreshore and backdrop plays an important role in the visual character of Queenstown as a whole. It is visible from many points on the opposite shore and from initial approaches to Queenstown through Frankton. It consists of a mature exotic forest and a shingle beach ideally suited to passive recreation.

Access is by foot, from the golf course road, which serves to reinforce its "semi-wilderness" character.

Erosion from prevailing westerlies is active on the western shore and is currently threatening a section of the golf course.

Key Issues

- Erosion of western shoreline.
- Protection of natural character of the beach.
- Protection of the forest character of the peninsula.
- Unformed legal road around entire perimeter of peninsula.
- Walkway access around the peninsula.



4.0 POLICIES

4.1 Objectives

1. To have control of all existing and proposed reserves within the Sunshine Bay, Queenstown Bay, Frankton Arm and the Foreshore areas around Kelvin Peninsula vested in one authority.
2. To manage the above reserves to achieve compatibility between conservation of natural qualities and the development of public facilities.
3. To accommodate appropriate commercial development that enhances public use and enjoyment of the foreshore and adjoining waters.
4. To conserve, and enhance where appropriate, the natural qualities of the foreshore and adjoining waters.

Note: these objectives are not listed in order of priority.

4.2 General Policy

Reserve Administration

- Policy G1: that administration of all foreshore reserves shall be the responsibility of the Queenstown-Lakes District Council in accordance with the provisions of the Reserves Act 1977.*
- Policy G2: that Council liaise with Lakes District Waterways Authority and the Department of Conservation to achieve the objectives and policies as set out in this management plan.*

Reserve Classification

- Policy G3: that all foreshore reserves be classified as Recreation Reserves.*

Reserve Development

- Policy G4: that development plans are prepared for the following management areas; Sunshine Bay, One Mile, Marine Enterprises Wharf to Town Pier, Frankton Marina, Frankton Beach, Bayview Reserve, Kelvin Grove. The detailed development plans are to be prepared by suitably qualified professionals. Such plans to be made available for public input prior to being approved by Council. The implementation of the plan to be under the guidance of a suitably qualified person.*

Walkways

- Policy G5: that a continuous formed walkway be developed around the lake edge extending from Sunshine Bay to Kelvin Peninsula and that the walkway character shall be appropriate to the landscape through which it passes.*

Natural and Cultural Resources

- Policy G6: that Council manage and develop the reserves so as to conserve and enhance the natural and cultural features of the foreshore and that Council recognise the foreshore's contribution to major scenic views in considering management and development options.*

Water Quality

- Policy G7: that management of the reserves recognise the pristine quality of the lake waters and their importance to the freshwater ecology and to both the tourism industry and the recreational use and enjoyment of the foreshore reserves.*
- Policy G8: that a report be commissioned to study the processes of beach accretion and silt movements within the Queenstown Bay Area and the effect that they will have on the management of the foreshore reserves.*

Policy G9: *that Council establish a water quality monitoring programme.*

Policy G10: *that Council manage the foreshore reserves so as to minimise the hazard of contamination of the lake waters.*

Explanation: water quality and associated wildlife in Queenstown Bay are of major significance to the Queenstown tourism experience. Fuel storage and refuelling presents a particularly serious pollution hazard. It is appropriate to minimise the risk whilst recognising the commercial realities faced by tourist craft operators.

Policy G11: *that Council urgently initiate a study to assess the dangers of diesel and LPG refuelling in Queenstown Bay to include risk assessments of potential spillage, leakage etc, number of installations and the need for specific safeguards.*

Policy G12: *that Council decline any right of way or easement over reserve land for the purposes of drainage or effluent discharge that would result in a pollution hazard.*

Policy G13: *that in the management of the foreshore reserves Council avoid the use of herbicides or pesticides that may create a pollution hazard.*

Aquatic Uses

Policy G14: *that additional commercial boat traffic in Queenstown Bay be accommodated to the extent that navigational safety standards are not compromised.*

Policy G15: *that management of the foreshore reserves will take account of the compatibility between different water based activities.*

Policy G16: *that Council liaise with the Lakes District Waterways Authority to ensure aquatic activities are compatible with the use and enjoyment of foreshore reserves.*

Use by Adjoining Landowners

Policy G17: *that plans be submitted to Council for approval prior to the planting or development of reserve land by an adjoining landowner.*

Foreshore Structures

Policy G18: *that a report be commissioned to study water circulation in Queenstown Bay and the possible consequences of proposed breakwater and wharf development proposals.*

Policy G19: *that all major wharves associated with commercial use or development be located either within the Queenstown Bay area between Marine Enterprises wharf and the Town Pier or at the Frankton Marina site.*

Policy G20: *that light weight timber jetty structures be permitted in the areas as indicated on Plans 4.1 and 4.2 and that Council liaise with the Lakes District Waterways Authority to establish guidelines in the design and appearance of these jetties. Jetties to be available for public access.*

Policy G21: *that Council liaise with the Lakes District Waterways Authority to establish the position of moorings to prevent conflict of access to foreshore reserves.*

Policy G22: *that boatsheds will be permitted in the areas shown on Plans 4.1 and 4.2.*

Policy G23: *that Council liaise with the Lakes District Waterways Authority to avoid moorings being located in front of the following popular bathing beaches; Sunshine Bay beach, Marine Parade beach, Frankton beach, Kelvin Grove beach, small beach below Loop Road.*

Policy G24: *that all structures associated with services or utilities be designed to minimise their visual impact and interference with recreational use and enjoyment of the reserve.*

Recreation

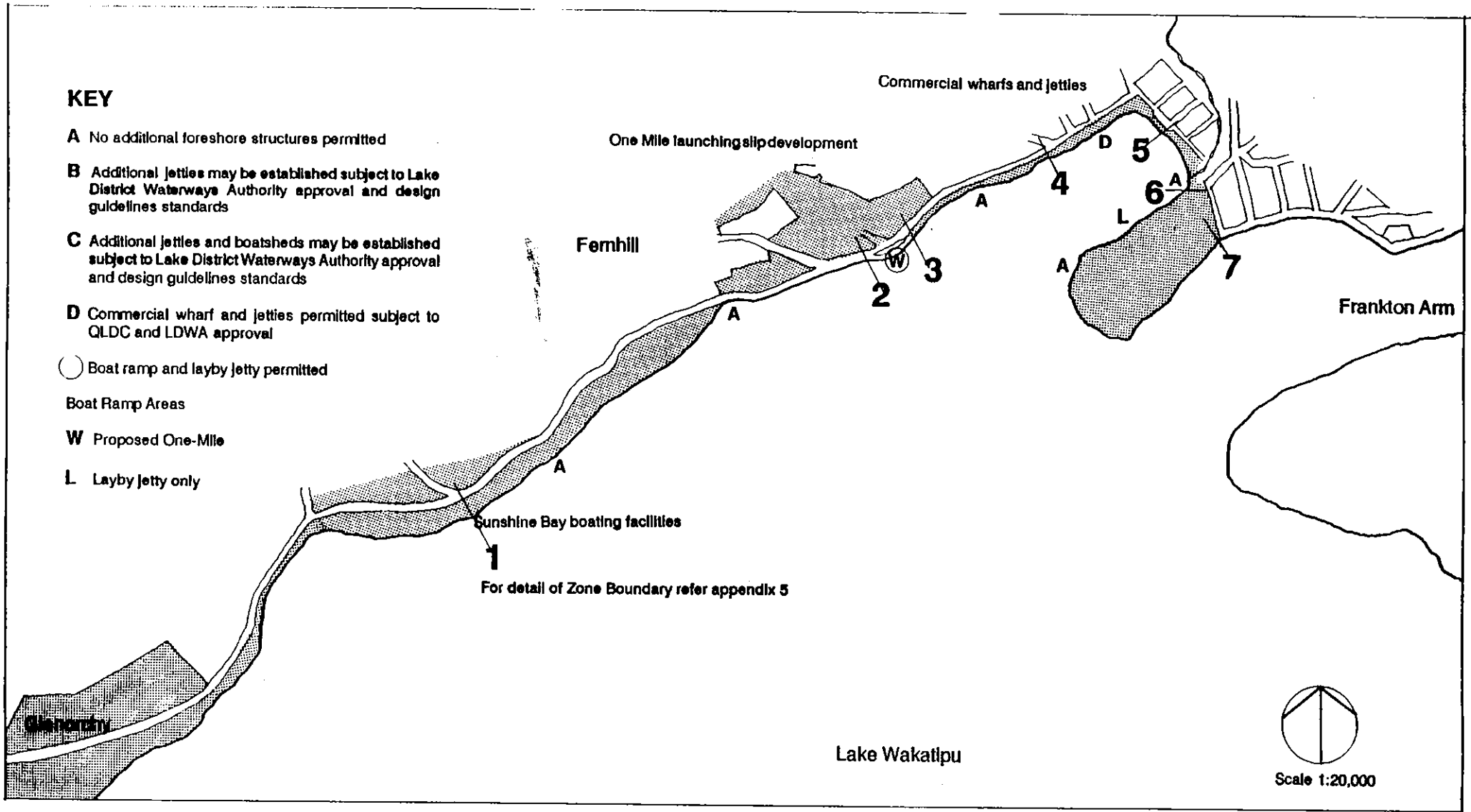
Policy G25: *that Council will manage the use and development of the reserves to avoid conflicts between recreational pursuits.*

Commercial Activities

Policy G26: *that where reserve land is required to accommodate commercial uses there be a demonstrated public benefit of such a use and that any permanent loss of reserve land be offset by improved pedestrian access along the foreshore or by the creation of new public use areas.*

Policy G27: *that site development associated with commercial activities to be appropriate to the character of the reserve and foreshore.*

Policy G28: *that the establishment of a commercial use on recreation reserves will require authority pursuant to the relevant provisions contained in the Reserves Act 1977.*

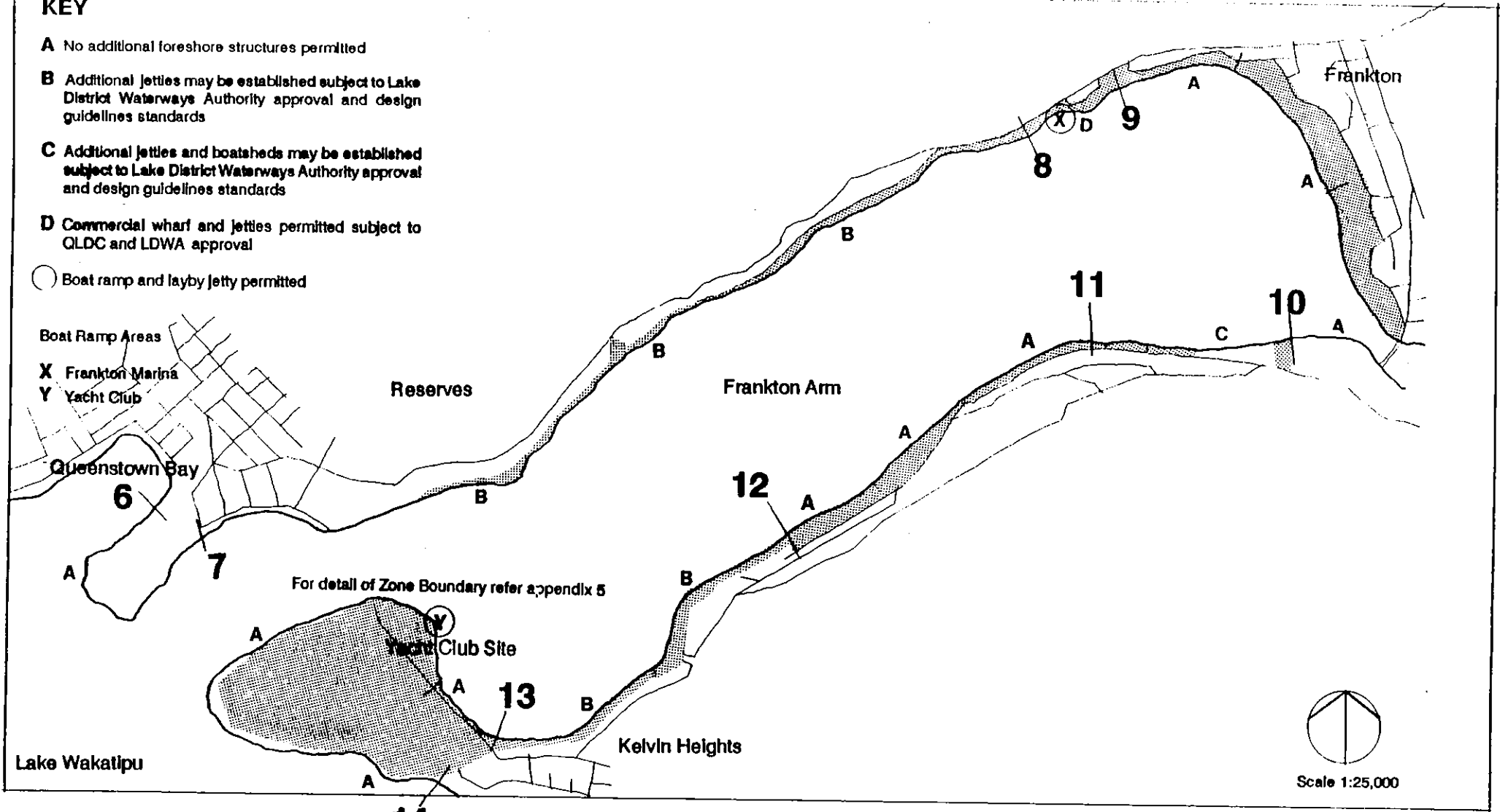
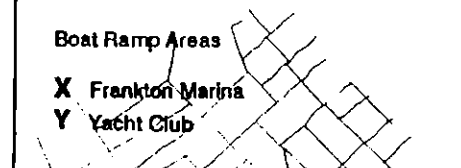


FORESHORE DEVELOPMENT

SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	4.1

KEY

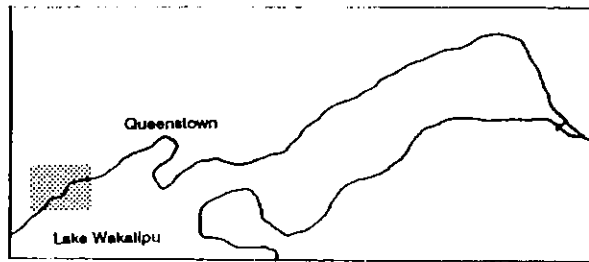
- A** No additional foreshore structures permitted
- B** Additional jetties may be established subject to Lake District Waterways Authority approval and design guidelines standards
- C** Additional jetties and boatsheds may be established subject to Lake District Waterways Authority approval and design guidelines standards
- D** Commercial wharf and jetties permitted subject to QLDC and LDWA approval
- Boat ramp and layby jetty permitted



SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	4.2

FORESHORE DEVELOPMENT

4.3 Specific Policy



FMA No. 1.
Sunshine Bay

Reserve Development

Policy S1: *that a development plan be prepared by suitably qualified professionals. Such plans to be made available for public input prior to being approved by Council. The implementation of the plan to be under the guidance of a suitably qualified person.*

Policy S2: *that the development plan retain and enhance the existing indigenous character of the reserve.*

Explanation: these policies above refer to the section of the Sunshine Bay Reserve containing ski lane, boat ramp, layby jetty and break-water and the adjacent bay area.

Note: An Indicative proposal plan for Sunshine Bay is illustrated in Chapter 5 figure 5.1.

Boating Facilities

Policy S3: *that additional trailer parking be developed on reserve land adjacent to Glenorchy Road.*

Recreation

Policy S4: *that the section of this FMA as shown on the indicative proposal be managed for recreational boating and picnicking.*

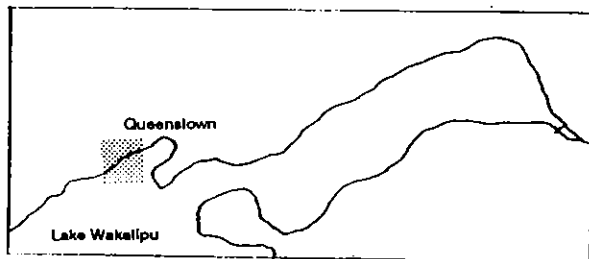
Policy S5: *that the remainder of this FMA be managed for passive recreation, in particular walking.*

Commercial Activities

Policy S6: *that commercial activities within this area be permitted for the launching of boats associated with commercial fishing guiding, water skiing and paraflying or other similar commercial uses.*

Vegetation Management

Policy S7: *that this FMA be managed to retain and enhance the native plant cover and that in any further planting, local native species will be favoured.*



FMA No. 2.
One Mile up to Marine
Enterprises Wharf

Reserve Development

- Policy S8:** *that the detailed development plans are to be prepared by suitably qualified professionals. Such plans to be made available for public input prior to being approved by Council. The implementation of the plan to be under the guidance of a suitably qualified person.*
- Policy S9:** *that this development plan retain and enhance the existing park character.*
- Policy S10:** *that the development plan provide for a formed and lit pedestrian pathway and other such amenities appropriate to the use of this park.*
- Note:** An Indicative proposal plan for One Mile is illustrated in Chapter 5. Figure 5.2.

Boating Facilities

- Policy S11:** *that the public launching ramp be resited from the east end of St Omer Park to One Mile Point.*
- Policy S12:** *that a breakwater and public layby jetty be provided adjacent to the proposed launching ramp.*
- Policy S13:** *that the Cecil Peak barge ramp be resited from its existing site in Queenstown Bay to One Mile Point.*

Explanation: the existing launching ramp at the north end of St Omers Park is deteriorating and has insufficient parking adjacent for the storage of boat trailers and cars. Increased pressure in the future will exacerbate the problem. Relocation to a designed facility at One Mile will overcome these problems. It will be necessary to construct a breakwater to provide for boat launching. Approval for its construction will be required under the Harbours Act 1950. A full investigation as outlined in policy G8 will be required prior to lodging an application. Provision of foreshore boat trailer parking will be restricted due to the existing trailer park facility opposite.

Recreation

- Policy S14:** *that St Omer Park be managed for passive recreational activities.*
- Explanation:** St Omer Park caters for a variety of passive recreational activities; walking, viewing, playground, picnic and BBQ.
- Policy S15:** *that One Mile Point be managed for boating activities and scenic viewing.*

Commercial Activities

- Policy S16:** *that long-term commercial activities be restricted to the launching of passenger craft at the One-Mile launching ramp and that temporary commercial activities be at the discretion of the Council.*
- Policy S17:** *that the development plan take into account the need for increased parking adjacent to St. Omer Park.*

Vegetation Management

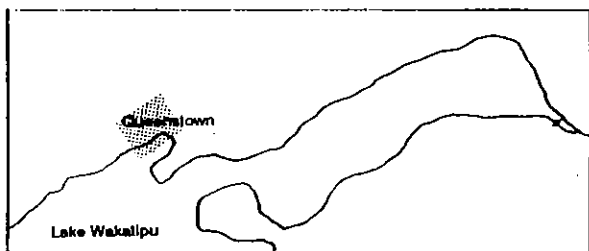
- Policy S18:** *that special care and attention be paid to all registered trees within the park. The park character of the reserve shall be recognised and preserved. ("registered trees" as described in the current District Scheme are listed in Appendix 2).*

Foreshore Protection

Policy S19: *Foreshore protection works will be undertaken where erosion is having an adverse impact on public use and enjoyment.*

Policy S20: *Any future protection works will consider visual amenity and ease of pedestrian access to the foreshore.*

Explanation: the extent of protection works needs to be balanced with the preservation of the natural foreshore and parkland character and public use and enjoyment.



FMA No. 3.
Marine Enterprises Wharf
to Town Pier

Reserve Development

Policy S21: that a comprehensive development plan be prepared by suitably qualified professionals for Earnslaw and St Omer Parks. The proposed commercial redevelopment of the Railways and Marine Enterprises sites be integrated so as to achieve a continuous lakefront public walkway (refer policy G4). This plan to be made available for public input and its implementation to be under the guidance of suitably qualified professionals.

Note: An indicative proposal plan for this FMA is illustrated in Chapter 5 Figure 5.3.

Boating Facilities

Policy S22: that the existing launching ramps between the Marine Enterprises site and Steamer Wharf be removed following the completion of a jetty and launching ramp at One-Mile.

Policy S23: that at the end of their useful life the existing jetties between Steamer Wharf and the Town Pier be replaced by one single wharf structure to accommodate all existing uses.

Policy S24: that the ramp adjoining the Marine Enterprises site be retained for the use of commercial boat operators only until the One-Mile development is completed.

Policy S25: that petrol and diesel storage and dispensing facilities are to be reviewed (see Policy G11).

Recreation

Policy S26: that the foreshore reserves be developed and managed to cater principally for passive recreation and improved pedestrian access and enjoyment of the lake edge.

Commercial Activities

Policy S27: that commercial activities of a temporary nature and that are of public benefit shall be considered favourably.

Policy S28: that access across reserve land to commercial development on adjacent land will not be unreasonably withheld.

Explanation: there are currently 2 commercial development proposals that have been raised in submissions. Redevelopment of the Marine Enterprises site requires consent under Section 48 of the Reserves Act 1977 for access over the reserve. The Rail Properties submission proposes a development as an extension of their freehold site that would also benefit from access across the reserve land. Both of these developments are located off reserve land and over the lake bed. Council view such developments as an opportunity to effect improvements both in terms of foreshore structures, lakeside access and general enhancement of the area. Council recognises the need for an integrated approach to improvement of this section of the foreshore through partnership with appropriate commercial development.

Vegetation Management

Policy S29: that a replanting programme be initiated to replace the over mature Douglas Firs and Willows.

Wildlife

Policy S30: *that reserves be managed so as to maintain lake conditions conducive to a healthy freshwater fishery and wildfowl population.*

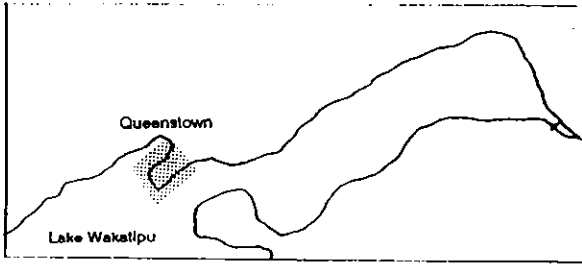
Explanation: Queenstown is the tourism jewel in a 'green and clean' country. Clear water with readily visible fish and other wildlife are essential ingredients in this image. Fore-shore Reserve management is one vehicle for maintaining the lake's quality.

Foreshore Protection

Policy S31: *that foreshore protection works be undertaken as necessary to preserve and enhance public access around the lake edge.*

Explanation: the existing "seawall" provides essential protection from prevailing westerly swells. Any undermining of this wall will result in a significant loss of important reserve land.

SUPERSEDED



FMA No. 4.
Town Pier to Eastern End
of Queenstown Gardens
Foreshore

Adjoining Reserves

Policy S32: *that management of the Marine Parade reserve be compatible with management objectives and policies of the Queenstown Gardens Management Plan 1989.*

note: It will be necessary to address the question of a break-water at the point in the review of the Queenstown Gardens Management Plan 1989. For a discussion of this issue refer section 2.2.3.

Reserve Development

Policy S33: *that a detailed development plan be prepared by suitably qualified professionals for the Marine Parade section of reserve adjoining Queenstown Gardens to integrate use and management of this area with the Gardens. The plan to be made available for public input and its implementation to be under the guidance of suitably qualified professionals.*

Policy S34: *that the current parking area adjoining the foreshore reserve on Rees Street be redesigned to accommodate a pedestrian boulevard linking the Memorial Gates to the Town Pier and provision of pedestrian access to the beach.*

Note: An indicative proposal plan for this FMA is illustrated in Chapter 5. Figure 5.4.

Recreation

Policy S35: *that the Marine Parade Reserve be managed for passive recreation activities; walking, swimming and picnicking.*

Commercial Activities

Policy S36: *that the only commercial activities permitted will be the hire of non-motorised boats, canoes and other non intrusive activities.*

Explanation: any commercial activities must directly relate to swimming and pedestrian activities e.g. sale of icecreams and cool drinks, hire of canoes.

Vegetation Management

Policy S37: *that the trees adjacent to Marine Parade be maintained, and replanted when necessary, with approved species as listed in the Queenstown Gardens Management Plan.*

Wildlife

Policy S38: *that Horne Creek be maintained in its present natural state and that any flood protection works preserve the natural character of the stream and preserve the freshwater fisheries habitat.*

Explanation: Horne Creek is the major spawning creek for Brown Trout in the eastern Lake Wakatipu area. Continued protection of this creek is important for fisheries stocks, in particular the Queenstown Bay trout.

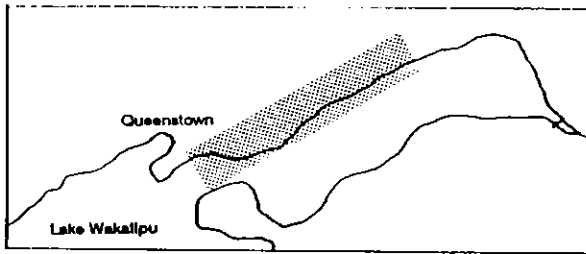
Foreshore Protection

Policy S39: *that existing foreshore protection works be maintained and developed to preserve and enhance public access around the lake.*

Explanation: the existing "seawall" provides essential protection from prevailing westerly swells. Any undermining of this wall will result in a significant loss of important reserve land.

Policy S40: *that foreshore protection works in the balance of the Marine Parade Foreshore be maintained and developed where there is a serious threat to use and enjoyment of this reserve and that any works undertaken retain the natural character of this foreshore.*

SUPERSEDED



FMA No. 5.
Frankton Arm North
Foreshore

Reserve Development

Policy S41: *that a formed walking track to be constructed separate from the road carriage alongside the lakeshore adjacent to Peninsula Street.*

Walkways

Policy S42: *that the gazetted walkway be extended to include the formed walking track adjacent to Peninsula Street.*

Explanation: only part of this walkway is currently gazetted under the Walkways Act 1975.

Policy S43: *that lighting be provided along the existing walkway between Peninsula Road and Frankton Marina.*

Explanation: Council wishes to limit the unnecessary use by pedestrians of Frankton Road, with its attendant hazards, and to encourage the use of the foreshore walkway. Where possible access from walkway to SH6A will be obtained to provide 2 or 3 ways onto the walkway from the residential areas above.

Recreation

Policy S44: *that these reserves are managed for low impact recreational activities eg. jogging, swimming and picnicking*

Policy S45: *that bicycles shall be permitted to use this section of walkway.*

Policy S46: *that only motor vehicles used for the purpose of servicing the sewer pipe or for reserve maintenance shall be permitted in the reserve.*

Commercial Activities

Policy S47: *that commercial activities shall be restricted to the picking up and setting down of passengers and shall include commuter passengers and construction of any necessary wharf.*

Policy S48: *that the boat sheds adjoining Peninsula Street be removed following the expiry of current lease agreements.*

Foreshore Protection

Policy S49: *that foreshore protection works will only be permitted where erosion is having an adverse effect on public use and enjoyment.*

Vegetation Management

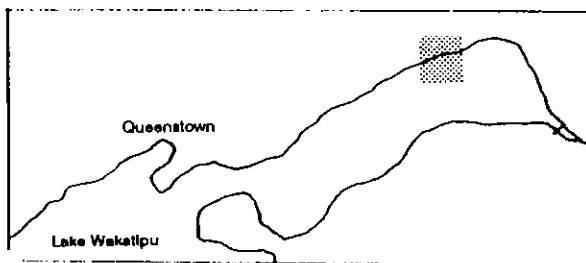
Policy S50: *that the remnant beech forest be preserved and enhanced.*

Policy S51: *that this plan recognise the significance of the mature vegetation and that any works carried out minimise the removal of existing trees.*

Explanation: the surrounding vegetation is significant in terms of a wildlife food source and habitat and also has visual aspects when viewed from the Peninsula Road area.

Sewer Line

Policy S52: *that maintenance or construction works associated with the existing sewer line be undertaken so as to minimise disturbance to the walkway and existing vegetation.*



FMA No. 6.
Frankton Marina

Explanation: at the time of the preparation of the Frankton Marina Management Plan a major commercial boating operation was to be based from Frankton Marina. It is not envisaged that this will proceed in the foreseeable future and it will be necessary to revise the plan in such a way as to accommodate demand for smaller scale commercial operations. Within the terms of plan revision the following points will need to be considered; increased public fuelling, storage, maintenance, parking, public berthing and float plane facilities.

Reserve Administration

Policy S53: that Council seek to review the operative Frankton Marina Management Plan to be compatible with the objectives and policies of the Foreshore Management Plan.

Explanation: Policy G1 provides for control of all foreshore reserves to be under the control of the Queenstown-Lakes District Council.

Reserve Classification

Policy S54: that land legally described as section 52 BLK XXI Shotover S.D. be classified Recreation Reserve.

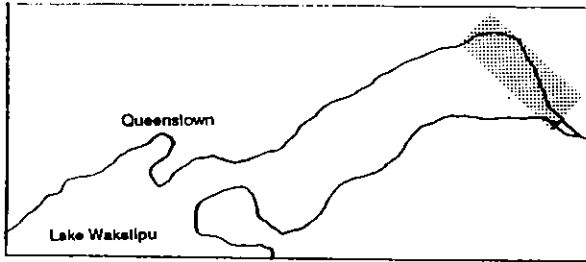
Reserve Development

Policy S55: that Council revise the development plan as set out in the Management Plan to take account of current commercial and recreational demands to provide for the establishment of boat operators on the site.

Policy S56: that the revision of the Frankton Marina Management Plan recognise the desirability of a pedestrian lake edge linkage and provide for cycling as well as for a quality walkway through the marina.

Policy S57: that the development plan recognise the significance of the mature vegetation and this be retained as far as possible.

Explanation: the surrounding vegetation is significant in terms of wildlife food source and habitat.



FMA No. 7. Frankton Foreshore East End

Reserve Development

- Policy S58:** that detailed development plans to be prepared by suitably qualified professionals that separate vehicle and pedestrian traffic areas and provide for car parking and additional picnic areas. The plan to be made available for public input and its implementation to be under the guidance of suitably qualified professionals.
- Policy S59:** that a development plan clearly identifies the extent of permitted beach front to be occupied by commercial operations.
- Policy S60:** that the development plan recognise and protects the less developed and natural character of the southern end of this foreshore management area.

Note: Indicative proposal plans for Frankton Domain are illustrated in Chapter 5 Figures 5.5 and 5.6.

Walkways

- Policy S61:** that a walkway route be defined from Frankton Marina through to the Kawarau Falls Bridge and that bicycles shall be permitted to use this section of walkway.

Recreation

- Policy S62:** that this section of foreshore is managed to include a range of active and passive recreation activities.

Policy S63: that this section of foreshore is zoned to locate a range of recreational uses including swimming, picnicking, small boats, windsurfing and water skiing.

Explanation: an indicative zoning plan for various recreational uses is included in Appendix 5.

Commercial Activities

- Policy S64:** that commercial activities along this shore be restricted to the hire of small boats and sailing craft and water skiing.
- Policy S65:** that existing charter and jet boat operators shall be permitted to operate until facilities at Frankton Marina are upgraded to accommodate them.
- Policy S66:** that commercial activities will be restricted to the appropriate zoned sections of the foreshore and limited to a number determined for safe operation.

Explanation: as indicative zoning plan for various commercial activities is included in Appendix 5.

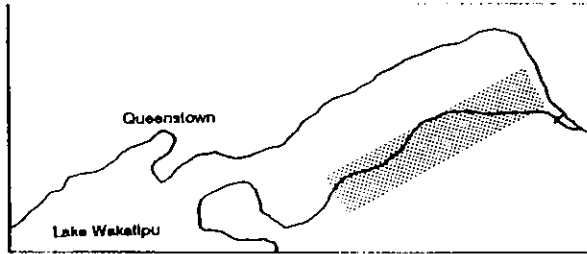
Foreshore Structures

- Policy S67:** that no further foreshore structures be permitted.

Vegetation Management

- Policy S68:** that the crack willows be progressively replaced with other appropriate exotic and native species in a manner that preserves and enhances the treed character of the foreshore and provides for unrestricted access to the foreshore.

Explanation: while the existing line of crack willows is an important visual feature of the lake shore the species is invasive to the point of closing public access to the foreshore.



**FMA No. 8.
Frankton Arm
South Foreshore**

Policy S75: *that additional jetties and boat sheds may be established subject to Lake District Waterways Authority approval and design guidelines standards.*

Vegetation Management

Policy S76: *that the crack willows be progressively replaced with other appropriate exotic and native species in a manner that preserves and enhances the treed character of the foreshore and provides for unrestricted access to the foreshore.*

Policy S77: *that the planting of deciduous and native trees is to be encouraged.*

Explanation: *while the existing line of crack willows is an important visual feature of the lake shore the species is also invasive to the point of closing public access to the foreshore.*

Walkways

Policy S69: *that Council seek to achieve by agreement a public walkway following the lake from the Kawarau Falls Bridge through the Methodist camp site to connect with the adjoining walkway on the western boundary of the camp.*

Policy S70: *that a public walkway be gazetted over the section of road reserve alongside Willow Place.*

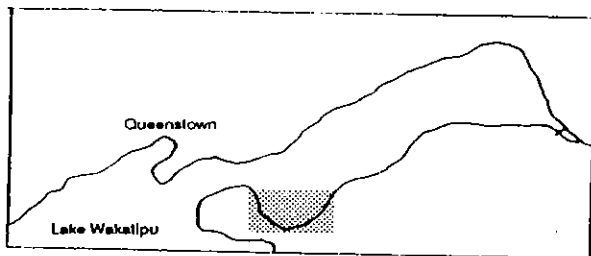
Recreation

Policy S71: *that the locally significant beach be managed for swimming, picnicking and launching of craft for water activities.*

Policy S72: *that this section of foreshore be zoned for recreational use (including water skiing).*

Policy S73: *that this section of the foreshore be managed to include a range of pedestrian activities associated with the walkway.*

Policy S74: *that motor vehicles be permitted only on the track for the purposes of maintenance and development of the track, sewer line and reserve.*



FMA No. 9.
Bayview Road to
Yacht Club

Reserve Development

Policy S78: *that detailed development plans to be prepared by suitably qualified professionals. The plan to be made available for public input and its implementation to be under the guidance of suitably qualified professionals.*

Policy S79: *that the development plan clearly delineate passive and active use areas including vehicle circulation, trailer and car parking, picnicking, water skiing and walkway.*

Explanation: this area, because of its naturally sheltered aspect and accessible beaches will come under increasing pressure in the future.

Policy S80: *that playground sites are maintained in both Bayview Reserve and Kelvin Grove.*

Note: Indicative proposal plans for Bay View and for Kelvin Grove are illustrated in Chapter 5 Figure 5.7 and 5.8.

Walkways

Policy S81: *that the walkway be formed along Kelvin Grove to link the Kelvin Heights walkway with the Kelvin Peninsula walkway.*

Commercial Activities

Policy S82: *that permitted commercial uses be restricted to the setting down and picking up of commuter passengers, water skiing operations and the maintenance of large vessels on the Earnslaw slip and that no new buildings be permitted.*

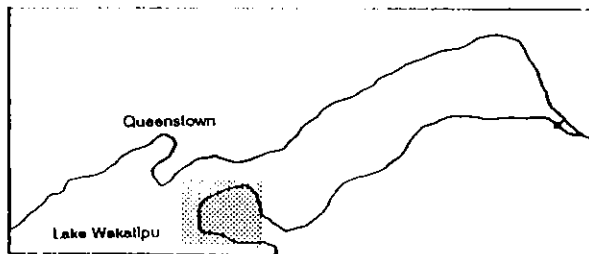
Vegetation Management

Policy S83: *that the stand of Douglas Fir trees adjoining the Kelvin Grove play area be thinned to extend the area of open space adjoining the beach and that elsewhere the existing wooded character be conserved and enhanced by the further planting of deciduous trees.*

Notable Features

Policy S84: *that the historic character of the Earnslaw slipway be protected and in particular the steam operated winches.*

Explanation: the steam operated winches originate from the "Autumn", an historic steamship and are listed as registered items in the District Scheme ordinance 30.03.02.



FMA No. 10. Kelvin Peninsula

- Policy S89:** *that no foreshore structures or jetties be permitted on this reserve foreshore apart from the existing yacht club jetty.*
- Policy S90:** *that foreshore protection works will be undertaken where erosion is having an adverse impact on public use and enjoyment.*
- Policy S91:** *that any future foreshore protection works will consider the natural appearance of this foreshore and its importance to the wilderness character of the Kelvin Peninsula.*

Reserve Classification

Policy S85: *that Council pursue closure of the unformed legal road around the lakeshore of Kelvin Peninsula and its addition to the existing Recreation Reserve (legal description: Section 29 BLK I Coneburn S.D.)*

Explanation: an unformed legal road currently exists around the boundary of Kelvin Peninsula.

Reserve Administration

Policy S86: *that Council prepare a management plan for the Kelvin Peninsula Reserve and that the following policies be incorporated into the management plan.*

Explanation: currently the Kelvin Peninsula Reserve covers an area extending well beyond the foreshore and that in absence of a management plan over this entire reserve area the policies below are identified as guidelines only until such a time as a full management plan is completed.

Foreshore Policies

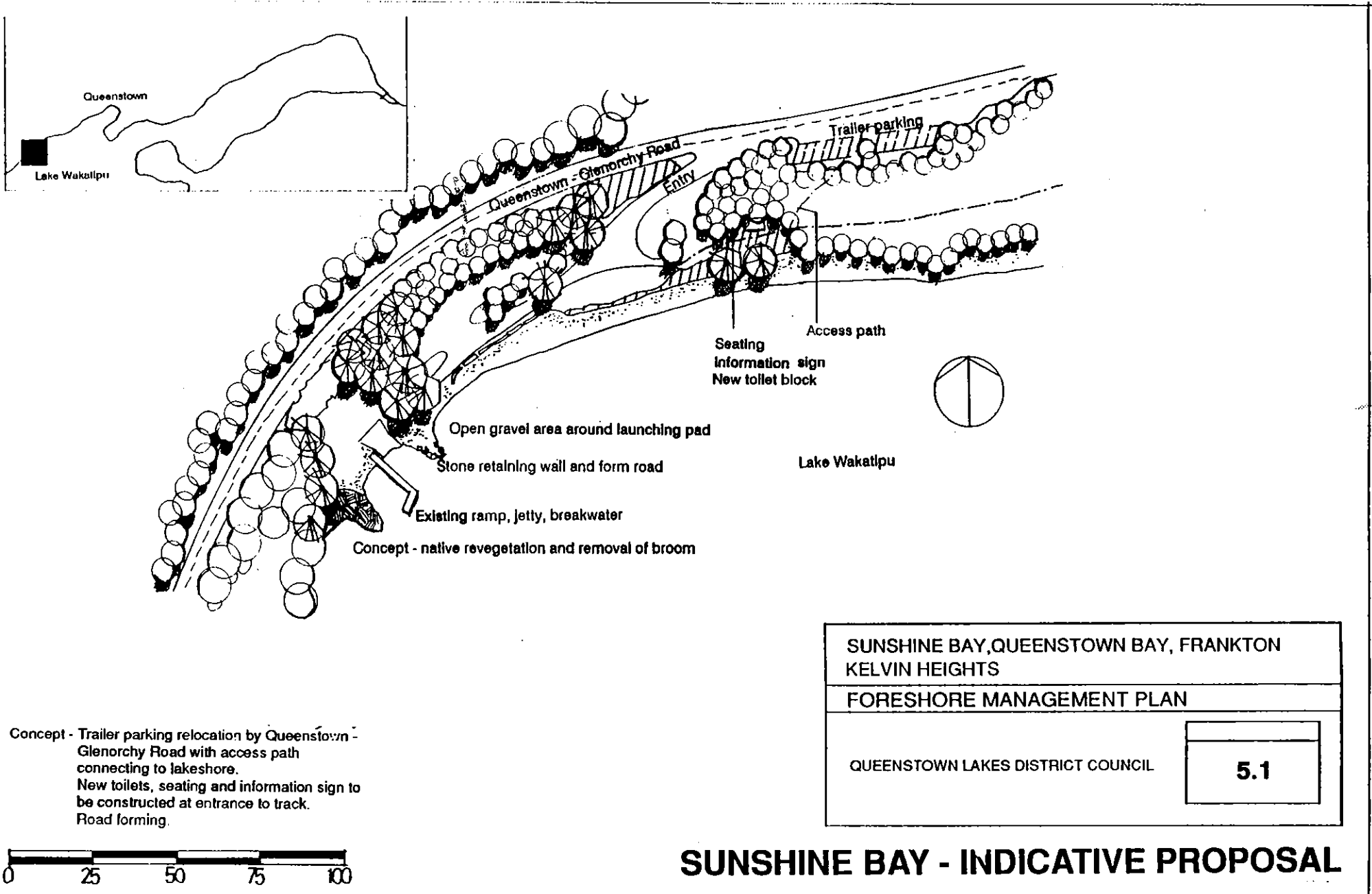
Policy S87: *that the 'semi-wilderness' forested character of the Kelvin Peninsula foreshore be protected and enhanced.*

Policy S88: *that selected conifers and deciduous trees be planted to give all year round colour.*

5.0 INDICATIVE PROPOSALS

5.1 To assist the reader to determine the consequences of the policies set out in chapter 4, eight indicative development proposals are illustrated. These have been prepared for Sunshine Bay, One-Mile, Marine Enterprises Wharf to Town Pier, Town Pier and Marine Parade, Frankton Domain west end, Frankton Domain (2), Bay View, and Kelvin Grove.

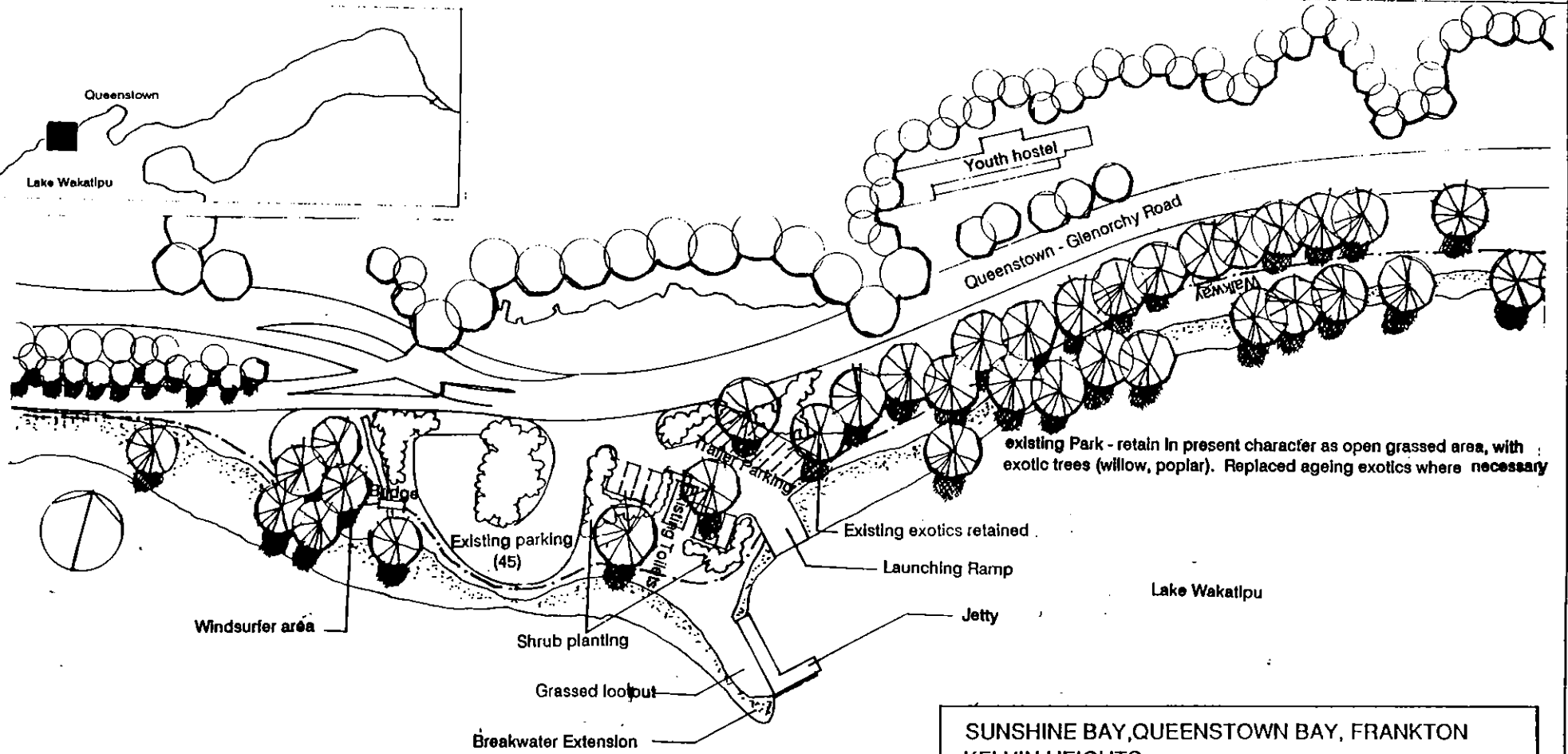
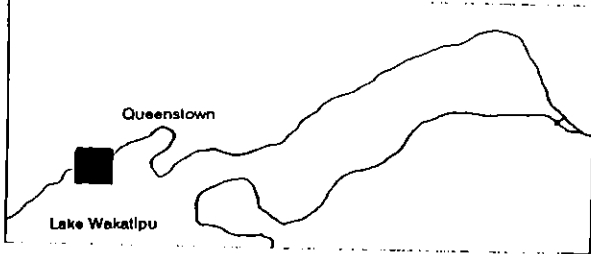
These drawings are for illustrative purposes only and show one interpretation of the general and specific policies applicable to these locations.



Concept - Trailer parking relocation by Queenstown - Glenorchy Road with access path connecting to lakeshore. New toilets, seating and information sign to be constructed at entrance to track. Road forming.

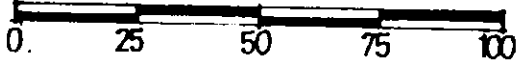
SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	5.1

SUNSHINE BAY - INDICATIVE PROPOSAL

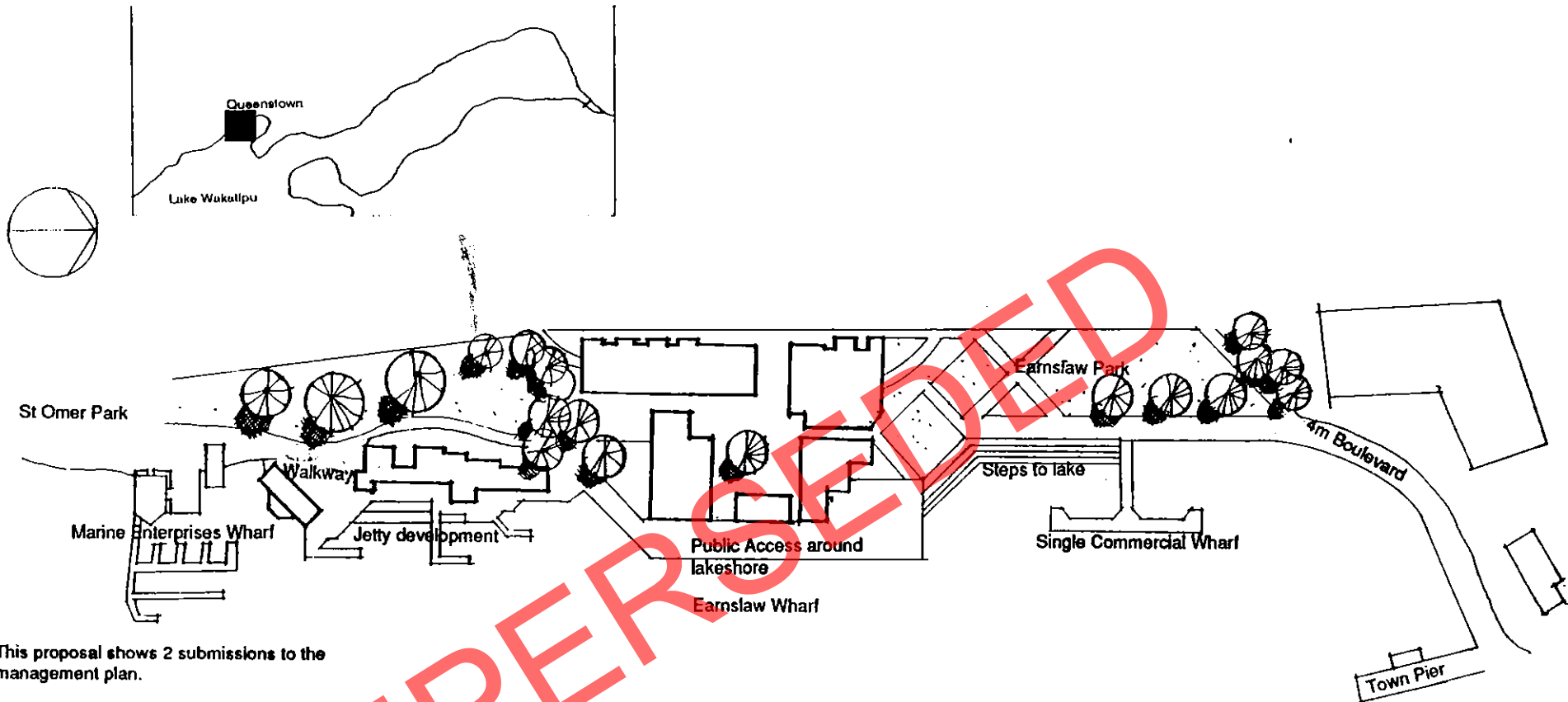


SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	5.2

Concept - Launching area relocated from the north end, St Omers Park.
 Trailer park set amidst park theme, shrub planting for westerly shelter.
 Grassed area by breakwater as lookout point. Walkway established
 through area to link Sunshine Bay.



ONE MILE - INDICATIVE PROPOSAL



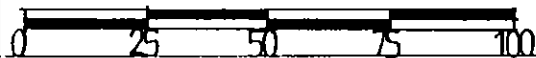
This proposal shows 2 submissions to the management plan.

Marine Enterprises Wharf

Concept - Design based on the image of a paddle steamer moored at the wharf and a wharf development for the mooring of water taxis, hire boats and two commercial yachts.

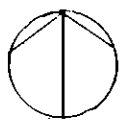
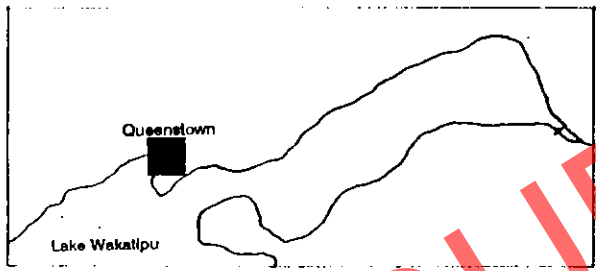
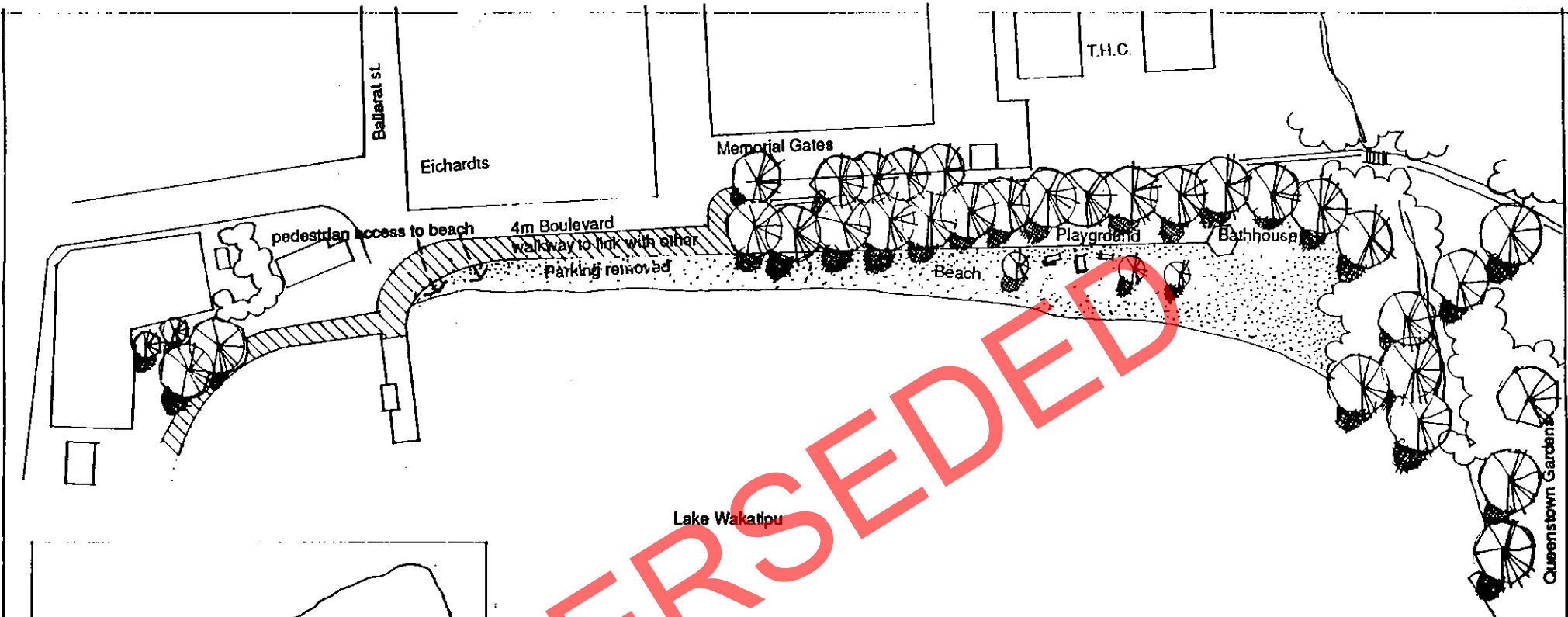
Rail Properties Limited

Concept - Continued public access around lakeshore. Low density commercial development with reserve access through site. Strong link between St Omer and Earnslaw Parks. Rationalise commercial boat wharfs.

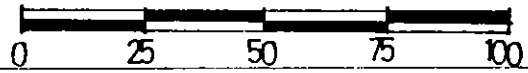


SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	5.3

**MARINE ENTERPRISES WHARF TO TOWN PIER
- INDICATIVE PROPOSAL**

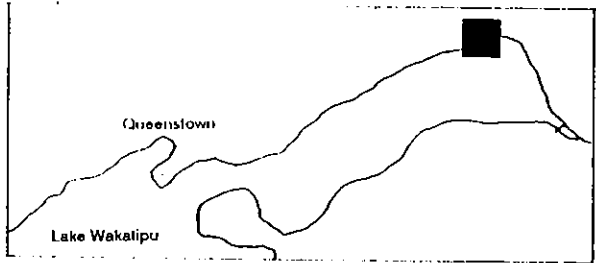
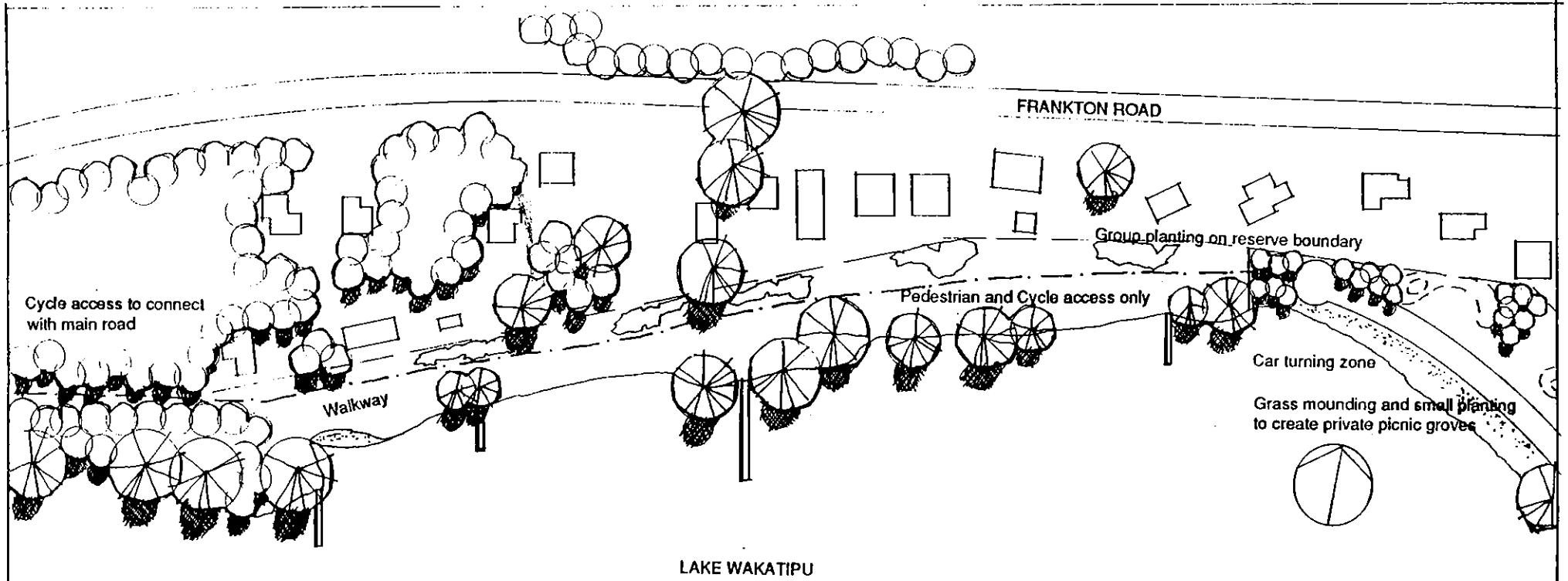


Concept - Removal of parking on waterfront. Accentuate memorial gates and link with 4 metre lit pedestrian boulevard to Earnshaw Park.



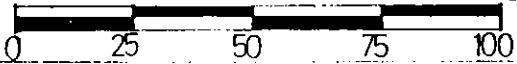
SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	5.4

TOWN PIER & MARINE PARADE - INDICATIVE PROPOSAL

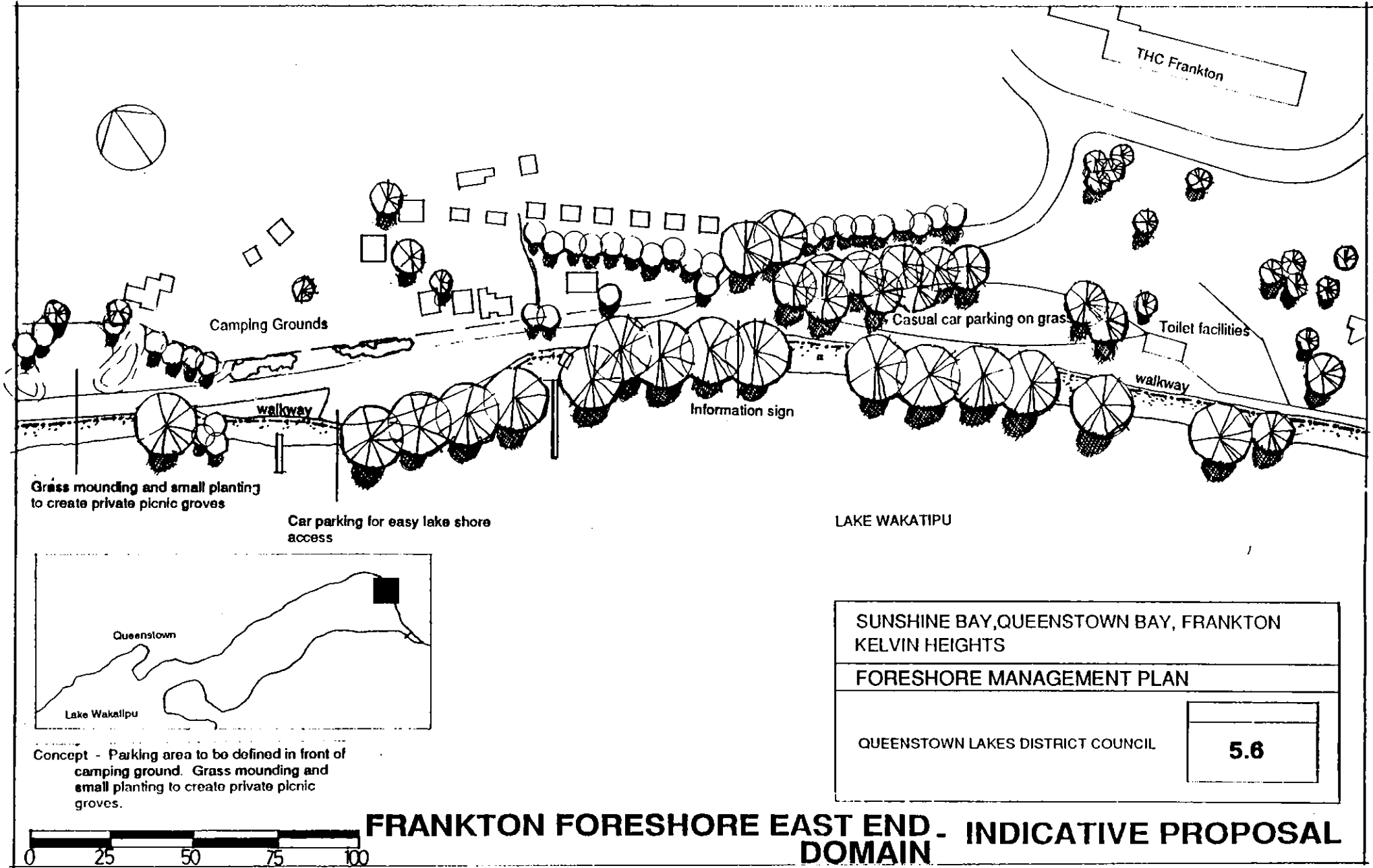


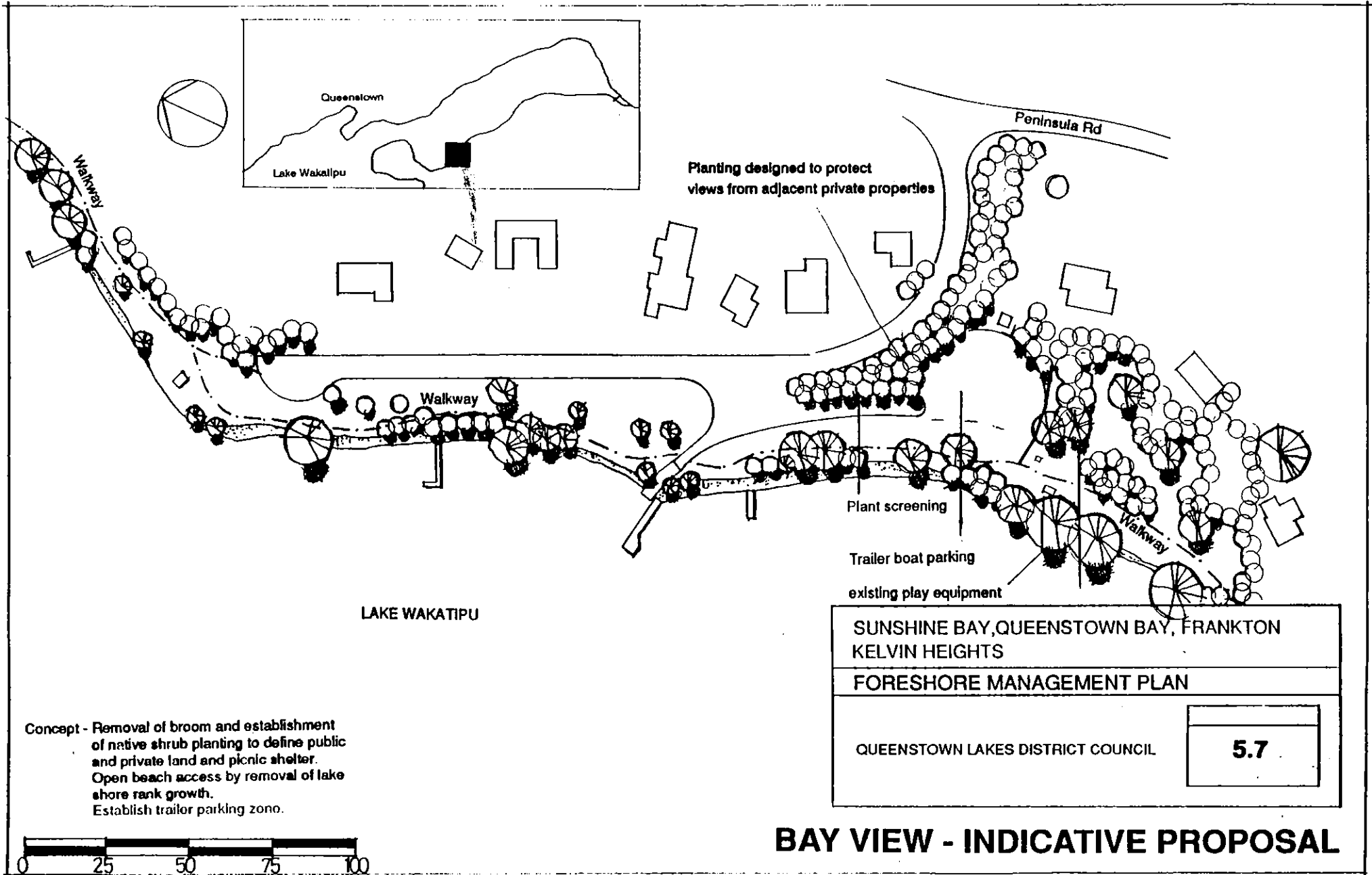
Concept - Pedestrian and cycle access only along the Frankton Domain West End. Small planting to help create private picnic areas.

SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	5.5



FRANKTON FORESHORE EAST END - INDICATIVE PROPOSAL DOMAIN (West)

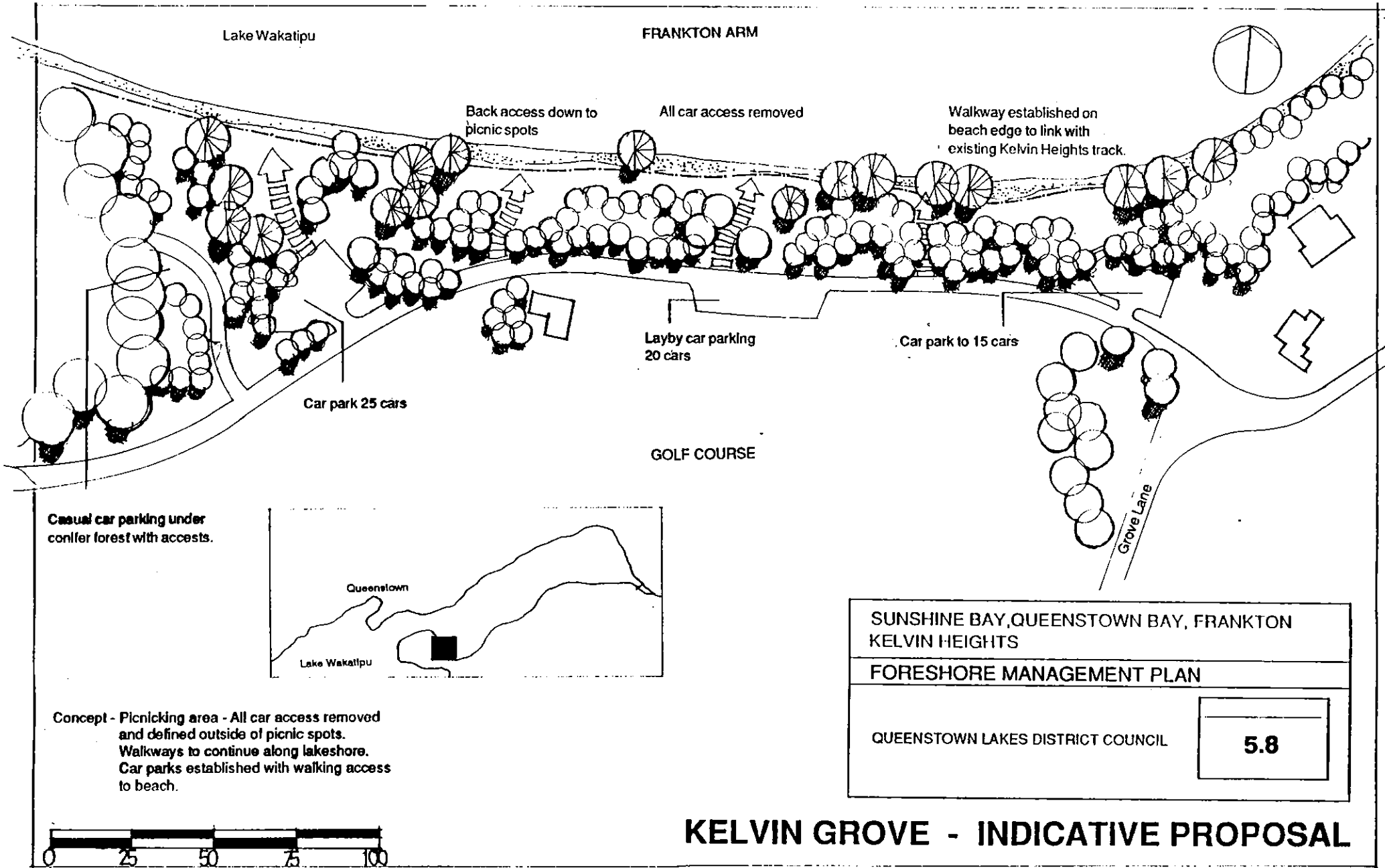




Concept - Removal of broom and establishment of native shrub planting to define public and private land and picnic shelter. Open beach access by removal of lake shore rank growth. Establish trailer parking zone.

SUNSHINE BAY, QUEENSTOWN BAY, FRANKTON KELVIN HEIGHTS	
FORESHORE MANAGEMENT PLAN	
QUEENSTOWN LAKES DISTRICT COUNCIL	5.7

BAY VIEW - INDICATIVE PROPOSAL



APPENDIX ONE

LEGAL DESCRIPTION AND CADASTRAL INFORMATION

General Description	Legal Description	Gazette Reference	Hectares	Classification
Part Sunshine Bay Recreational Reserve adjacent to Queenstown Glenorchy Road	Section 45, 46 27 Blk 1 Mid Wakatipu	GN 533705 Gaz 1980 p. 1138	2.4020 ha	Recreation
Part Sunshine Bay Recreational Reserve adjacent to Queenstown Glenorchy Road	Part Reserve B Blk 1 Mid Wakatipu	GN 305914 Gaz 1966 p. 1495	20.9344 ha	Recreation
Part Sunshine Bay Recreational Reserve adjacent to Queenstown Glenorchy Road	Part Reserve B Blk Mid Wakatipu	Gaz 1891 p. 1050		Recreation
Part Sunshine Bay Recreational Reserve adjacent to Queenstown Glenorchy Road	Crown Land Blk XX Shotover S.D.			Recreation
West End St Omer Park	Part Sec. 110 Blk XX Shotover Shotover S.D.	Sec. 5, Queenstown Reserves Vesting & Empowering Act 1971		Recreation
Central & Eastern St Omer Park	Part Sec. 2 Blk XVII Town of Queenstown	GN 243206 Gaz 1962 p. 260	1.4670 ha	Recreation
Part Earnslaw Park	Sec. 6, 18, 27 Blk XV Town p. 2093	GN 599512 Gaz 1983	0.1848 ha	Recreation (Earnslaw Park)

Part Earnslaw Park	Part Rec. Reserve Blk XV Town of Queenstown	Sec. 12 Public Reserves Vesting & Sale Act 1892		
Part Earnslaw Park to Queenstown Pier	Crown Land Blk XV Town of Queenstown			
Reserve Adjacent to Marine Parade	Sections 6 Blk L1 Town of Queenstown	Gaz 1984 p. 1235	0.6600 ha	Recreation (Marine Parade Park)
Queenstown Gardens	Sections 1 Blk L11 Town of Queenstown	Gaz 1984 p. 4888	0.3035 ha	Recreation
Queenstown Gardens	Section 7 Blk L1 Town of Queenstown	Gaz 1984 p. 4888	12.5 ha	Recreation
Foreshore Reserve adjacent to Frankton Road	Section 50 Blk XXI Shotover S.D.	Pt Frankton Domain Gaz 1967 p. 1787	4.8562 ha	
Frankton Marina Vicinity	Section 49 Blk XXI Shotover S.D.	Gaz 1963 p. 809 Pt Frankton Domain	0.2403 ha	Recreation
Frankton Marina Vicinity	Section 48 Blk XXI Shotover S.D.	Gaz 1963 p. 809 Pt Frankton Domain	0.1669 ha	Recreation

Frankton Marina Vicinity	Section 52 Blk XXI Shotover S.D.	Gaz 1957 p. 1646 Pt Frankton Domain	0.8350 ha	
Foreshore Reserve past Frankton Domain	Part Section 47 Blk XXI Shotover S.D.	Gaz 1957 p. 1646 Pt Frankton Domain	1.0164 ha	
Frankton Marina Vicinity	Section 53 Blk XXI Shotover S.D.	Gaz 1976 p. 1875 Pt Frankton Domain	0.3550 ha	Recreation
Reserve. Part Frankton Domain	Section 46 Blk XXI Shotover S.D.	Gaz 1957 p. 1646 Pt Frankton Domain	0.0304 ha	Recreation
Reserve. Part Frankton Domain	Lot 14 DP 8296 Blk XXI Shotover S.D.	Gaz 1957 p. 1646 Pt Frankton Domain	0.1062 ha	Recreation
Reserve. Part Frankton Domain	Section 62 and Pt Lot 1 DP 16773 Blk XXI Shotover S.D.	Recreation Reserve Sec 16 (2a) Reserves Act 1977	0.2471 ha	Recreation
Reserve adjacent to Lake Avenue Part Frankton Domain	Section 7 & 8 Blk XXXI Town of Frankton	Pt Frankton Domain Gaz 1957 p. 1646	0.9924 ha	Recreation

Foreshore Reserve Frankton Beach Part Frankton Domain	Part Section 9 Blk XXXI Town of Frankton	Pt Frankton Domain Gaz 1957 p. 1646	1.4358 ha	Recreation
Reserve adjacent to Frankton Rd. Part Frankton Domain	Sections 8,9,16, & 17 Blk XIV Town of Frankton	Pt Frankton Domain Gaz 1957 p. 1646	0.1164 ha	Recreation
Reserve adjacent to Stewart St. Part Frankton Domain	Sections 10 & 35 Blk XXXI Town of Frankton	Pt Frankton Domain Gaz 1959 p. 1632	0.4949 ha	Recreation
Reserve adjacent to Lake Avenue Part Frankton Domain	Sections 42 & 43 Blk XXXI Town of Frankton	Pt Frankton Domain Gaz 1970 p. 1571	1.5024 ha	Recreation
Esplanade Reserve in Vicinity of Lake Avenue Part Frankton Domain	Sections 36, 37, 38 & 39 Blk XXI Town of Frankton	Pt Frankton Domain Gaz 1967 p. 786	5.9155 ha	Recreation
Foreshore Reserve in Vicinity Allan Cres. Part Frankton Domain	Sections 29-34 Blk XXXI Town of Frankton	Pt Frankton Domain Gaz 1958 p. 1035	0.0463 ha	Recreation
Foreshore Reserve adjacent to Boyes Cres. Part Frankton Domain	Sections 11-28 Blk XXXI town of Frankton	Pt Frankton Domain Gaz 1958 p. 1035	0.1183 ha	Recreation

Reserve adjacent to Boyes Cres. Part Frankton Domain	Section 44 Blk XXXI Town of Frankton	Pt Frankton Domain Gaz 1967 p. 1787	1.6187 ha	Recreation
Reserve adjacent to Bridge St. Part Frankton Domain	Section 27 Blk XVIII Town of Frankton	Pt Frankton Domain Gaz 1967 p. 1787	0.4553 ha	Recreation
Frankton Mill Reserve in Vicinity of Kawarau Bridge	Sections 3, 4, 6 & 7 & Part Section 5 Blk XVIII Town of Frankton	Frankton Mill Reserve Ord 1865 p. 1293	0.4633 ha	Recreation
Lakeside Reserve at East end Lake Rd.	Section 22 Blk 1 Coneburn S.D.	Pt Frankton Domain Gaz 1967 p. 1787	0.2023 ha	Recreation
Lakeside in Vicinity Peninsula Road	Section 21 Blk I Coneburn S.D. p. 1787	Pt Frankton Domain Gaz 1967	12.9499 ha	Recreation
Bayview Reserve adjacent Bayview Road	Lot 77 DP 9655 Blk I Coneburn S.D.	Vested as Esplanade Reserve	0.1335 ha	Recreation
Reserve by Yacht Club Kelvin Peninsula	Section 3 Blk I Coneburn S.D.	Gaz 1981 p. 2685	1.3810 ha	Recreation

Slipway Reserve Kelvin Peninsula	Sections 25 & 26 Blk I Coneburn S.D.	Kelvin Peninsula Recreation Reserve Gaz 1984 p. 1236	11.7910 ha	Recreation
2 Part Reserve In Vicinity Grove Lane	Sections 27 & 28 Blk I Coneburn S.D.	Pt Queenstown Recreation Reserve Gaz 1929 p. 2500 Lease 569566 B.C.N.Z.	0.0212 ha	Recreation
Kelvin Heights Golf Course	Section 29 Blk I Coneburn S.D.	Gaz 1984 p. 4888		Recreation

APPENDIX TWO

Within the study area the District Scheme has a list of Registered Items as set out on Page 93 and described in Ord 3.03.02.

Registration - In respect to those buildings, objects and areas of architectural, historical, scientific, or other interest or of visual appeal or trees, bush, plants or landscape of scientific wildlife or historical interest or of visual appeal, which are specified in the Register contained herein as being desirable to preserve or conserve, all works including maintenance and painting shall require planning approval under Ordinance 1.02 (p. 69) and any work, maintenance or painting that in the committee's opinion would or would be likely to detrimentally affect the significance of the listed item, shall be prohibited. Any person or owner claiming to be injuriously affected by any such registration and/or prohibition may, by way of a notifiable application, apply to have the item designated in accordance with Ordinance 3.03.01 above as a public work, or for the registration to be uplifted.

Within the list are included

Trees	Location	Legal Description
70. Lime Tree	St Omer Park Queenstown	Section 2, Block 17, Town of Queenstown
71. Wellingtonia Four Specimens	St Omer Park Queenstown	Section 2, Block 17 Town of Queenstown
72. Poplars	St Omer Park Queenstown	Section 2, Block 17 Town of Queenstown
73. Red Oak	St Omer Park Queenstown	Section 2, Block 17 Town of Queenstown

APPENDIX THREE

Submissions received following public notification of the Council's intention to prepare a foreshore management plan for Sunshine Bay, Queenstown Bay, Frankton and Kelvin Heights.

Group

Dunedin Methodist Mission
Wakatipu Boating Assn Inc
Fiordland Travel Ltd
Wakatipu Windsurfing Club Inc
Wakatipu Development
Piccadilly Properties
Kelvin Peninsula Community Assn
Lakes District Water Users Assn Inc
Cockburn, van Brandenburg Architects
Wakatipu Environmental Society
Hell Jet
Twin Rivers Jet

Specific Site Development

Rail Properties
Rockgas (NZIG)
City of Dunedin Ltd

Individual

B. Niewenhuyse
C. Sparrow
C. Stone
N. H. Dixon
G. M. Tanner
N. Brown
H. Kerlake
W. Goldsmith
S. McKerchar

M. H.G. Macle

Viewpoints expressed in submissions

Queenstown Bay Commercial Operations

- Retain commercial area within boundary, breakwater west of area - reclamation to form deep water berths, retain public launching ramp. (B. Niewenhuyse)
- Develop boat servicing business (C. Stone)
- Upgrade existing facilities (W.D.A.)

Earnslaw Park

- Fill in 20 metres - would allow for a strip of commercial land along Beach Street. Existing jetties to remain. (W. Goldsmith)
- Promenade from Fiordland Travel around to Town Pier by wharf or reclamation. (L.D.W.U.A.I.)

Railways Site

- Change Earnslaw to C.N.B., L.P.G., tidy up jetties. (C. Sparrow)
- Increase size of public walkway. (W.B.A.I.)
- Maritime museum. (W.B.A.I.)
- Reclamation of wharf structure over low lake area. (W.B.A.I.)
- Relocate workshops. (W.B.A.I.)
- Area poorly laid out, tidy up and provide public access link between St Omer and Earnslaw Parks. (W. Goldsmith)
- Quality retail development with reserve strip through. Boardwalk type infill. Better access. (P.P.)
- Redevelop with coach pick up and drop off and facilities. (L.D.W.U.A.I.)
- Public access priority, buildings same scale as existing. (W.E.S.)
- Low one storey development along Beach Street. Shift reserve over by reclaiming area between sea wall and mooring points. (Cockburn Archts.)

- Background on site provided; site is freehold to waters edge. Acknowledged benefit of linking St Omer Park and Earnslaw Park. Potential impact of full CI development and visual consequences - preferred option to achieve public access by low density development along wharf structure (Rail Properties)
- Develop site maximising public access and develop linkage with Earnslaw and St Omer Parks. Low density development. Public promenade (Railways).

St Omer Park

- Green Reserve strip from One Mile to Gardens. (W. Goldsmith)
- Reclamation on area between St Omer Park and City of Dunedin for commercial operations. (W. Goldsmith)
- St Omer Park to One Mile - better tracks, thin out poplar trees to reduce shading. (P.P)
- Public Jetty by Cecil Peak Barge upgraded, for mooring purposes. (L.D.W.U.A.I.)
- No boat ramp, walkway priority, no hellpads. (W.E.S.)
- Reclaim 30 m to increase area of park. (Cockburn Archts.)

One-Mile

- Develop for wind surfing and small craft rec. (B. Niewenhuyse)
- Visual pollution signs. (C. Sparrow)
- Jetty and new ramp inside breakwater. (W.B.A.I.)
- New boat facilities. (N. Brown)
- New ramp. (W. Goldsmith)
- Launching ramp and layby jetty with breakwater. (L.D.W.U.A.I.)

Sunshine Bay

- Upgrade track, cycling possibility. (C. Sparrow)
- All foreshore areas keep and protect bush, upgrade walkway, remove exotics. Path from Reserve above Sunshine Bay to beach, footpath from 2 Mile stream outlet to Sunshine Bay, pipe open stormwater drains on East and West of Sunshine Bay foreshore, upgrade existing boat ramp, permanent toilets, seal access road. (F.S.B.R.A.)

- Improve launching facilities. (H. Kerslake)
- Enhance bush, upgrade toilets, open more land off Glenorchy Road for boat trailer parking, upgrade track. (W.E.S.)

Queenstown Bay

- Better lights, rules on small craft for Earnslaw safety. (F.T.)
- Management plan, provide for future expansion of water based activities. (W.D.A.)
- Breakwater at Bay mouth, sensitive design. (W.D.A.)
- Support breakwater recommendations. (F.S.B.R.A.)
- Breakwater off One-Mile. (W. Goldsmith)
- Breakwater out to beacon - aware of circulation currents. (W. Goldsmith)
- Rock or concrete breakwaters be excluded from Management Plan. (K.P.C.A.)
- Breakwater from Gardens Peninsula to Beacon and from One Mile Creek - allow for freeflow of water, lighten and extension to walkway. (L.D.W.U.A.I.)

General

- Any buildings on reserve be painted in natural colours, services underground, signs be restricted in size. Noise control regulations - power boat regattas (Frankton Arm). Possible tunnel or gondola at Frankton Arm entrance. (K.P.C.A.)
- Increased boating activity in Bay essential for growth need to upgrade navigational aids, i.e. buoys, access, lights. Upgrade lighting in Bay, Fountain? (L.D.W.U.A.I.)

Kelvin Heights Golfcourse

- Shore facing south - groom, remove large rocks. (B. Niewenhuyse)
- Earnslaw slipway - exception to walkway policy, (K.P.C.A.)
- Exotic forest character acceptable. Continuous walkway around foreshore. (W.E.S.)

Kelvin Heights Foreshore

- Walkway from Sunshine Bay to Jardine Park. Future section of track to be developed - no commercial use, walkway precedence. (K.P.C.A.)
- Negotiate public access around Kawarau mouth, proposals for jetties "guilty till proven innocent". (W.E.S.)

Frankton Beach

- Development of foreshore area be encouraged - structures and storage should be allowed. (B. Niewenhuyse)
- Seal road, better signage, judder bars. (N. Dixon)
- Extend toilet facilities, storage facilities. (W.W.C.I.)
- Relocate commercial jetboat operations to Frankton Marina. No fuel dispensing, no further foreshore structures. Restrict vehicles to specific areas. (W.E.S.)
- Object to relocation of jetties at Frankton Marina, Kawarau Falls as an ideal pick up point. (H.J.)
- Keep pick up operations at existing site. (T.W.)

Frankton Marina

- Area very untidy, improve standards. (B. Niewenhuyse)
- Relocate at 12-Mile. (C. Sparrow)
- Adopt draft plan (Johnston Hatfield & Partners) as laid out in Marina Management Plan 1988. (W.B.A.I.)
- Improve Marina. (H. Kerslake)
- Supports 88 plan but sees need for review. (L.D.W.U.A.I.)
- Retain willow buffer, no further jetties - minor commercial use on foreshore only. (W.E.S.)

Frankton Road Foreshore and Track

- Peninsula St - Foreshore - Pedestrian Path - General tidy up on walkway, wheelchair better access to walkway from selected points. (C. Sparrow)
- More relaxed rules on jetties, design guideline (G. Tanner)
- Keep lake edge in natural stage. (W.D.A.)

- Jetty development should be allowed with a high standard of construction. (W.D.A.)
- Jetty development allowed, suitable standard. (N. Brown)
- Better pedestrian route (P.P.)
- Sunshine Bay to Kelvin Heights Bike Track, separate from cars. (M.H.G. Macleod, endorsed by W.E.S.)
- Walkway priority through marina, native replanting, protect old Frankton wharf piles. (W.E.S.)

Queenstown Gardens Peninsula

- Breakwater - aesthetic. (B. Niewenhuyse)
- Widen lakeshore path. (C. Sparrow)
- Breakwater from Gardens to One Mile, tidy up, or floating breakwater. (W.B.A.I.)
- Retain boat sheds, set standards. (W.D.A.)
- Boating Club area at point. (N. Brown)
- Keep Bay side for passive recreation.
- Mooring area behind proposed breakwater. (L.D.W.U.A.I.)

Queenstown Bay Marine Parade

- Front of Eichardts - no car parking. (C. Sparrow)
- Front of T.H.C. softer lighting. (W.B.A.I.)
- Better street lighting. (W.B.A.I.)
- Waterfront cafe at Horne Creek. (L.D.W.U.A.I.)
- Landscape Marine Parade, reduce traffic hours. (P.P.)
- Public jetty west of Horne Creek. (L.D.W.U.A.I.)
- Stop parking front of Eichardts, foot traffic predominate re-establish birch avenue in front of T.H.C. (W.E.S.)

Key

W.B.A.I.	Wakatipu Boating Association Inc
F.T.	Flordland Travel
W.W.C.I.	Wakatipu Windsurfing Club Inc
W.D.A.	Wakatipu Development Assn
F.S.B.R.A.	Fernhill Sunshine Bay Ratepayers Assn
P.P.	Piccadilly Properties
K.P.C.A.	Kelvin Peninsula Community Assn
L.D.W.U.A.I.	Lake District Water Users Assn Inc
W.E.S.	Wakatipu Environmental Society

Note: Boffa Miskell Partners and Queenstown Lakes District Council have considered all issues raised in the submissions listed above. In certain cases suggestions and proposals have been in direct conflict with the content of other submissions or have been at variance with the plan's general policies. Because of these conflicts it has not been possible to accommodate the content of all submissions.

APPENDIX FOUR

Submissions received following release of the Draft Management Plan.

Group

Duffill Watts and King
Rail Properties
Fernhill, Sunshine Bay Ratepayers
Clark Fortune McDonald
Queenstown Watersports
Wakatipu Development Association
Department of Conservation
Rockgas NZ
Kelvin Peninsula Community Association
Wakatipu Environmental Society
KPMG Peat Marwick
Mutual - Group of Companies
Preston Russell
Lakes District Water Users Association Inc.
Wakatipu Boating Association Inc.
Paradise Boats Limited
Twin Rivers Jet
Flordland Travel
Paradise Boats

Individual

GW Kingston Smith
H Hoogvliet
Bob and Ruth Thompson
Ralph Brown
A Binney
Jean Malpas
A Lachney
Neil Clayton
N Williams
B Lawrence

M King
D Smith
W McCullagh
J Sew Hoy
S Iwanowolz
R Pando
S Stammers-Smith

FMA No. 1

- priority use to non-commercial (F.S.B.R.A)
- object to helipad (J Malpas)
- support carparking and trailer facilities (W.D.A)
- allow for large range of commercial activities (L.D.W.O.)

FMA No. 2

- two launching ramps (L.D.W.O.)
- object to helipad (GW Kingston Smith)
- object to helipad (H Hoogvliet)
- no commercial operations (Bob and Ruth Thompson)
- object to helicopters (F.S.B.R.A)
- object to launching ramp (J Malpas)
- evidence in support of helipad (Southern Lakes Helicopters and the Helicopter Line)
- possible loss of park area (N Williams)
- more understanding of beach processes (D Smith)
- object to helipad (WJ McCullagh)

FMA No. 3

- support petrol moved to Frankton (H Hoogvliet)
- general policy requests (F.T.)
- allow room for Earnslaw turning (F.T.)
- expand key issues (W.D.A.)
- Rail Properties evidence - pedestrian linkage, provision of open space, site character

- one jetty unrealistic (L.D.W.O.)
- support retention of barge ramp (KPMG for Cecil Peak) and retain fuelling facilities

FMA No. 4

- supporting retention of boat sheds (C.F.M. for Mr K Swain)
- supporting retention of boat sheds (Mr R Brown)
- beach under utilised (W.D.A.)
- retention of boat sheds (W.D.A.)
- breakwater to be investigated (L.D.W.D.)

FMA No. 5

- setting down and picking up of commuter traffic (F.T.)

FMA No. 6

- Frankton Marina issues (C.F.M. for Twin Rivers Jet)
- Frankton Marina issues (D.W.K.)

FMA No. 7

- no more commercial development near Kawarau Falls (H Hoogvliet)
- support float plane (F.T.)
- no further commercial facilities (J Malpas)
- Rockgas facilities (Rockgas)
- retain commercial activities (Twin Rivers Jet)

FMA No. 8

- support permanent slalom ski line (Q.W.)

FMA No. 9

- construct facilities for setting down and picking up (F.T.)

FMA No. 10

- views and suggestions for Kelvin Peninsula's vegetation management (F Binney)

General

- avoid use of herbicides (J Malpas)
- docking facilities on Frankton Foreshore (R Brown)
- scope of plan cannot extend beyond reserve land (W.D.A.)
- more information needed regarding wave and gravel movements (W.D.A., B Lawrence)
- boats essential for character of lake and use (W.P.A.)
- study should be commissioned for better ecological understanding (M. Clayton)
- diversity to be recognised (D.O.C.)
- general upgrading of reserves (M King for Q.L.D.C.)
- development opportunities should have been identified (L.D.W.O.A.)
- analysis and suggestions (K.P.C.A.)
- analysis and suggestions (W.E.S.)
- analysis and suggestions (D.W.K.)
- jetty proposals (P.B.)
- advice and suggestions (S. Stammers-Smith)

APPENDIX FIVE

Zone Boundaries

The following are descriptions of the boundaries shown on the Foreshore Development Plans.

Plan No. 4.1

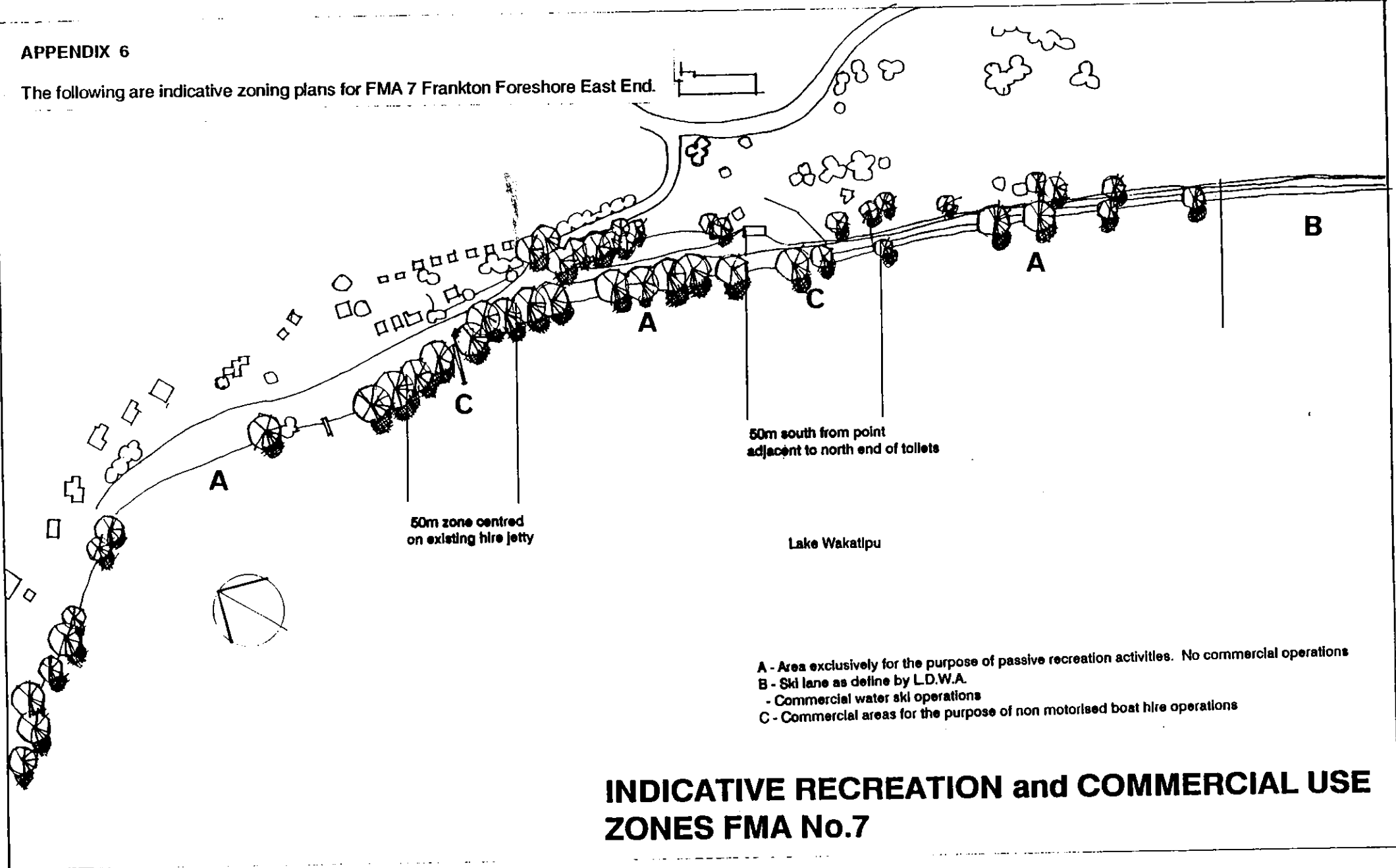
- 1 Sunshine Bay Jetty**
- 2 One Mile Creek**
- 3 40m east of toilets**
- 4 Marine Enterprise Jetty**
- 5 Town Pier**
- 6 Mid point - north west side Queenstown Gardens**
- 7 East end Peninsula Road**

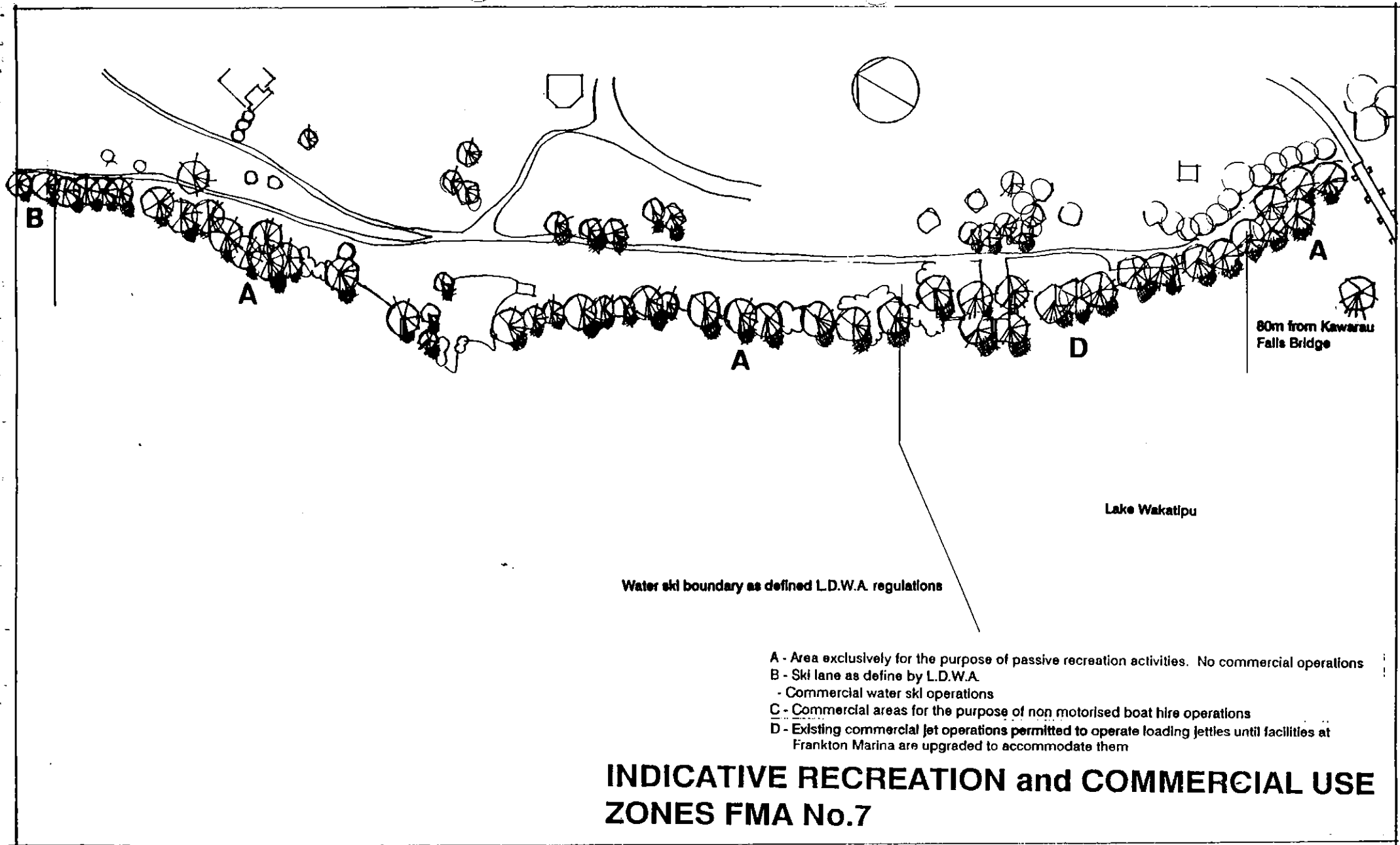
Plan No. 4.2

- 8 East end Peninsula Road**
- 9 Western Boundary Frankton Marina**
- 10 Eastern Boundary Frankton Marina**
- 11 Opposite Lot 39 D.P. 19474**
- 12 Opposite Lot 57 D.P. 9655**
- 13 Section 21 BLKI. Coneburn S.D. Reserve area adjacent to Peninsula Road not bordered by residential title**
- 14 Kelvin Grove**
- 15 Grove Road**

APPENDIX 6

The following are indicative zoning plans for FMA 7 Frankton Foreshore East End.





- A - Area exclusively for the purpose of passive recreation activities. No commercial operations
- B - Ski lane as define by L.D.W.A.
- Commercial water ski operations
- C - Commercial areas for the purpose of non motorised boat hire operations
- D - Existing commercial jet operations permitted to operate loading jetties until facilities at Frankton Marina are upgraded to accommodate them