



Order Paper for an extraordinary meeting of the

**QUEENSTOWN LAKES DISTRICT COUNCIL**

to be held on

Tuesday, 20 November 2018

commencing at 1.00pm

In the Council Chambers, 10 Gorge Road,

Queenstown



12 November 2018

Mr Mike Theelen  
Chief Executive  
Queenstown Lakes District Council  
Private Bag 50072  
QUEENSTOWN

Dear Mr Theelen

**REQUISITION OF EXTRAORDINARY MEETING**

In accordance with Standing Order 8.3, I hereby requisition an extraordinary meeting of Council to be held on Tuesday 20 November 2018 commencing at 1.00pm. The purpose of the meeting is to consider the hearings panel's recommendations on proposed changes to the QLDC Navigation Safety Bylaw 2018.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jim Boulton', written in a cursive style.

Jim Boulton  
**MAYOR**

Agenda for an extraordinary meeting of the Queenstown Lakes District Council to be held in the Council Chambers, 10 Gorge Road, Queenstown on Tuesday, 20 November 2018 commencing at 1.00pm

<b>Item</b>	<b>Page No.</b>	<b>Report Title</b>
		<b>Apologies/Leave of Absence Requests</b>
		<b>Declarations of Conflict of Interest</b>
		<b>Public Forum</b>
		<b>Special Announcements</b>
		<b>Confirmation of Agenda</b>
		<b>Items Lying on the Table</b> (due to be presented to Council on 13 December 2018)
		Stakeholder Deed for the proposed Universal Developments (Hawea) Special Housing Area
		Ratification of Hearings Panel's recommendation on Private Plan Change 53: Northlake Special Zone
<b>Item 1</b>		<b>Proposed amendment to the Queenstown Lakes District Council Navigation Safety Bylaw 2018 – Clutha River</b>
	4	Officer report
	13	Attachment A: Map of Clutha River
	14	Attachment B: Amended Queenstown Lakes District Council Navigation Safety Bylaw 2018
	68	Attachment C: Submissions received
	159	Attachment D: Overview of submissions

**QLDC Council  
20 November 2018**

**Report for Agenda Item: 1**

**Department: Finance & Regulatory**

**Proposed amendment to the Queenstown Lakes District Council Navigation Safety Bylaw 2018 – Clutha River**

**Purpose**

- 1 To consider the adoption of the proposed amendment to clauses within the Navigation Safety Bylaw 2018 (**Bylaw**) that regulate vessels using the Clutha River.

**Executive Summary**

- 2 The Council has conducted a special consultative procedure regarding a proposed amendment to the clauses within the Bylaw that regulates vessels using the Clutha River. The Navigation Safety Hearings Panel (**Hearings Panel**) received 651 submissions regarding the proposal, which indicated a wide divergence of views, roughly evenly split in favour / against the proposed amendment. On 3 October 2018 the Hearings Panel was convened at the Lake Wanaka Centre and heard from 20 oral submitters in relation to the proposed amendment.
- 3 Following deliberations on the submissions and evidence received, the Hearings Panel recommended the adoption of the proposed amendment to the Bylaw subject to some modifications, as follows:
  - a. Extending the proposed prohibition on recreational powered vessels operating in the Upper Clutha by 1 month to cover the period 1 December - 30 April inclusive (clause 35.1(a));
  - b. Removing the proposed restrictions on powered vessels (commercial) operating in the Upper Clutha under a resource consent between 15 January and 1 February (clause 35.1(a)(i)); and
  - c. Inserting a list of expressly permitted activities on the Clutha River under clause 21.5.44 of the Queenstown Lakes Proposed District Plan subject to a requirement to seek permission from the Harbourmaster (clause 35.1(a)(ii)).
- 4 Council staff note that the Hearings Panel recommended that greater resources be invested into monitoring, enforcement, and data gathering in relation to the usage of the Clutha River, safety issues, and nuisances arising from that usage. If the amendment is adopted, the Council will require development of educational materials for Clutha Rivers users, including improved signage.

**Recommendation**

That **Council:**

1. **Note** the contents of this report.
2. **Adopt** the recommendation of the Navigation Safety Bylaw Hearings Panel to amend the Navigation Safety Bylaw 2018 (**Attachment B**) pursuant to section 156 of the Local Government Act 2002 to take effect on 1 December 2018.
3. **Direct** Council staff to:
  - a. replace existing signage on the Clutha River with new signage to reflect the Bylaw (as amended) in Attachment B.
  - b. produce materials to educate users of the Clutha River and the wider community regarding the amendment to the Bylaw.

Prepared by:



Lee Webster  
Manager, Regulatory

12/11/2018

Reviewed and Authorised by:



Stewart Burns  
General Manager; Finance,  
Legal and Regulatory

12/11/2018

## Background

- 5 The Navigation Safety Bylaw 2018 (**Bylaw**) currently provides for a timed speed uplifting for vessels travelling between the Red Bridge and a 5 knot buoy located approximately 3 km upstream from the Albert Town Bridge (an approximately 15 km stretch of river). The uplifting is all year between 10 am and 4 pm (during winter) and 10 am and 6 pm (during summer). Outside of those hours a 5 knot speed limit applies. Between the 5 knot buoy and the Lake Wanaka outlet, there is also a 5 knot speed limit that applies (with no uplifting).
- 6 The Council's proposal to amend the Bylaw relates to the following parts of the Clutha River:
  - a. **Upper Clutha River** = area of Clutha River between Lake Wanaka outlet and the Albert Town Bridge.
  - b. **Lower Clutha River** = area of Clutha River between the Albert Town Bridge and the Red Bridge.
- 7 On 26 July 2018, Council approved the commencement of the special consultative procedure in relation to a proposal to amend the Bylaw (clause 35, Schedule 2 and Maps 8-9) as follows:
  - a. On the Upper Clutha River:

- i. Between 1 December and 31 March: no powered vessels may operate in this area, unless the powered vessel satisfies one of the following exceptions:
    1. it is expressly authorised to operate in this area by a resource consent issued by the Council, provided that between 15 January and 1 February the powered vessel shall:
      - a. only operate between 10am and 12pm; and
      - b. not exceed more than two daily trips.
    2. it is carrying out a permitted activity under the Queenstown Lakes District Plan.
    3. it is being operated by the Harbourmaster or Deputy Harbourmaster for the purposes of exercising his or her functions under the Act or ensuring compliance with this bylaw.
  - ii. Between 1 April and 30 November any powered vessel operating in this area is subject to a 5 knot speed limit (outside of the timed uplifting: 10am – 6pm).
- b. A permanent speed uplifting to be implemented on the Lower Clutha River (between Albert Town Bridge and the Red Bridge).

8 The proposed amendment was publicly notified by advertisement in local newspapers between 28 July 2018 and 4 August 2018, including the Otago Daily Times and Wanaka Sun. The text of the proposed amendment, statement of proposal, summary of proposal, and other supporting documents were made available on the Council's website, at the Council offices at 10 Gorge Rd, Queenstown and 47 Ardmore Street, Wanaka upon request from the public and at any Council library within the Queenstown Lakes District.

### **Submissions received**

9 Submissions closed on 31 August 2018. In total, the Council received 651 submissions regarding the proposed amendment, including one late submission received in September 2018. The submissions received by the Council are attached as **Attachment C**. A brief overview of the submissions is attached as **Attachment D** (this is not intended to be an exhaustive representation of every matter raised in submissions).

10 Of the written submissions received:

- a. 342 submissions (approximately 52.5%) including nine from organisations, were identified by Council officers as being in favour of the proposed amendment.
- b. 309 submissions (approximately 47.5 %) including five from organisations were identified by Council officers as being opposed to the proposed amendment.

- 11 The number of submitters identified as “in support” or “opposed” (and other groupings identified below) should be viewed with care given that a large number of submitters on both sides supported parts of the proposal but opposed other aspects. For instance, submitters in support and opposed to the proposed amendment sought to have the duration or geographical location of restrictions on powered vessels modified. Other submitters opposed the seasonal restrictions on powered vessels navigating the Upper Clutha River but supported a removal of the 5 knot speed limit on the Lower Clutha River.
- 12 Of the submissions identified as in support of the proposed amendment, 61 supported the Council imposing even greater restrictions on powered vessels in the Clutha River. Of the submissions identified as opposed to the proposed amendment, 133 supported retaining the status quo. A further 19 submitters opposed the proposed amendment because they argue it does not go far enough to mitigate risks posed by powered vessels on the Clutha River.
- 13 On 3 October 2018, the Hearings Panel heard oral submissions from 20 submitters on the proposed amendment.

### **Deliberations**

- 14 The Hearings Panel noted that several submitters considered that the proposal was a reasonable compromise to address legitimate navigation safety concerns. However, there was a wide cross section of views offered by the community, including many who either opposed part or all of the proposed amendment, and those who wanted to change parts of the proposal. The Hearings Panel acknowledged that the Council has the option to initiate a review of the Bylaw earlier than the conventional statutory review period of 5 years to determine whether the rules are operating as intended.
- 15 In relation to the Upper Clutha, a number of submitters supported the extension of the timeframe for the prohibition to cover the period from 1 November to 30 April. Submitters highlighted that there was a significant number of passive recreational users of the Upper Clutha during April (particularly when Easter weekend falls in April). The Hearings Panel supports this proposed amendment in part, by extending the seasonal restrictions to include the month of April (the seasonal restriction would still commence on 1 December).
- 16 The Hearings Panel noted concerns raised regarding the permanent uplifting on the Lower Clutha, particularly in relation to the area between the Albert Town Bridge and the Hawea River confluence. Some submitters highlighted potential noise nuisances for residents from increased usage of the boat ramp situated nearby, and concerns regarding swimmers jumping off the Albert Town Bridge into the path of powered vessels. It was accepted that members of the community concerned about excessive noise (if it was to occur) can raise a request for service with Council to investigate and if appropriate exercise its powers under the Resource Management Act 1991.
- 17 To address the concerns regarding the area just below the Albert Town Bridge, the Hearings Panel proposed that the Council invest greater resources in improving its monitoring and enforcement presence to deter any risky behaviours (from swimmers as well as powered boat users). This will include educating all users to

raise awareness of: the rules under the Bylaw, potential risks, nuisances, and to be respectful of local residents. As part of increased monitoring the Council is to improve data gathering through CCTV, increased patrols, and other methods to feed into future reviews of the Bylaw, and policy development.

- 18 Some submitters argued that the two week restriction on resource consent holders would unfairly impact on existing businesses during a busy time of the year. The Hearings Panel considered that the restriction added an unnecessary layer of complexity and would not substantially reduce navigation safety risks. The Hearings Panel supported the removal of this proposed restriction.
- 19 The Council's District Plan identifies specific activities that are expressly permitted on the Clutha River, and are exempt from the restrictions on powered vessels (eg. resource management monitoring). For clarity, the Hearings Panel recommend that those activities are to be specifically listed in the Bylaw. The Hearings Panel considered that the Harbourmaster should have some oversight of powered boats purporting to operate in the area under a listed permitted activity.

### **Summary of recommendations**

- 20 The Hearings Panel recommended that the proposed amendment to the Bylaw be adopted subject to the following changes:
- a. Extending the proposed prohibition on powered vessels operating in the Upper Clutha by 1 month to cover the period 1 December - 30 April (clause 35.1(a));
  - b. Removing the proposed restrictions on powered vessels operating in the Upper Clutha under a resource consent between 15 January and 1 February (clause 35.1(a)(i)); and
  - c. Inserting a list of expressly permitted activities on the Clutha River under clause 21.5.44 of the Queenstown Lakes Proposed District Plan subject to a requirement to seek permission from the Harbourmaster (clause 35.1(a)(ii)).
- 21 In addition, the Hearings Panel recommended that the Council invest greater resources into monitoring, enforcement, and data gathering in relation to the usage of the Clutha River, safety issues, and nuisances arising from that usage. The Council will require development of educational materials for Clutha River users, including improved signage if the amendments are adopted.

### **Options**

- 22 **Option 1 Amend the Navigation Safety Bylaw 2018 in accordance with the proposed amendment (Attachment B).**

#### ***Advantages:***

- 23 This is a topic on which many members of the public have strong and divergent opinions, which is demonstrated by the large number of submissions. Although it appears there is no single proposal that will be acceptable to everyone, a large number of submitters appear to recognise that the proposed amendment



balances appropriately the need to mitigate navigation safety risks without unduly restricting access of powered vessel users to the Clutha River.

- 24 The proposed amendment to the Bylaw will provide greater protection from the risks of collision between powered vessel users and the growing volume of passive users of the Upper Clutha River during the summer months. During the winter months passive use of the Upper Clutha River is significantly less, and the proposal reflects that by implementing a timed uplifting for powered vessels during that period. Council staff consider the proposed amendment is an appropriate and proportionate response to the community's concerns about the navigation safety risks in the Upper Clutha River. Some members of the community also support fewer restrictions on powered vessels at times of the year when passive use is low.

***Disadvantages:***

- 25 A significant minority of submitters oppose the amendment and are likely to be dissatisfied if the proposed changes are implemented. To most submitters in this group, the proposed amendment unnecessarily restricts powered vessels, who they consider do not pose any risk to other users. Other submitters argue the amendment does not go far enough and there ought to be greater restriction on powered vessels (for instance by extending the time period or geographical coverage of the restrictions).
- 26 The proposed amendment will result in different navigation safety rules for the Upper Clutha River and the Lower Clutha River. Some members of the community are concerned regarding the potential impact of increased traffic, including potential noise nuisances, and risks to swimmers who jump off the Albert Town Bridge. These can be mitigated through improved signage and guidance for users of the area. Noise complaints can be made to the Council to investigate on case by case basis.
- 27 The adoption of a restriction on powered vessels in summer will require Council staff to update the signage throughout the area, and invest resources in public education, and key stakeholder engagement regarding the amendment. The Council may need to consider greater investment in operational staff and enforcement measures once the amendment goes into effect.

**28 Option 2 Reject the proposed amendment and revert to the status quo.**

***Advantages:***

- 29 If the status quo is retained the Council will not have to update signage or invest resources in education of the public regarding the changes. The status quo will not restrict the access of powered vessel users to the Upper Clutha River, however they will continue to be subject to the current 5 knot restriction above the 5 knot buoy. Some members of the community consider the status quo strikes a more appropriate balance by imposing a 5 knot speed limit on part of the Upper Clutha River, which they say will protect passive recreational users. The status quo also recognises that the Lower Clutha River is less heavily used by passive users, so a timed uplifting allows for powered vessels to operate without a speed limit on that part of the river.

### ***Disadvantages:***

30 The status quo will not provide as much protection to passive recreational users of the Upper Clutha River during the summer months when the risk of collision is highest. Many members of the public who supported the amendment will be dissatisfied. In particular, Council will not have responded to the large body of submitters who have raised safety concerns about the risk of collision between passive users and boats on the Upper Clutha River. The current rule is seen by many as not providing adequate protection to passive recreational users from collision risks on the Upper Clutha River. In addition, those who support a timed speed uplifting on the Upper Clutha River outside of summer, and a permanent uplifting on the Lower Clutha River will have to abide by the existing rules.

### **Recommendation**

31 This report recommends **Option 1**, which would amend the Navigation Safety Bylaw 2018. The proposed amendment reflects public concerns regarding collision risks in the Upper Clutha River, and recognises the different navigation safety risk profile in relation to the upper and lower parts of the Clutha River at different times of the year.

### ***Significance and Engagement***

32 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because there is significant community interest regarding the safe use of the Clutha River.

### ***Risk***

33 This matter relates to the operational risk OR005 – Death of a member of the community, as documented in the Council's risk register. The risk is classed as moderate. This matter relates to this risk because it directly affects the use of the Clutha River.

34 The recommended option considered above mitigates the risk by restricting access of powered vessels to the Upper Clutha River during summer, when passive recreational use is high. The speed uplifting on the Lower Clutha River would be made permanent given the lower navigation safety risk profile of this area.

### **Financial Implications**

35 It is anticipated that the costs associated with the review and adoption of the amendment to the Bylaw and associated replacement signage will be met from current and future budgets.

### **Council Policies, Strategies and Bylaws**

36 The following Council policies, strategies and bylaws were considered:

- a. Navigation Safety Bylaw 2018
- b. Queenstown Lakes District Plan

- c. Enforcement and Prosecution Policy
- d. Finance Policy
- e. 10 Year Plan

37 This matter is included in the Annual Plan under Section 3 – Regulatory Functions and Services.

### **Local Government Act 2002 Purpose Provisions**

38 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by providing a single bylaw that consolidates and simplifies navigation and waterways regulation;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the responsibility/

### **Consultation: Community Views and Preferences**

39 The persons who are affected by or interested in this matter are residents and ratepayers of the Queenstown District, iwi, tourists, and any other users of the Clutha River.

40 The proposed amendment was publicly notified by advertisement in local newspapers between 28 July 2018 and 4 August 2018, including the Otago Daily Times and Wanaka Sun. The text of the proposed amendment, statement of proposal, summary of proposal were made available on the Council's website, at the Council offices at 10 Gorge Rd, Queenstown and 47 Ardmore Street, Wanaka upon request from the public and at any Council library within the Queenstown Lakes District.

41 After the submission period closed, Council staff identified that approximately 80 submissions had not been received by Council as the submitters had saved their submission, instead of finishing the submission process. The Council postponed the Hearings Panel meeting to 3 October 2018 to ensure these members of the community could also have their say. A further submission received after the submission period had closed was accepted by the Hearings Panel as a late submission.

### **Legal Considerations and Statutory Responsibilities**

42 The power to make a bylaw is set out in section 33M of the Maritime Transport Act 1994 (**MTA**). Section 33M(1)(a) and (c) of the Act provides that the Council may make a bylaw to regulate and control the use or management of vessels, and to prevent nuisances from the actions of persons and things on the water.

- 43 The Council is required to carry out a special consultative procedure in accordance with the requirements set out in the Local Government Act 2002.
- 44 The matters outlined in s 33M of the MTA are set out in the purpose clause of the Bylaw. A navigation safety bylaw is subject to certain constraints in s 33M(2) of the MTA, which include that the bylaw cannot be inconsistent with regulations or rules made under the MTA (including Maritime Rules), and it cannot be inconsistent with the Resource Management Act 1991.
- 45 The Council has the power to amend a bylaw under s 156 of the Local Government Act 2002. The special consultative procedure should be used as staff consider the proposed amendments are more than minor changes.

### **Attachments**

- A Map of Clutha River
- B Amended Queenstown Lakes District Council Navigation Safety Bylaw 2018
- C Submissions received
- D Overview of submissions

## Attachment A – Map of Clutha River



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Prohibition of powered vessels (subject to specified exceptions) from the Lake Wanaka Outlet to Albert Town Bridge between 1 December and 30 April.	Clause 35.1(a)
5 knot speed limit applies from the Lake Wanaka Outlet to Albert Town Bridge between 1 May and 30 November, except when there is a speed uplifting between 10am – 6pm.	Clause 35.1(b) Schedule 2, Table 1
Permanent speed uplifting all year: between Albert Town Bridge and Red Bridge.	Schedule 2, Table 1



## Navigation Safety Bylaw 2018

Queenstown Lakes District Council

Date of making: 23 March 2018

Commencement: 6 April 2018 (other than clause 46 which shall take effect on  
1 July 2019)

This bylaw is adopted pursuant to the Maritime Transport Act 1994 and Local Government Act 2002 by virtue of a transfer of bylaw making powers by the Otago Regional Council pursuant to section 17 of the Local Government Act 2002 and section 650J of the Local Government Act 1974 which has continuing effect under section 87 of the Maritime Transport Amendment Act 2013.

## Contents

	Page		Page
		<b>Part 1 - Preliminary</b>	3
1	3	Title and Commencement	3
2	3	Application	3
3	3	Purpose	3
4	4	Bylaw to bind the Crown	4
5	4	Delegation	4
6	4	Interpretation	4
		<b>Part 2 – General navigation safety requirements</b>	10
7	10	General duties of person in charge of the vessel to ensure safety	10
8	10	Minimum age for operating powered vessels	10
9	11	Speed of vessels	11
10	12	Harbourmaster may instruct vessel not to exceed specified speed	12
11	12	Wake	12
12	12	Embarking and disembarking vessels	12
13	12	Anchoring, mooring and obstructions	12
14	13	Vessels to be seaworthy and not abandoned	13
15	13	Damage to navigation aids (eg buoys)	13
16	14	Prevention of nuisances	14
17	14	Refuelling of vessels	14
		<b>Part 3 – Carriage and wearing of lifejackets</b>	14
18	14	Carriage of lifejackets	14
19	14	Wearing of lifejackets	14
20	15	Requirement to wear lifejackets during dangerous situation	15
21	15	Requirement to wear lifejackets if being towed	15
22	15	Exceptions to requirements to carry or wear lifejackets	15
		<b>Part 4 – Specific water-based activities</b>	16
23	16	Water skiing or towing of any person – requirement for a lookout	16
24	16	Water skiing or towing of any person – restriction between sunset and sunrise	16
25	17	Parasailing	17
26	17	Whitewater rafting	17
27	17	Jet boating	17
28	17	Swimming or diving around wharves or jetties	17
29	17	Hot works	17
30	18	Dangerous goods	18
31	18	Special events	18
		<b>Part 5 – Rules relating to specific locations</b>	19
32	19	Rivers	19
33	19	Lakes	19
34	19	Queenstown Bay	19
35	19	Clutha River	19
36	19	Kawerau River	19
37	20	Shotover River	20
38	20	Prohibited areas	20
		<b>Part 6 – Incidents and near misses</b>	21
39	21	Requirement to report to the Harbourmaster in the event of mishap or serious incident	21
40	21	Requirement to report to the Harbourmaster in the event of a near miss	21
		<b>Part 7 – Access Lanes and Reserved Areas</b>	22
41	22	Access Lanes	22
42	22	Conduct in Access Lane	22
43	23	Reserved Areas	23
		<b>Part 8 – Commercial vessels</b>	24
44	24	Commercial vessels to be licenced	24
45	24	Requirement as to survey	24
		<b>Part 9 – Structures and Moorings</b>	24
46	24	Permission to use or occupy structures or the foreshore	24
47	25	Mooring permits	25
48	25	Powers of the Harbourmaster or the Council with respect to moorings and vessels on moorings	25
		<b>Part 10 – Administration provisions</b>	26
49	26	Powers of Harbourmaster	26
50	26	Impersonation of Harbourmaster	26
51	26	Speed Upliftings	26
52	27	Administration requirements	27
53	27	Fees and charges	27
54	27	Exemptions	27
		<b>Part 11 - Enforcement</b>	28
55	28	General enforcement powers of the Harbourmaster	28
56	29	Non-compliance with conditions of a permit or licence	29
57	29	Offences	29
58	29	Penalties	29
59	30	Exceptions	30
		<b>Part 12 – Revocation and savings</b>	30
60	30	Revocation	30
61	30	Savings	30
		Schedule 1 – Map of Queenstown Lakes District	32
		Schedule 2 – Speed upliftings and access lanes	33
		Schedule 3 – Length overall of a vessel	50

## Part 1 – Preliminary

### 1 Title and Commencement

- 1.1 This bylaw is the “Queenstown Lakes District Council Navigation Safety Bylaw 2018”.
- 1.2 This bylaw comes into force on a date to be resolved by Council.

### 2 Application

- 2.1 This bylaw applies to the navigable waters and foreshore within the area of the Queenstown Lakes District, as set out in Schedule 1 of this bylaw.

### 3 Purpose

- 3.1 The purpose of this bylaw is to:
  - (a) regulate and control the use or management of ships;
  - (b) regulate the placing and maintenance of moorings and maritime facilities;
  - (c) prevent nuisances arising from the use of vessels, actions of persons and things on, in, or near the water;
  - (d) reserve the use of any waters for specified persons or vessels;
  - (e) in relation to any sporting event, training activity, ceremonial or other authorised customary event:
    - (i) prohibit or regulate the use of vessels;
    - (ii) regulate, or authorise the organisers of an event to regulate, the admission of persons to specified areas;
  - (f) regulate and control the use of anchorages;
  - (g) prescribe vessel traffic separation and management schemes;
  - (h) specify minimum requirements for carrying and wearing of life jackets and buoyancy aids on recreational vessels;
  - (i) prescribe administrative requirements, fees and charges for the performance of administrative functions;
  - (j) prescribe offences and penalties for contravention or permitting a contravention of the bylaw.



#### 4 **Bylaw to bind the Crown**

- 4.1 Except as provided in section 153 of the Local Government Act 2002, the Crown is bound by the provisions of this bylaw.

#### 5 **Delegation**

- 5.1 Any of the various powers and functions of the Queenstown Lakes District Council as detailed and set out in this bylaw may be delegated by it to its Chief Executive Officer and through him or her to any person in accordance with the Act and the Local Government Act 2002.

#### 6 **Interpretation**

- 6.1 In this bylaw, unless the context otherwise requires,-

**Access Lane** means an area defined and designated as an access lane described in clause 41 of this bylaw.

**Accident** has the same meaning as in the Maritime Transport Act 1994.

**Act** means the Maritime Transport Act 1994.

**Alcohol** has the same meaning as in section 5 of the Sale and Supply of Alcohol Act 2012.

**Anchorage** in relation to vessels, means a place (enclosed or otherwise) used for the anchoring of vessels to the bed of waters, whether the place is reserved for such purpose by the Council or not.

**Buoy** means an anchored float, serving as a navigational mark or locational mark to indicate hazards, reefs or a mooring.

**Commercial Vessel** means a vessel that is not a recreational vessel.

**Commercial Vessel Licence** means a licence referred to in clause 44 of the bylaw.

**Contravene** includes fail to comply with.

**Council** means the Queenstown Lakes District Council.

**Dangerous goods** has the same meaning as in Maritime Rule 24A.

**Director** means the person who is for the time being the Director of Maritime New Zealand under section 439 of the Maritime Transport Act 1994.

**District** means the area administered by the Queenstown Lakes District Council.

**Drug** means any mind altering or legally controlled substance unless it

is prescribed by a doctor and used in accordance with medical directions. This includes any drugs listed in the Misuse of Drugs Act 1975 and includes (but is not limited to) synthetic cannabinoids and herbal highs, as well as other synthetic drugs such as opioids, hallucinogens, piperazines, stimulants and sedatives.

**Enforcement Officer** means a person appointed by the Council as an Enforcement Officer under section 33G of the Act.

**Fee** means the fee prescribed by Council under clause 53.

**Flag A** means flag A of the International Code of Signals (the divers flag) being a swallow tailed flag, or a rigid equivalent, coloured in white and blue with white to the mast, of not less than 600mm by 600mm.

**Foreshore** means the whole or any part of the bed, shore or banks of a lake or a river as are covered or uncovered by the natural, normal and annual rise and fall of the level of the surface of the lake or river water whether caused by natural means or otherwise and includes any bed, shore or bank of any island within such waters and also includes any lakebed and any riverbed and excludes areas flooded by occasional and irregular flood events.

**Harbourmaster** means the person appointed by the Council to that position and includes any Deputy Harbourmaster.

**Hot work operations** includes activities such as welding, grinding, soldering, or other work involving flames or generating sparks.

**Impede the passage** means to cause a vessel, whether by action or inaction on the part of another vessel, to alter course, alter speed or stop, or to prepare to alter course, alter speed or to stop.

**Incident** means an accident, collision, grounding or mishap associated with the operation of any vessel.

**Intoxicated** means observably affected by alcohol, other drugs, or other substances (or a combination of 2 or all of those things) to such a degree that 2 or more of the following are evident:

- (a) appearance is affected;
- (b) behaviour is impaired;
- (c) co-ordination is impaired;
- (d) speech is impaired.

**Jet boat** means a vessel with water jet propulsion that—

- (a) is less than nine metres in length overall; and
- (b) is designed to carry no more than 34 persons:

**Launch facility** means a place that:

- (a) is land (whether above or below water) within a 50 metre radius of a ramp; or
- (b) is that part of the foreshore that lies between the water and the Eely Point Reserve legally described as Section 71 Blk XIV Lower Wanaka SD (known as Eely Point); or
- (c) is that part of the foreshore that lies between the water and land legally described as Section 46 Block III Lower Wanaka SD (known as Waterfall Creek).

**Length** means the length overall of the vessel when measured in accordance with the text and diagram in Schedule 3.

**Lifejacket** means any serviceable buoyancy aid that is designed to be worn on the body and that is certified by a recognised authority as meeting:

- (a) type 401, 402, 403, 404, 405, or 408 in NZ Standard 5823:1989 or NZ Standard 5823:2001 or type 401, 402, 403, 404, 405 or 406 in NZ Standard 5823:2005; or
- (b) a national or international standard that the Director is satisfied substantially complies with types 401, 402, 403, 404, 405, or 408 of the NZ Standard 5823:1989 or NZ Standard 5823:2001 or type 401, 402, 403, 404, 405 or 406 in NZ Standard 5823:2005.

*Explanatory note: for the purposes of this bylaw the term “lifejacket” has the same meaning as a “personal flotation device” under the Maritime Rules.*

**Making way** means being propelled by an instrument or device.

**Maritime rules** means maritime rules made under the Maritime Transport Act 1994.

**Master** means any person having command or charge of a vessel, but does not include a pilot who is piloting the vessel.

**Moor** means:

- (a) the securing of any vessel alongside a wharf, jetty or pontoon by means of suitable mooring ropes, or
- (b) the securing of any vessel to a mooring or anchor, but excludes the temporary anchoring of a vessel.

**Mooring** in relation to water, means any weight or article placed in or on the shore or bed of any lake or river for the purpose of securing a vessel or any floating structure; and

- (a) includes any wire, rope, buoy or other device connected to the weight; but
- (b) does not include an anchor that is normally removed with the vessel or floating structure when it leaves the site or anchorage.

**Mooring permit** means a permit issued under clause 47 of this bylaw.

**Navigate** means the act or process of managing or directing the course of a vessel on, through, over or under the water.

**Navigation aid** includes any light, navigation mark, buoy, beacon, wharf, lifebuoy or lifesaving apparatus maintained or otherwise authorised by the Council on, or in, any lake or river within the District.

**Owner** has the same meaning as in section 2 of the Act.

**Paddleboard** is to be given its natural and ordinary meaning, and includes a craft that is:

- (a) powered by paddle; and
- (b) operated by a person in the standing, kneeling or sitting position; and
- (c) is constructed of rigid materials, whether inflatable or not, provided that it is continuously buoyant.

and does not include a kayak, surf ski or canoe.

**Parasailing** or **paragliding** includes any gliding or flying by use of a parachute or kite either towed by a vessel or released from a vessel.

**Person in charge of a vessel** means as the context requires:

- (a) the master of the vessel; or
- (b) in the absence of the master of the vessel, the owner of the vessel; or
- (c) in the absence of the master or owner of the vessel, the person steering the vessel or who appears to the harbourmaster or an enforcement officer to be responsible the vessel, whether or not it is in the water.

**Personal water craft** means a power driven vessel such as a Jet Ski, provided it:

- (a) has a fully enclosed hull; and
- (b) does not take on water if capsized; and
- (c) is designed to be operated by a person standing, sitting

astride or kneeling on it but not seated in it.

**Pleasure vessel** means a vessel that is used exclusively for the owner's pleasure or as the owner's residence, and is not a commercial vessel; but does not include:

- (a) a vessel that is provided for the transport or sport or recreation by or on behalf of any institution, hotel, motel, place of entertainment, or other establishment or business;
- (b) a vessel that is used on any voyage for pleasure if it is normally used or intended to be normally used as a fishing vessel or for the carriage of passengers or cargo for hire or reward; or
- (c) a vessel that is operated or provided by any club, incorporated society, trust, or business.

**Powered Vessel** means any vessel that is not solely powered manually or by sail.

**Proper speed** means speed through water.

**Public notice** means a notice published on the Council website and in a newspaper circulating in the area of the District.

**Ramp** in relation to water, means any structure that is provided for launching a vessel into the water or taking a vessel out of the water.

**Recognised authority** means an authority that the Director considers is competent to certify a lifejacket's compliance with a standard.

**Recreational vessel** means a vessel that is:

- (a) a pleasure vessel;
- (b) solely powered manually; or
- (c) solely powered by sail.

**Reserved Area** means an area reserved for a specific purpose under this bylaw.

**Restricted visibility** includes circumstances in which visibility is restricted due to fog, mist, or other adverse weather conditions.

**Sailboard** means any type of board that is propelled by a detachable sail apparatus and operated by a person standing on the board.

**Seaworthy** in relation to any vessel means being, in the opinion of the Harbourmaster in a fit condition of readiness to safely undertake a voyage within its designed capabilities.

**Shotover River Concession Area** has the meaning set out in the Queenstown Lakes District Council Shotover River bylaw 2015.

**Structure** means any building, equipment, device, wharf, jetty, breastwork or other facility which is fixed to land or bed of a waterbody, and

- (a) includes slipways, jetties, ramps, launch facilities, pile moorings, swing moorings, wharves, marine farms, temporary structures associated with events and other objects whether or not these are above or below the waterline; and
- (b) does not include navigation aids.

**Sunrise/sunset** means the time designated for sunrise/sunset according to New Zealand Standard time.

**Underway** means that a vessel is not making way, and is not aground, at anchor, or made fast to the shore or other structure.

**Unseaworthy** in relation to any vessel means being, in the opinion of the Harbourmaster in a condition where it is not ready or in a fit condition to safely undertake a voyage within its designed capabilities.

**Uplifting** means a lifting of, or change to, speed limits in this bylaw.

**Vessel** means every description of boat or craft used in navigation, whether or not it has any means of propulsion, and includes:

- (a) a barge, lighter or other like vessel;
- (b) a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates;
- (c) a submarine or other submersible;
- (d) a seaplane when operating on the surface of the water;
- (e) a personal water craft;
- (f) a raft;
- (g) a white water raft;
- (h) a kiteboard, sailboard or paddleboard;
- (i) an inner tube;
- (j) a kayak or canoe;

but does *not* include a surfboard.

**White water raft** means an inflatable vessel manoeuvred by

- (a) oars or paddles; or

- (b) a combination of oars and paddles,

but does not include inflatable kayaks, inflatable canoes, river bugs, tyre tubes, or tyre tube rafts.

## Part 2 – General navigation safety requirements

### 7 General duties of person in charge of the vessel to ensure safety

7.1 Every person in charge of a vessel:

- (a) is responsible for the safety and wellbeing of all people on board;
- (b) must navigate that vessel with all due care and caution and at a speed and manner so as not to endanger any person.

7.2 No person may operate or attempt to operate a vessel while intoxicated.

### 8 Minimum age for operating powered vessels<sup>1</sup>

8.1 No person under the age of 15 years shall be in charge of, or propel or navigate, a power driven vessel that is capable of a proper speed exceeding 10 knots unless he or she is under the direct supervision of a person over the age of 15 years who is in immediate reach of the controls.

8.2 The owner of a power driven vessel that is capable of a proper speed exceeding 10 knots must not allow any person who is under the age of 15 years to be in charge of or propel or navigate that vessel, unless he or she is under the direct supervision of a person over the age of 15 years who is in immediate reach of the controls.

8.3 Clauses 8.1 and 8.2 apply unless an exemption has been granted by the Council under this bylaw or by the Director in accordance with the maritime rules.

### 9 Speed of vessels<sup>2</sup>

9.1 Except where the bylaw specifically provides otherwise, no person may, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or some object) at a proper speed greater than five knots within:

- (a) 50 metres of any other vessel or floating structure or person in or on the water;

---

<sup>1</sup> Rule 91.5.

<sup>2</sup> Rule 91.6.

- (b) 200 metres of the shore or of any structure;
- (c) 200 metres of any vessel that is flying Flag A of the International Code of Signals;

9.2 Clause 9.1(a) does not apply to:

- (a) a vessel powered by sail in relation to any other vessel powered by sail, while the vessels are participating in a yacht race or training administered by:
  - (i) a club affiliated to Yachting New Zealand; or
  - (ii) a non profit organisation involved in sail training or racing; or
- (b) a vessel training for or participating in competitive rowing or paddling; or
- (c) a tug, pilot vessel, Harbourmaster vessel, emergency response vessel or police vessel, if the vessel's duties cannot be performed in compliance with clause 9.1(a);
- (d) a vessel operating in accordance with a speed uplifting established under this bylaw or the maritime rules.

9.3 Clause 9.1(b) does not apply to:

- (a) a vessel operating in an access lane or a reserved area for the purposes for which the access lane or reserved area was declared, unless, in the case of a reserved area, this bylaw provides otherwise;
- (b) a vessel operating in accordance with a speed uplifting established under this bylaw or the maritime rules;
- (c) a vessel training for or participating in competitive rowing or paddling; or
- (d) a tug, pilot vessel, Harbourmaster vessel, emergency response vessel or police vessel when the vessel's duties cannot be performed in compliance with clause 9.1(b).

9.4 No person may propel or navigate a powered vessel at a proper speed exceeding five knots, while any person has any portion of his or her body extending over the fore part, bow or side of the vessel.

9.5 No person may cause or allow himself or herself to be towed by a vessel (whether or not on a water ski, aquaplane or other similar object) at a proper speed exceeding 5 knots in any circumstances specified in clause 9.1.

9.6 No person in charge of a vessel may permit the vessel to continue onwards, after any person being towed by that vessel has dropped



(whether accidentally or otherwise) any water ski or similar object which may cause danger to any other person or vessel, without first taking appropriate action to immediately recover that water ski or similar object, unless the person has taken measures adequate to ensure that the dropped ski or similar object is clearly visible to other water users.

**10 Harbourmaster may instruct vessel not to exceed specified speed**

10.1 The Harbourmaster may instruct any vessel not to exceed a specified speed as determined by the Harbourmaster, for the purposes of ensuring navigation safety.

**11 Wake<sup>3</sup>**

11.1 Subject to clause 9, every person in charge of any vessel must ensure that the vessel's wake or the wake from any person or object being towed:

- (a) does not prevent other people from safely using the waterway;
- (b) does not cause danger or risk of damage to other vessels, structures, or navigation aids; and
- (c) does not cause any risk of harm to any other person.

**12 Embarking and disembarking vessels**

12.1 No person may embark or disembark from any vessel while that vessel is making way, except in an emergency situation.

**13 Anchoring, mooring and obstructions<sup>4</sup>**

13.1 No person may anchor a vessel so as to:

- (a) obstruct the passage of other vessels or obstruct the approach to any wharf, pier or jetty; or
- (b) create a hazard to other vessels at anchor.

13.2 When a vessel is moored in a dock or alongside a wharf or other landing place, the owner or master must ensure that:

- (a) the vessel is securely fastened to the dock, wharf or landing place; and

---

<sup>3</sup> Rule 91.7.

<sup>4</sup> Rule 91.13.

- (b) an adequate and safe means of access to the vessel is provided that is properly installed, secured, and adjusted to suit any conditions.

13.3 No person may place any obstruction in any waters that is likely to:

- (a) restrict navigation; or
- (b) cause injury or death to any person; or
- (c) cause damage to any vessel or any property.

#### **14 Vessels to be seaworthy and not abandoned**

14.1 The owner of any vessel anchored or moored in any waters must:

- (a) keep the vessel in a seaworthy condition at all times, unless granted an exemption under this bylaw; and
- (b) not leave any vessel sunk, stranded or abandoned within the foreshore or waters of the District, except where leaving the vessel within the foreshore or waters of the District is necessary to comply with clause 39.3 of this bylaw.

#### **15 Damage to navigation aids<sup>5</sup> (eg. buoys)**

15.1 No person may tie a vessel to any navigation aid without the written permission of:

- (a) if the navigation aid is operated by the Council, the Harbourmaster; or
- (b) if the navigation aid is operated by Maritime New Zealand, the Director.

15.2 No person may damage, remove, deface or otherwise interfere with a navigation aid.

#### **16 Prevention of nuisances**

16.1 No person may create a nuisance to any other person through:

- (a) his or her use or control of a vessel;
- (b) the speed of a vessel; or
- (c) the speed of any item or object towed behind or used in conjunction with such a vessel.

---

<sup>5</sup> Rule 91.14.

- 16.2 No person may obstruct the use of a jetty, wharf, ramp or launch facility owned or operated by the Council, including by doing any of the following:
- (a) causing an obstruction or loitering while loading or unloading a trailer; and
  - (b) leaving any vessel, trailer, or motor vehicle or any other object obstructing the reasonable use of such facilities by other persons.
- 17 **Refuelling of vessels**
- 17.1 No vessel is to be refuelled at any time while there are passengers on board the vessel.

## Part 3 – Carriage and wearing of lifejackets

### 18 Carriage of lifejackets<sup>6</sup>

- 18.1 No person in charge of a recreational vessel may use it unless there are on board at the time of use, and in a readily accessible location, sufficient lifejackets of an appropriate size for each person on board.

### 19 Wearing of lifejackets

- 19.1 If instructed to do so by the person in charge of a recreational vessel, every person on board must wear a properly secured lifejacket of an appropriate size to securely fit each person.
- 19.2 Every person in charge of a recreational vessel 6 metres or less in length must ensure that while the recreational vessel is making way, each person wears a properly secured lifejacket of an appropriate size that securely fits each person.
- 19.3 Every person in charge of a recreational vessel greater than 6 metres in length must ensure that every person on the recreational vessel who is 10 years old and under is wearing a properly secured lifejacket of an appropriate size at all times.
- 19.4 Every person in charge of a jet boat that is a recreational vessel must ensure that while the vessel is making way, each person wears a properly secured lifejacket of an appropriate size that securely fits each person.

### 20 Requirement to wear lifejackets during dangerous situations<sup>7</sup>

- 20.1 Every person in charge of a recreational vessel must ensure that in circumstances where river flows, visibility, rough waters, adverse

---

<sup>6</sup> Rule 91.4(1)

<sup>7</sup> Rule 91.4(6).

weather, emergencies or other situations cause danger or a risk to the safety of any person on board, every person on board is wearing a properly secured life jacket of an appropriate size for that person.

**21 Requirement to wear lifejackets if being towed<sup>8</sup>**

21.1 No person in charge of a vessel may use it to tow any person at a speed of more than 5 knots and no person may cause himself or herself to be towed by any vessel at a speed of more than 5 knots, unless the person being towed wears a properly secured lifejacket of an appropriate size for that person.

**22 Exceptions to requirements to carry or wear lifejackets<sup>9</sup>**

22.1 Clauses 18, 19, and 20 do not apply to:

- (a) any surfboard, sailboard, paddleboard, windsurfer, or other or similar unpowered craft, if a full wetsuit is worn at all times;
- (b) a diver, on a vessel 6 metres or less in length overall that is used for recreational diving within 5 miles off shore, if a full body dive suit is worn at all times;
- (c) a person training for or participating in a sporting event, if the training or the event is supervised in accordance with the safety system of a national sporting organisation approved by the Director;
- (d) a member of a visiting foreign water sports team, if the person carries or wears a lifejacket that is approved by the competent authority for use in that person's country of residence;
- (e) a commercial raft; and
- (f) any sporting event, training activity, ceremonial event, or other organised recreational activity if the Council is satisfied that adequate safety precautions are made for rescuing any person participating in the event or activity, and issues an exemption under clause 31;

22.2 Clauses 18, 19, and 20 do not apply to any sporting event, training activity, authorised customary activity or ceremonial event if a support vessel that is capable of providing adequate assistance in the event of an emergency remains in the immediate vicinity and carries on board the support vessel sufficient lifejackets of an appropriate size to fit each person involved in the activity.

22.3 Clauses 21 does not apply to:

---

<sup>8</sup> Rule 91.4(7).

<sup>9</sup> Rule 91.4.

- (a) persons training for any trick water skiing element of a sporting event administered by a national sporting organisation approved by the Director; or
- (b) persons participating in a sporting event that is administered by a national sporting organisation approved under the maritime rules.

## Part 4 – Specific water-based activities

### 23 Water skiing or towing of any person – requirement for a lookout<sup>10</sup>

- 23.1 No person in charge of a vessel may use it to tow any person at a speed exceeding 5 knots unless at least one other person is on board who is:
  - (a) 10 years of age or older; and
  - (b) responsible for immediately notifying the person in charge of every mishap that occurs to the person who is being towed.
- 23.2 No person may cause himself or herself to be towed by any vessel at a speed exceeding 5 knots unless at least one other person is on board who is:
  - (a) 10 years of age or older; and
  - (b) responsible for immediately notifying the person in charge of every mishap that occurs to the person who is being towed.

### 24 Water skiing or towing of any person – restriction between sunset and sunrise<sup>11</sup>

- 24.1 No person may operate, between sunset and sunrise, or in restricted visibility, a vessel that is towing any person, whether or not that person is on water skis, an aquaplane, surfboard, or similar object.
- 24.2 No person may allow himself or herself to be towed by a vessel between sunset and sunrise.

### 25 Parasailing

- 25.1 Every person in charge of a vessel that is being used to conduct parasailing must comply with all applicable maritime rules, and safety guidelines issued by the Director.
- 25.2 No person in charge of a vessel that is being used to conduct parasailing may enter the Frankton Arm of Lake Wakatipu.

---

<sup>10</sup> Rule 91.8.

<sup>11</sup> Rule 91.9.

*Explanatory note: Applicable maritime guidelines can be found in <https://www.maritimenz.govt.nz/commercial/safety/safety-management-systems/adventure-activity/documents/Commercial-parasailing-safety-guidelines.pdf>.*

## **26 Whitewater rafting**

- 26.1 Every person in charge of a white water raft that is used to transport fare paying passengers or trainee guides on rivers must ensure the whitewater board is operated and navigated strictly in accordance with the applicable maritime rules.

*Explanatory note: Maritime Rule 81: Commercial Rafting Operations contains the applicable maritime rules.*

## **27 Jet boating**

- 27.1 Every person in charge of a jet boat that is a commercial vessel must ensure that the jet boat is operated and navigated strictly in accordance with the applicable maritime rules.

*Explanatory note: Commercial river jet boating is subject to Maritime Rule 82: Commercial Jetboat Operations - River.*

## **28 Swimming or diving around wharves or jetties**

- 28.1 No person may jump, dive, swim or undertake any other related activities:
- (a) from or within 50 metres of any jetty or wharf where “no swimming” signage has been approved by the Harbourmaster or an enforcement officer;
  - (b) within any other area the Harbourmaster identifies for the purposes of ensuring navigation safety.

## **29 Hot works**

- 29.1 A person conducting hot work operations on a vessel must comply with the current edition of the Code of Safe Working Practices for Merchant Seafarers (Maritime New Zealand).
- 29.2 The person in charge of a vessel must ensure that before any hot work operations are commenced, he or she takes all precautions for the detection, prevention, and extinguishing of fire on board the vessel or elsewhere, as a result of hot work operations. Provision must be made for the continuance of the precautions until the operations are complete.
- 29.3 In any case where the Harbourmaster is not satisfied adequate precautions have been taken, the Harbourmaster may forbid any hot

work operations to commence, or continue, until he or she is satisfied adequate precautions have been taken.

### **30 Dangerous Goods**

- 30.1 The person in charge of a vessel must not load or unload dangerous goods on to the vessel unless that person:
- (a) maintains a written record containing full details of the dangerous goods, including the hazard classification, quantity, and stowage position; and
  - (b) makes the written record of dangerous goods required under clause 30.1(a) available for inspection at any time by the Harbourmaster or an enforcement officer.

### **31 Special events**

- 31.1 Any person intending to conduct a race, speed trial, competition, display, performance, film, advertisement or other organised water activity must apply to the Harbourmaster to:
- (a) temporarily suspend the application of part or all of clause 9 and Part 5 of this bylaw in that area during the conduct of the event; and/or
  - (b) temporarily reserve the area for the purpose of that activity; and/or
  - (c) temporarily suspend the designation of permanent access lanes or reserved areas.
- 31.2 Where the Harbourmaster is satisfied, on considering an application under this bylaw (together with any safety plan that may be required), that the application may be granted without endangering the public, he or she may grant the application accordingly, for a period not exceeding 7 days, and on such conditions (if any) as the Harbourmaster may specify.
- 31.3 No grant of an application under clause 31.2 has effect unless not less than 7 days or more than 14 days before the commencement of the activity a public notice is given specifying the period of the activity and details of the supervision or reserved area.
- 31.4 The Harbourmaster can recover all such actual and reasonable fees and expenses incurred by the processing of, and of any public notification of, any such application.
- 31.5 The Council may prescribe any fees associated with special events in accordance with clause 53.

## Part 5 – Rules relating to specific locations

### 32 Rivers<sup>12</sup>

- 32.1 Subject to the more specific rules below, a person in charge of a vessel on a river must:
- (a) ensure that the vessel keeps to the starboard (right) side of the river channel;
  - (b) if going upstream, give way to any vessel coming downstream; and
  - (c) not operate the vessel unless river and weather conditions permit safe operation of the vessel.

### 33 Lakes

- 33.1 No powered vessels may proceed at any speed exceeding 5 knots on the waters of Lake Hayes, Moke Lake, Lake Johnston, Lake Kilpatrick, Diamond Lake, Lake Dispute or Lake Reid.

### 34 Queenstown Bay

- 34.1 The proper speed of vessels must not exceed five knots within 50 metres of any boundary of the access lane in Queenstown Bay unless specifically permitted as a condition of the access lane or by a speed uplifting.

### 35 Clutha River

~~35.1 The proper speed of vessels must not exceed 5 knots on the Clutha River between the Outlet Camping Ground (marked by a five knot buoy) and the five knot buoy positioned downstream at GPS -44.67, 169.16. The following clauses apply to powered vessels operating in the area between the Outlet Camping Ground (GPS -44.66 to 169.15) and the Albert Town Bridge (GPS -44.68, 169.19):~~

- ~~(a) Between 1 December and 30 April no powered vessels may operate in this area, unless the powered vessel satisfies one of the following exceptions:~~
  - ~~(i) it is expressly authorised to operate in this area by a resource consent issued by the Council;~~
  - ~~(ii) it is carrying out one of the following permitted activities under the Queenstown Lakes District Plan, with the permission of the Harbourmaster:~~
    - ~~(A) emergency search and rescue;~~

<sup>12</sup> Rule 91.17.



- (B) hydrological survey;
- (C) public scientific research;
- (D) resource management monitoring;
- (E) water weed control; or
- (F) access to adjoining land for farming activities.

(iii) it is being operated by the Harbourmaster or Deputy Harbourmaster for the purposes of exercising his or her functions under the Act or ensuring compliance with this bylaw.

(b) Between 1 May and 30 November any powered vessel operating in this area is subject to a 5 knot speed limit (outside of the timed uplifting specified in Schedule 2).

~~35.1~~ 35.2 A permanent speed uplifting shall apply between the Albert Town Bridge (GPS -44.68, 169.19) and the Red Bridge (-44.73 to 169.28) as specified in Schedule 2.

### **36 Kawarau River**

- 36.1 The areas immediately below the “downstream” gate and above the “upstream” gate at the Kawarau Falls Dam are not to be used as rest or stop areas by any vessel.
- 36.2 The person in charge of any vessel using the Kawarau River must give way to all vessels exiting from the Shotover River and all such persons must exercise extreme care in and near this junction.
- 36.3 No person may navigate any vessels via the “downstream” gate or “upstream” gate at the Kawarau Falls Dam except in accordance with the following rules (or as may be directed by the Harbourmaster):
- (a) vessels proceeding downstream must be navigated through the second arch of the control gates from the true right of the bank of the Kawarau River;
  - (b) vessels proceeding upstream must be navigated through the sixth arch of the control gates from the true right of the bank of the Kawarau River.
- 36.4 No powered vessels may operate on that part of the Kawarau River located below the Arrow River.

**37 Shotover River**

- 37.1 No vessel is permitted to use the Shotover River Concession Area, except as permitted under the Shotover River Bylaw 2015 or any bylaw adopted by Council to replace that bylaw.
- 37.2 Any person in charge of a commercial vessel in the Lower Shotover River must ensure that any other vessel known to be using the same area of the Lower Shotover River is aware (through the maintenance of radio contact, Channel E19) of the movements and location of the commercial vessel at all times.

**38 Prohibited areas**

- 38.1 No person in charge of a powered vessel may use it for water skiing, aquaplaning or towing of persons, whether or not the person being towed is using a vessel, in the following areas:
- (a) inside Queenstown Bay from the Scott Memorial, Queenstown Gardens in a line through the green beacon to the One Mile Creek;
  - (b) the Outlet of Lake Wakatipu defined as an area extending to the Willow Tree Island to the west of the Control Gates (refer Map 6);
  - (c) the Shotover, Kawarau and Clutha Rivers.

**Part 6 – Incidents and near misses****39 Requirement to report to the Harbourmaster in the event of mishap or serious incident**

- 39.1 A person in charge of a vessel that has been involved in an incident where:
- (a) the incident has caused damage to another vessel, or a navigation aid or any structure;
  - (b) a vessel has been sunk or grounded or become stranded in any waterway;
  - (c) by reason of accident, fire, defect or otherwise the vessel cannot be safely operated; or
  - (d) any person has been injured;

must, as well as complying with the reporting requirements in Section 31 of the Maritime Transport Act 1994 (which requires reporting the

incident to the Authority), also report the incident to the Harbourmaster.

- 39.2 A report required by clause 39.1 must be reported in writing or by email to the Harbourmaster as soon as possible with all relevant details of the incident, including details prescribed under clause 52 of this bylaw.
- 39.3 If an incident results in damage to a vessel that affects or is likely to affect its safe operation, the person in charge of the vessel must not move the vessel except:
- (a) to clear a main navigation channel, or to prevent further damage, or to position the vessel in a safe mooring or anchorage; or
  - (b) in accordance with directions from the Harbourmaster or the police.

**40 Requirement to report to the Harbourmaster in the event of a near miss**

~~40.1~~ The person in charge of any commercial vessel that has been involved in an incident that is not covered by clause 39.1, but could have potentially led to an accident or collision, must report in writing the details of the incident to the Harbourmaster within 24 hours of the incident occurring.

~~40.2~~[40.1](#)

## Part 7 – Access Lanes and Reserved Areas

**41 Access Lanes**

- 41.1 The following areas are access lanes for the purposes of this bylaw:
- (a) the areas specified in Table 2 of Schedule 2 of this bylaw; and
  - (b) the areas declared to be access lanes in accordance with this clause.
- 41.2 The Council may, after giving public notice of its intention, declare any area(s) of any lake within 200 metres of the water's edge to be an access lane for any specified purpose.
- 41.3 The public notice declaring any area to be an access lane or alternatively revoking any such earlier declaration of an access lane must be publicly notified by the Council at least seven days before the declaration or revocation is to take effect.

**42 Conduct in Access Lane<sup>13</sup>**

- 42.1 Any person using an access lane to navigate, propel or manoeuvre any vessel must proceed:
- (a) as near as is safe and practicable along the outer limit of the access lane that lies to the starboard (right hand side) of the vessel;
  - (b) by the most direct route through the access lane;
  - (c) vessels are to cross the access lane on a heading as close as is practicable to the general direction of the lane; and
  - (d) this clause applies to objects towed by a vessel.
- 42.2 No person may swim in any access lane except in circumstances which relate to the person's lawful use of the access lane.
- 42.3 No person in charge of a vessel may operate a vessel in a manner that obstructs or impedes the passage of any other person while that other person is using an access lane for the purpose for which it has been declared.
- 42.4 No person within an access lane may proceed in any manner that is dangerous in relation to any vessel or other person in the access lane.
- 42.5 If one or more persons are using an access lane for the purpose for which it is declared, no person may enter, remain in or use the lane for any other purpose.

**43 Reserved Areas<sup>14</sup>**

- 43.1 The Council may by public notice and upon such terms and conditions and for such period or periods it thinks fit declare and designate any area of the waters and foreshore under its control to be a Reserved Area:
- (a) for use of vessels generally; or
  - (b) for the use of a particular type of vessel to the exclusion of other types of vessels; or
  - (c) for the use of swimmers, water skiers, scuba divers or any persons undertaking other water recreation activities; or
  - (d) for any other specified purpose which the Council may consider appropriate and/or necessary (including the designation of access lanes).

---

<sup>13</sup> Rule 91.10

<sup>14</sup> Rule 91.12.

- 43.2 Adequate signs must be provided in the vicinity of any reserved area that:
- (a) define the area;
  - (b) declare the purpose for which the area has been reserved, including the conditions of the reservation made, and the permitted types of activities within the reserved area; and
  - (c) if the reserved area is marked on shore, mark the reserved area using black posts with white horizontal bands.
- 43.3 The Council may by public notice cancel or alter the conditions of any such declaration of a reserved area.
- 43.4 The reservation or revocation of a reserved area must be publicly notified by the Council at least seven days before such reservation or revocation of such reservation will have effect.
- 43.5 In any area declared by the Council to be a reserved area the Council may also give public notice that any of the provisions of this bylaw will not apply to the reserved area, or will only apply on terms and conditions and for such periods as the Council deems fit.
- 43.6 No person may obstruct another person while the other person is using a reserved area for the purpose for which it is reserved.

## **Part 8 – Commercial vessels**

### **44 Commercial vessels to be licensed**

- 44.1 Any person who operates a commercial vessel that is not subject to a licensing requirement under applicable maritime rules must obtain a licence to do so from the Council.
- 44.2 The holder of a licence must comply with the conditions of the licence and failure to do so is a breach of the bylaw and the Council may withdraw the licence.
- 44.3 Applications for licences must be made in the prescribed form, describe the activities in respect of which the licence is sought and be accompanied by payment of the applicable fees and such further supporting information as the Council may require to enable processing of the application.
- 44.4 Licences may be granted or refused at the discretion of the Council, upon such terms and conditions as the Council thinks fit.
- 44.5 A licence is personal to the holder and to the vessel specified therein and is not transferable.

44.6 Every commercial vessel licence issued under this bylaw or the applicable maritime rules must be available for inspection at any time by the Harbourmaster or an enforcement officer.

**45 Requirement as to survey**

45.1 No person may operate on any waters within the District a commercial vessel that is required to be surveyed under any relevant maritime rule unless the owner of such vessel holds a Maritime Operator Safety System certification or a certificate of compliance under the applicable maritime rule.

## **Part 9 – Structures and Moorings**

**46 Permission to use or occupy structures or the foreshore**

46.1 No person in charge of a commercial vessel may load or unload persons or materials using a structure under Council ownership or control other than in accordance with Council permission given under clause 46.3 of this bylaw.

46.2 No person may occupy any structure or foreshore under Council ownership or control, including by establishing a new structure on the foreshore, other than in accordance with Council permission given under clause 46.3 or clause 46.4 of this bylaw.

46.3 The Council may grant permission to any person to use or occupy a structure subject to terms and conditions (including the payment of a fee) and for such periods as determined by the Council.

46.4 The Council may in accordance with the Reserves Act 1977 grant permission to any person to occupy the foreshore subject to terms and conditions (including the payment of a fee) and for such periods as determined by the Council.

**47 Mooring permits**

47.1 No person may place a mooring in any waters, or moor any vessel in any navigable waters, other than in accordance with a mooring permit issued by the Council.

47.2 The Council may issue a mooring permit subject to conditions determined by the Council in accordance with requirements specified under clause 52.

47.3 The Council may prescribe fees associated with moorings and mooring permits in accordance with clause 53.

47.4 Mooring permit holders shall take all care to ensure that the mooring is used in a lawful manner and use moorings at their own risk.

- 47.5 Mooring permits may be transferred in accordance with terms and conditions prescribed by the Council, including the payment of the applicable fee.
- 48 Powers of the Harbourmaster or the Council with respect to moorings and vessels on moorings**
- 48.1 The Harbourmaster or the Council may at any time, after giving written notice, cancel a mooring permit where the permit holder fails to comply with the terms and conditions of the mooring permit or any other clause under this Part of the bylaw.
- 48.2 If a mooring permit has been cancelled, the Harbourmaster or the Council may require the mooring owner to remove the mooring. The mooring owner must remove the mooring within one month of the date the permit is cancelled and at the mooring owner's cost.
- 48.3 The Harbourmaster or the Council may remove any mooring, and any vessel occupying the mooring if:
- (a) a mooring permit has been cancelled and the owner has not removed the mooring within one month of the mooring permit being cancelled;
  - (b) the mooring permit fee is unpaid for a period greater than 2 months from the due date;
  - (c) the mooring is not authorised by a mooring permit granted under this bylaw; or
  - (d) the mooring does not have an identification number visible.
- 48.4 The Harbourmaster or the Council may detain any mooring or vessel together with the contents of the vessel until the actual cost of removing the mooring and storing the vessel has been paid.
- 48.5 If the cost of removal or storage has not been paid within two months of removal, the Harbourmaster or the Council may sell the mooring and/or vessel and its contents to recover the debt.

## **Part 10 - Administration provisions**

### **49 Powers of Harbourmaster**

- 49.1 The Harbourmaster will be responsible for ensuring general compliance with the provisions of this bylaw and can exercise any of the powers conferred on the Harbourmaster under the Act or this bylaw.

**50 Impersonation of Harbourmaster**

- 50.1 It is an offence for any person who is not the Harbourmaster, a Deputy Harbourmaster, or an Enforcement Officer to behave in a manner that could lead any person to believe that the person holds any such appointment.

**51 Speed Upliftings<sup>15</sup>**

- 51.1 A person may apply in writing to have any speed limit applicable to specified waters within this bylaw uplifted.
- 51.2 An application under clause 51.1 must not be granted unless the Council is satisfied that:
- (a) the application has been publicly notified;
  - (b) the Director has been consulted;
  - (c) affected persons have had a reasonable opportunity to comment on the application;
  - (d) the applicant has provided evidence of the consultation undertaken with affected persons and any navigation safety concerns arising from the consultation process;
  - (e) the applicant has provided evidence of any measures taken to address any concerns raised by affected persons; and
  - (f) uplifting the speed limit will not unacceptably increase the risk to navigation safety or endanger persons using the waters that are the subject of the application.
- 51.3 The Council may grant an application in accordance with clause 51.2 for a specified period or periods and subject to such conditions as Council may specify in the interests of navigation safety, and provided the Director is notified.
- 51.4 The Council may prescribe any fees associated with speed upliftings under this clause in accordance with clause 53.

**52 Administrative requirements**

- 52.1 The Council may from time to time specify by publicly notified Council resolution requirements for the administration of this bylaw, including but not limited to the following:
- (a) any forms to be required by Council for the administration of this bylaw.

---

<sup>15</sup> Rule 91.20.



- (b) any guidelines applicable to issuing a mooring permit, commercial vessel license, or other approval under this bylaw.
- (c) any terms and conditions upon which any approval under this bylaw may be issued.
- (d) any other processing or administrative requirements which the Council deems appropriate to give effect to this bylaw.

### **53 Fees and charges**

- 53.1 The Council may by publicly notified Council resolution prescribe fees or charges in relation to any permit or licence issued under this bylaw following public consultation in accordance with section 150(3)-(6) of the Local Government Act 2002.
- 53.2 The Council may recover its actual and reasonable costs from the applicant where the actual costs exceed the specified fee.

### **54 Exemptions**

- 54.1 The Council or the Harbourmaster may only grant an exemption under this bylaw on receipt of an application made prior to the commencement of any activity in contravention of the requirements of this bylaw.
- 54.2 The Council or the Harbourmaster may exempt by written approval, any person, vessel or class of vessels from clauses 8, 12, 14, 17, 19, 28, and Part 5 of this bylaw.
- 54.3 The Council or the Harbourmaster may exempt by written approval any person, vessel or class of vessels participating in a sporting event, training activity, ceremonial event, or other organised recreational activity from clauses 18 and 20 provided the Council is satisfied that adequate safety precautions are made for rescuing any person participating in the event or activity.
- 54.4 In granting any written exemption to any clause of this bylaw the Council or the Harbourmaster must consider the effects of the exemption on public health and safety.
- 54.5 The Council or the Harbourmaster may revoke any exemption immediately where there is reason to believe public health or safety has, or might be, adversely affected.
- 54.6 No exemption may be granted:
  - (a) for a contravention of this bylaw that has already occurred;
  - (b) for a period exceeding 14 days;
  - (c) for an activity that has prohibited activity status within the Queenstown Lakes District Plan; or

- (d) if it would authorise something that is or would be contrary to any other enactment, regulations or a maritime rule.

54.7 The Council may prescribe any fees associated with granting an exemption under this clause in accordance with clause 53.

## **Part 11 – Enforcement**

### **55 General enforcement powers of the Harbourmaster**

- 55.1 In any case where the Harbourmaster is not satisfied adequate precautions have been taken to ensure the health or safety of any person or the public or to avoid damage to any vessel, structure or the environment, the Harbourmaster may prohibit or restrict the activity until satisfied adequate precautions have been taken.
- 55.2 The Harbourmaster, enforcement officer or police officer may use powers under the Act and maritime rules and/or the Local Government Act 2002 and regulations to enforce this bylaw.
- 55.3 The Harbourmaster, or enforcement officer may direct any vessel or person to take any action they deem necessary to ensure compliance with the maritime rules or this bylaw.
- 55.4 Where any provision in this bylaw imposes an obligation to pay a fee, the owner of the vessel is liable for that fee on the date that payment falls due.

### **56 Non-compliance with conditions of a permit or licence**

- 56.1 Where a holder of any permit or licence issued under this bylaw does not comply with the terms and conditions of the permit, the Council or Harbourmaster may take one or more of the following steps:
  - (a) issue a written warning to the holder of the permit, which may be considered as evidence of a prior breach of a permit condition during any subsequent review of the permit:
  - (b) review the permit, which may result in:
    - (i) amendment of the permit;
    - (ii) suspension of the permit; or
    - (iii) cancellation of the permit.
  - (c) enforce any breach of this bylaw, including as provided for under the Act, maritime rules and/or the Local Government Act 2002 and regulations.
- 56.2 There will be no refund of fees if any permit or licence is cancelled.

**57 Offences**

- 57.1 Every person commits an offence against this bylaw who:
- (a) contravenes or permits a contravention of this bylaw;
  - (b) prevents a Harbourmaster or an enforcement officer from carrying out their statutory functions or duties under this bylaw;
  - (c) when directed by a Harbourmaster or an enforcement officer to do anything, fails, refuses or neglects to comply with the Harbourmaster or an enforcement officer's requirement without reasonable cause;
  - (d) refuses to give information when directed to do so by a Harbourmaster or an enforcement officer or knowingly gives incorrect information.

**58 Penalties**

- 58.1 Every person who:
- (a) commits an offence against this bylaw will be liable either under the Act and/or the Local Government Act 2002;
  - (b) commits an infringement offence, set out in the regulations created under the Act and/or the Local Government Act 2002 is liable to an infringement fee prescribed in the regulations of the applicable legislation.

**59 Exceptions**

- 59.1 A person does not contravene this bylaw if that person proves that the act or omission was in compliance with the directions of the Harbourmaster, an enforcement officer or a police officer.

**Part 12 –Revocation and savings****60 Revocation**

- 60.1 The Queenstown Lakes District Navigation Safety Bylaw 2014 including all amendments is revoked.
- 60.2 The Queenstown Lakes District Waterways and Ramp Fees Bylaw 2014 including all amendments is revoked from a date specified by publicly notified resolution of the Council.

**61 Savings**

- 61.1 Any resolution (including a resolution as to a reserved area) or other decision made under the Queenstown Lakes District Council Navigation Safety Bylaw 2014 remains in force in the area to which it applied until revoked or replaced by an equivalent resolution or decision made by the Harbourmaster under this bylaw.
- 61.2 Any public notices, designations, declarations, revocations, or delegations or directions of the Harbourmaster issued under that bylaw or preceding bylaws are deemed to have been issued under this bylaw and to be subject to the provisions of this bylaw.
- 61.3 Directions of the Harbourmaster issued under that bylaw or preceding bylaws that were in effect before the date of commencement of this bylaw are deemed to have been issued under this bylaw and to be subject to the provisions of this bylaw.
- 61.4 Any licence, consent, permit, dispensation, permission or other form of approval made under the Queenstown Lakes District Council Navigation Safety Bylaw 2014 or the Queenstown Lakes District Council Waterways and Ramp Fees Bylaw 2014 continues in force but:
- (a) expires on the date specified; or
  - (b) if no expiry date is specified, expires on 1 July 2019; and
  - (c) can be renewed only by application made and determined under this bylaw.
- 61.5 Any application for a licence, consent, dispensation, permission or other form of approval made under the Queenstown Lakes District Navigation Safety Bylaw 2014 or the Queenstown Lakes District Waterways and Ramp Fees Bylaw 2014 that was filed before the date specified under clause 60 of this bylaw must be dealt with by the Council and the Harbourmaster as if it had been made under this bylaw.

*The Queenstown Lakes District Council Navigation Safety Bylaw 2018 was adopted pursuant to the Maritime Transport Act 1994 and the Local Government Act 2002, by resolution of the Queenstown Lakes District Council on 23 March 2018.*

*Mayor:*

*Chief Executive Officer:*

# Schedule 1 – Map of Queenstown Lakes District



## Schedule 2 – Speed upliftings and access lanes

### 1 Upliftings for Lakes and Rivers

- (i) The uplifting of speed restrictions applies in the areas and locations and for the durations described in Table 1.

**Table 1 – Speed Upliftings**

Location	Description	Duration	GPS Co-ordinates	
Dart River	From Lake Wakatipu to Dredge Flat, Mount Aspiring National Park Boundary	All Year	River Mouth	-44.85 to 168.36
			Upper Boundary	-44.57 to 168.35
Rockburn Stream	From Dart River confluence to Chasm	All Year	Stream Mouth	-44.67 to 168.31
Rees River	From Lake Wakatipu to Muddy Creek	30 October to 1 May	River Mouth	-44.85 to 168.38
			Upper Boundary	-44.70 to 168.33
Upper Shotover River	Deep Creek upstream to 100 metres above Skippers Bridge	All Year	Deep Creek	-44.89 to 168.67
			Skippers Bridge	-44.84 to 168.69
Lower Shotover River	From Kawarau confluence upstream to Oxenbridge Tunnel	All Year	Kawarau confluence	-45.02 to 168.77
			Oxenbridge Tunnel	-44.98 to 168.67
Kawarau River	From Lake Wakatipu to the Arrow River confluence, excluding an	All Year	Lake Wakatipu	-45.03 to 168.73
			Arrow River confluence	-45.01 to 168.89

	area marked by yellow buoys adjacent Zoological Gardens in which the 5 knot limit remains in place.			
Makarora River	From Lake Wanaka upstream to the confluence of the Young River.	All Year	River Mouth	-44.32 to 169.17
			Young River confluence	-44.20 to 169.24
Wilkin River	From the confluence of the Makarora River upstream to Kerin Forks.	All Year	River Mouth	-44.27 to 169.18
			Kerin Forks	-44.24 to 169.03
Matukituki River	From Lake Wanaka upstream to the point on the East Branch where it meets the Mt Aspiring National Park Boundary and on the West Branch to the Raspberry Flat car park.	All Year	River Mouth	-44.62 to 169.019
			East Branch	-44.44 to 168.81
			West Branch	-44.5 to 168.79
Clutha River	<u>From Lake Wanaka outlet to the Albert Town bridge.</u>	<u>1 May to 30 November between the hours</u>	<u>Outlet camping grounds</u> <del>knot buoy</del>	<del>-44.66 to 169.15-</del> <del>44.67 to 169.16</del>

	<del>From the 5 knot buoy marker to the Red Bridge. This is the end of the QLDC area.</del>	<del>of 10am and 6pm All Year between the hours of 10am to 4pm in the winter and 10am to 6pm in the summer</del>	<del>Albert Town Bridge Red Bridge</del>	<del>-44.68 to 169.19-44.73 to 169.28</del>
	<u>From the Albert Town Bridge to the Red Bridge.</u>	<u>All Year</u>	<u>Albert Town Bridge</u>	<u>-44.68 to 169.19</u>
			<u>Red Bridge</u>	<u>-44.73 to 169.28</u>
Hunter River	From Lake Hawea to Ferguson Creek	1 November to 12 December inclusive and from 19 March to 30 April.	River Mouth	-44.28 to 169.45
			Ferguson Creek	-44.71 to 169.21

**2 Upliftings for Access Lanes**

- (1) The Vessel TSS Earnslaw is excluded from the 5 knot limit due to the nature of her propulsion and manoeuvring characteristics.

**3 Upliftings for Water Ski access lanes**

- (1) Each ski access lane is marked with an orange pole with black stripes at either end of the lane.

**Table 2 – Access Lanes**

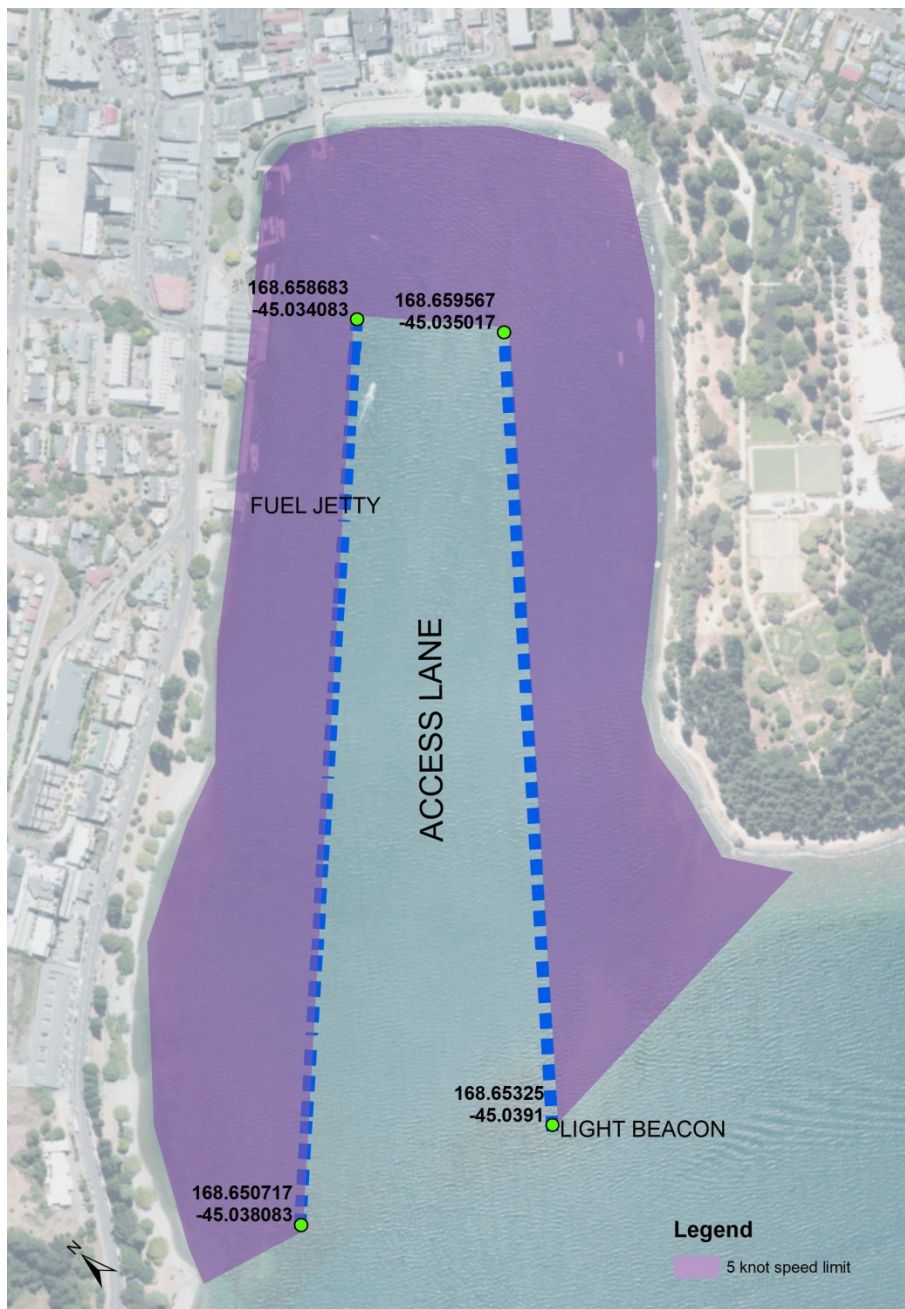


<b>Water ski access lanes – Lake Wakatipu</b>	
<b>Location</b>	<b>Co-ordinates</b>
The Buckler Burn Glenorchy	-44.86 to 168.38
Kinloch Main Beach	-44.84 to 168.35
Kelvin Grove	-45.04 to 168.68
Frankton Beach	-45.02 to 168.73
Willow Place West Side	-45.03 to 168.72
Loop Road	-45.036 to 168.70
Frankton Arm North Side	-45.03 to 168.69
Kingston Main Beach	-45.33 to 168.72
Bobs Cove	-45.07 to 168.51
Wilson's Bay	-45.06 to 168.57
<b>Water ski access lanes – Lake Wanaka</b>	
Roys Bay - Eely Point	-44.68 to 169.12
Roys Bay - Main Beach adjacent Pembroke Park	-44.70 to 169.13
Roys Bay - Water Fall Creek	-44.69 to 169.10
Dublin Bay	-44.65 to 169.17
Glendhu Bay - West ski lane	-44.67 to 169.01
Glendhu Bay - East ski lane	-44.67 to 169.02
Lake Hawea Ski Lane	-44.61 to 169.27
<b>High speed access lanes – Lake Wakatipu</b>	
<b>Location</b>	<b>Description</b>
Queenstown Bay	Access lane starts north east end of Queenstown Bay, outer boundary marked by two yellow buoys with beacons on top, green south side, red north side, GPS references -45.03 to 168.66, -45.04 to 168.66. These buoys define the lanes out of Queenstown Bay. The green beacon at the entrance to Queenstown Bay is the southern most boundary of the Access Lane (refer map 1).
The Narrows	Access lane is between Kelvin Heights Peninsula and Park Street. The south side of the lane is marked by 3 navigational buoys between points starting 50 metres off shore from the North West end of the Kelvin Peninsula and continues to a point 100 metres off shore between the Yacht Club jetties and at no point will the south side of the access lane be nearer than 50 metres from the shore. From the Eastern point, further buoys will be set approximately 120 metres off shore around to a point off the Earnslaw slipway. The north side of the lane is marked 50 metres off shore opposite the Frankton Walking Track, extending to a point 200 metres West along Park Street into the main body of Lake Wakatipu, with the outer boundary of the Narrows being

---

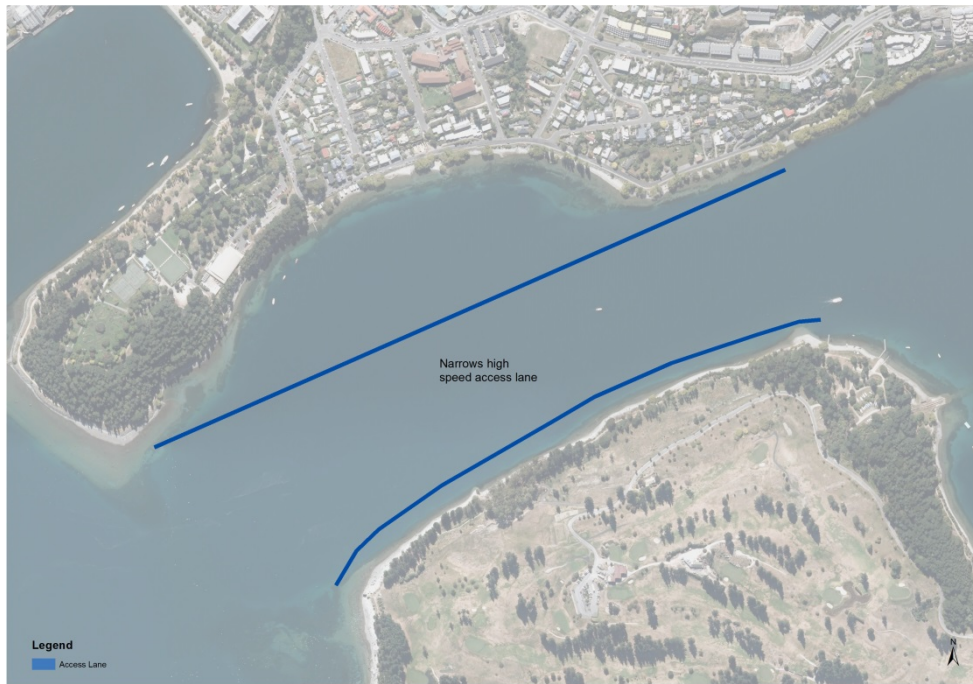
	the red beacon on the southern most tip of Queenstown Gardens (refer Map 2).
Kawarau Dam Access Lanes (Downstream):	Access lanes between Lake Wakatipu and the Kawarau River to terminate at the notices erected on each side of Willow Tree Island 150 metres into the Lake from the Kawarau Dam/Bridge (refer Map 3).
Kawarau Dam Access Lanes (Upstream)	Access Lanes between Kawarau River and Lake Wakatipu to terminate at the notices erected on each side of Willow Tree Island 150 metres into the Lake from the Kawarau Dam/Bridge (refer Map 3).

Map 1 – Queenstown Bay



Access lane, reserved area, speed limit, or prohibition	Refer to clause / schedule
Access lane	Schedule 3, Table 2
5 knot limit within 50m of boundary of access lane	Clause 34.1
No waterskiing, aquaplaning or towing of persons inside Queenstown Bay	Clause 38.1(a)

Map 2 – The Narrows, Queenstown



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Access lane	Schedule 3, Table 2

Map 3 – Kawarau Dam



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Access lane	Schedule 2, Table 2
Areas immediately below the “downstream” gate and above the “upstream” gate at the Kawarau Falls Dam are not to be used as rest or stop areas by any vessel	Clause 36.1
Vessels proceeding downstream must be navigated through the second arch of the control gates from the true right of the bank of the Kawarau River	Clause 36.3(a)
Vessels proceeding upstream must be navigated through the sixth arch of the control gates from the true right of the bank of the Kawarau River	Clause 36.3(b)

Map 4 – Frankton Arm, Lower Shotover & Kawarau River



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
No vessel is permitted to use the Shotover River Concession Area without a permit issued under the Shotover River Bylaw 2015	Clause 37.1
Speed uplifting for Lower Shotover River	Schedule 2, Table 1
Water ski access lanes: Frankton beach, Willow Place West Side, Loop Road, Frankton Arm North Side, Kelvin Grove.	Schedule 2, Table 2
Kawarau Dam access lanes (refer Map 3)	Schedule 2, Table 2
No waterskiing, aquaplaning or towing of persons on the outlet of Lake Wakatipu, Kawarau River or Shotover River	Clause 38.1(b)-(c)

Map 5 – Upper Shotover



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
No vessel is permitted to use the Shotover River Concession Area without a permit issued under the Shotover River Bylaw 2015	Clause 37.1
Speed upliftings: Upper Shotover River, Lower Shotover River	Schedule 2, Table 1
Any commercial vessel using the Lower Shotover River must ensure that any other vessel known to be using the same area is aware of the movements and location of the commercial vessel at all times	Clause 37.2
No waterskiing, aquaplaning or towing of persons on the Shotover River	Clause 38.1(c)

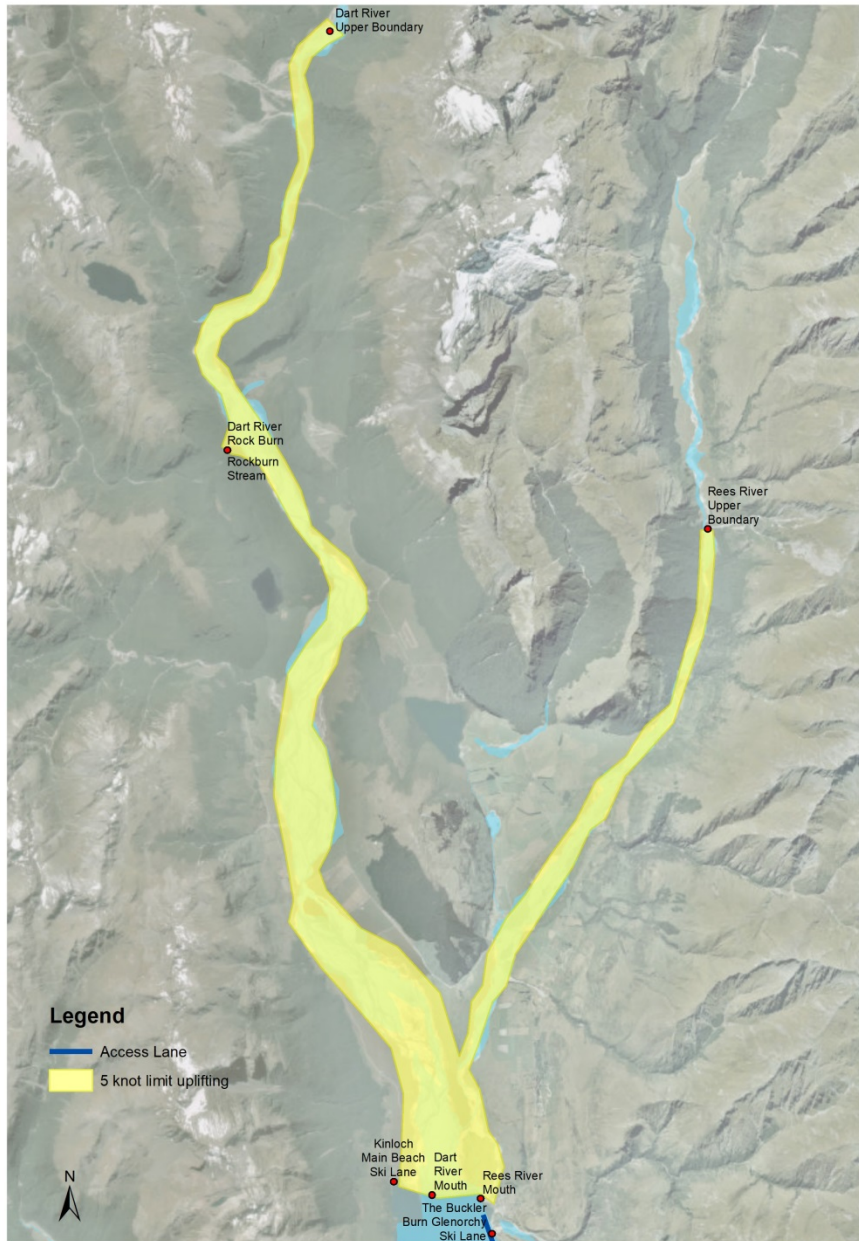
Map 6 – Kawarau River



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
No vessel is permitted to use the Shotover River Concession Area without a permit issued under the Shotover River Bylaw 2015	Clause 37.1
Speed uplifting for Lower Shotover River	Schedule 2, Table 1
Any commercial vessel using the Lower Shotover River must ensure that any other vessel known to be using the same area is aware of the movements and location of the commercial vessel at all times	Clause 37.2
Any vessel using the Kawarau River must give way to all vessels from the Shotover River and exercise extreme care near this junction	Clause 36.2
No powered vessel may operate on the part of the Kawarau River below the Arrow River	Clause 36.4
No waterskiing, aquaplaning or towing of persons on the outlet of Lake Wakatipu, Kawarau River or Shotover River.	Clause 38.1(b) - (c)
Water ski access lane: Frankton Beach	Schedule 2, Table 2



Map 7 – Dart & Rees River



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Speed upliftings: Dart River (all year), Rockburn Stream (all year), Rees River (30 October to 1 May)	Schedule 2, Table 1
Water ski access lanes: Kinloch Main Beach, Buckler Burn Glenorchy	Schedule 2, Table 2

**Map 8 – Clutha River Mouth**



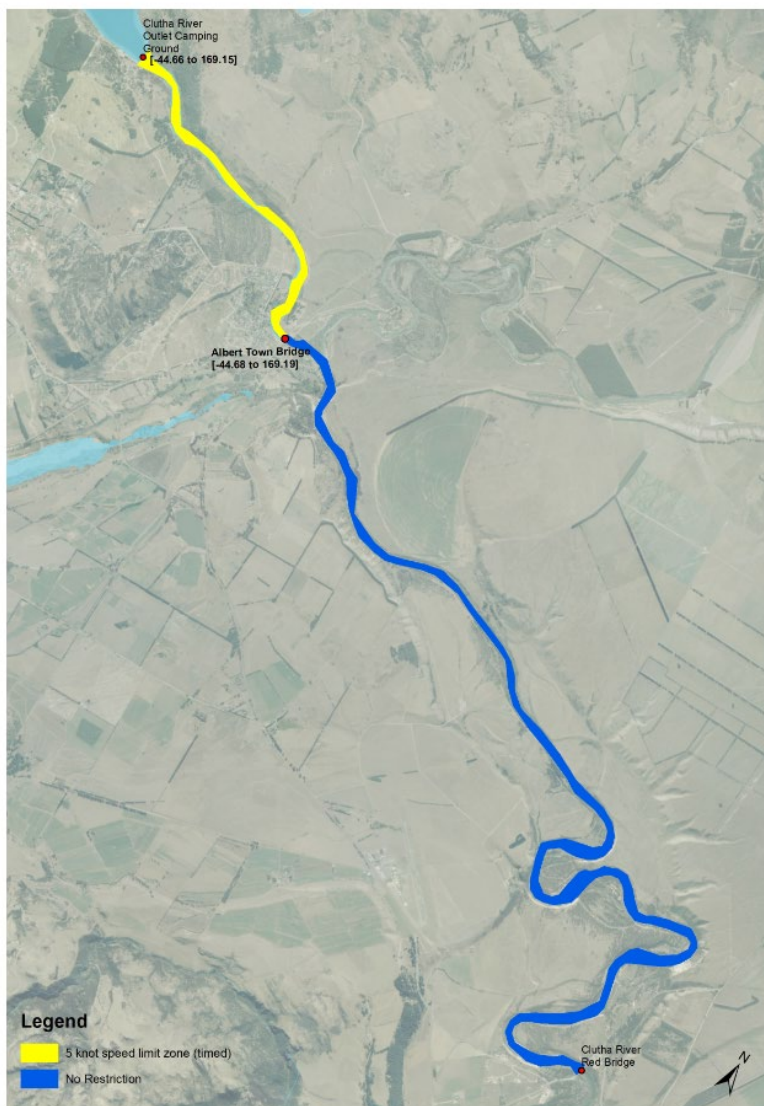
<del>Access lane, reserved area, speed limit, prohibition or other navigation safety rule</del>	<del>Refer to clause / schedule</del>
<del>5 knot speed limit applies between the Outlet Camping Ground and the 5 knot buoy</del>	<del>Clause 35.1</del>
<del>Timed Speed Uplifting (10am – 4pm winter; 10am – 6pm summer): from the 5 knot buoy to the Red Bridge</del>	<del>Schedule 2, Table 1</del>
<del>Water ski access lane: Dublin Bay</del>	<del>Schedule 2, Table 2</del>

**Map 8 – Clutha River**



<u>Access lane, reserved area, speed limit, prohibition or other navigation safety rule</u>	<u>Refer to clause / schedule</u>
<u>Prohibition of powered vessels (subject to specified exceptions) from the Lake Wanaka Outlet to Albert Town Bridge between 1 December and 30 April.</u>	<u>Clause 35.1(a)</u>
<u>5 knot speed limit applies from the Lake Wanaka Outlet to Albert Town Bridge between 1 May and 30 November, except when there is a speed uplifting between 10am – 6pm.</u>	<u>Clause 35.1(b)</u> <u>Schedule 2, Table 1</u>
<u>Permanent speed uplifting all year: between Albert Town Bridge and Red Bridge.</u>	<u>Schedule 2, Table 1</u>

**Map 9 – Clutha River**



<del>Access lane, reserved area, speed limit, prohibition or other navigation safety rule</del>	<del>Refer to clause / schedule</del>
	<del>Clause 35.1 35.1(a)</del>
	<del>Clause 35.1(b)</del>
<del>Timed speed uplifting (10am – 6pm) between 1 April and 30 November; from Lake Wanaka outlet to Albert Town bridge.</del>	<del>Schedule 2, Table 1</del>
<del>Permanent speed uplifting all year; between Albert Town Bridge and Red Bridge</del>	<del>Schedule 2, Table 1</del>
<del>5 knot speed limit applies between the Outlet-Camping Ground and the 5 knot buoy</del>	

---

<del>Timed Speed Uplifting (10am – 4pm – winter; 10am – 6pm summer): from the 5 knot buoy to the Red Bridge</del>	<del>Schedule 2, Table 1</del>
<del>No waterskiing, aquaplaning or towing of persons on the Clutha River</del>	<del>Clause 38.1(c)</del>

Map 910 – Matukituki River



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Speed Uplifting for Matukituki River	Schedule 2, Table 1
Water ski access lane: Glendhu Bay West, Glendhu Bay East	Schedule 2, Table 2

Map 104 – Hunter River



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Speed Uplifting for Hunter River (1 November to 12 December; 19 March to 30 April)	Schedule 2, Table 1

Map 112 – Makarora & Wilkin River



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Speed Upliftings: Makarora River and Wilkin River	Schedule 2, Table 1



Map 123 – Wanaka Ski Lanes



Access lane, reserved area, speed limit, prohibition or other navigation safety rule	Refer to clause / schedule
Water ski access lane: Glendhu Bay West, Glendhu Bay East, Roy's Bay, Roy's Bay Main Beach adjacent Pembroke Park, Roy's Bay Eely Point, Dublin Bay	Schedule 2, Table 2

## Schedule 3 – Length Overall of a Vessel

### 1 Length overall of a vessel

- (1) Length overall of a vessel is measured from the foreside of the head of the bow to the aftermost part of the transom or stern of the vessel (see Figure 1 below).
- (2) For the purposes of this bylaw length overall:
  - (a) does not include fittings (such as beltings, bowsprits, platforms, gantries, trim tabs, jet and outboard drive units) that project beyond these terminal points; and
  - (b) includes structures (such as bulbous bows, deckhouses, free flooding bait tanks and buoyancy tubing) that project beyond these terminal points

Figure 1 – guide to measuring the length overall of a vessel (other than a yacht)

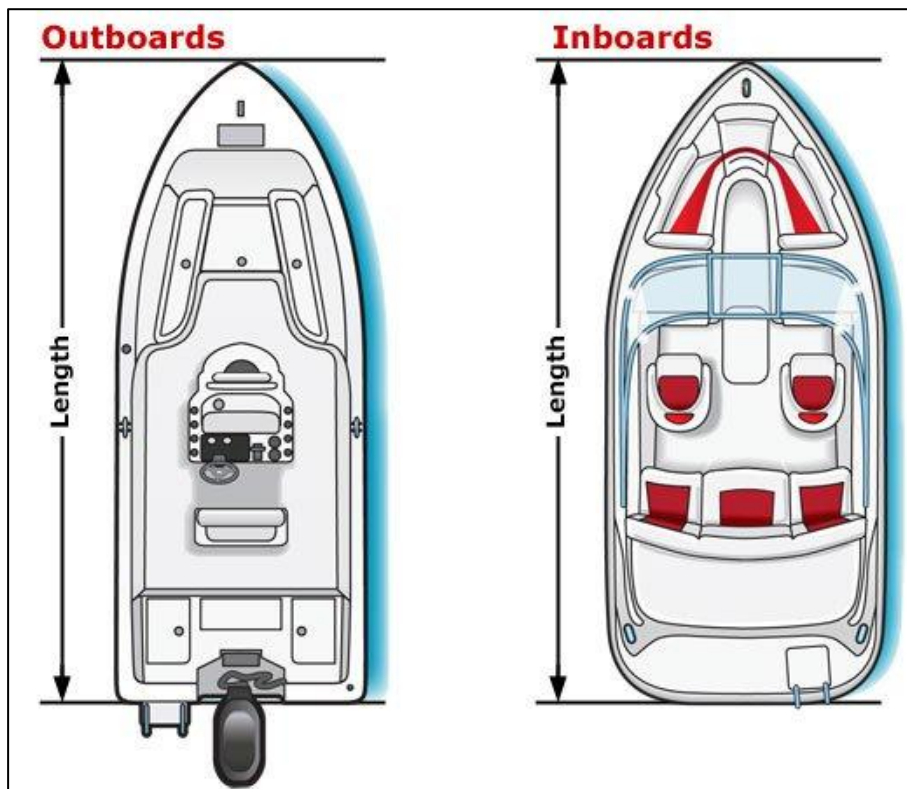
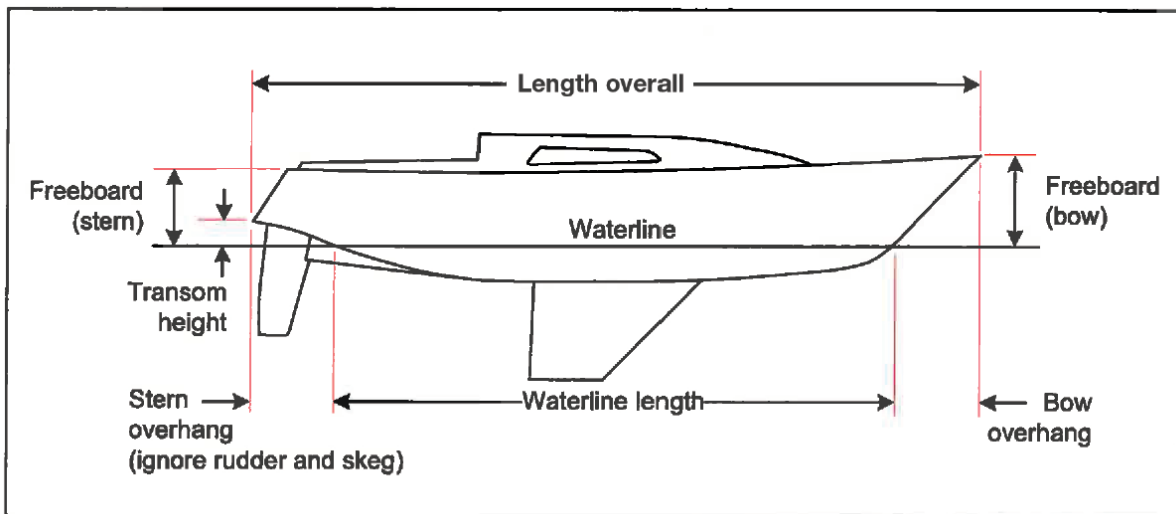


Figure 2 – guide to measuring the length overall of a yacht



## Attachment C: Submissions lodged

I'm:	Org:	Name:	Stance:	Please explain your stance on the Navigation Safety Bylaw change:
An individual		Murray Jones	I am in favour of these changes	Whilst being in favour of the changes, I request a 5 knot speed restriction to the end of the Albert Town houses below the Albert Town bridge. There are several houses on this stretch of river who are badly affected by boat and jetski noise in the summer. Thank you.
An individual		Geoff Hatten	I am in favour of these changes	I believe the proposal addresses the concerns of local residents while still permitting existing commercial operators to ply their trade. There is a world of difference between the activities of the commercial operators who are very mindful of other river users, and the wider public who have little apparent regard for anyone but themselves.
An individual		Patricia Murphy	I am in favour of these changes	The Clutha River between The Outlet and the Albert Town Bridge is ideal for use of non powered craft, swimming and for fishing these activities will be a lot more pleasant and safer if there are no powered craft on the river
An individual		Jennifer Rice	I am in favour of these changes	
An individual		Simon Darby	I am in favour of these changes	In favour of safety for swimmers and kayakers on the stretch of water. Also the quiet and tranquillity on is important to me.
An individual		Heather Macleod	I am in favour of these changes	Between the Albert Town Bridge and the Lake outlet, there can be so many people using the river for passive recreation that it is not safe for motorised vehicles as well, so I support the proposed ban on motorised craft in this area. I believe there should also be limits to the speed for another 300 meters downstream below the Albert Town Bridge, or to the confluence of the Cardrona River, as this area is beside houses and can also be used. All the river below can have open speed limits, as the river gets too dangerous for most passive water use, and such use is limited.
An individual		Wayne Casey	I am in favour of these changes	As a regular user of the upper section of the Clutha River, for paddle boarding,kayaking,swimming, fly fishing and jet boating. I think the current proposal is a good compromise for all river users, being that the majority of none powered vessels use the section of river from the outlet down to the Albert Town bridge.
An individual		Neil Woodrow	I am in favour of these changes	I have supported this idea since the initial proposal related to speed changes in the section between the Outlet and Albert Town bridge was tabled. My principle reason for supporting it is that this section of river is widely used by non-powered craft and swimmers, and motor craft represent a risk to their safety. In addition the current state with more and more powered craft, particularly jet skis is leading to increased noise intrusion for those of us who live within earshot of the review.
An individual		Alan Richardson	I am in favour of these changes	Apart from clause 1.1,(a), (i), the time frame should be between 15 December and 1 February. As you will be aware the largest influx to the area is over the Christmas, New Year period, and it is in my opinion that this is when the river is at it's busiest.
An individual		Martin Galley	I am in favour of these changes	However I suggest a reduced speed limit and restrictions on manoeuvres such as 'hamilton turns' or 'donuts' downstream of the bridge to the most downstream Albert Town resident. I also feel commercial boats should not operate under a different set of safety rules. We would ask commercial operators to voluntarily abide by the new bylaw or we would ask council to amend the resource consents at an annual review to better reflect the new bylaw. I suggest the complete removal of powered vessels from this ecologically valuable stretch of the Clutha River which better adheres to the District plan which clearly states that powered vessels are incompatibly with this section of the Clutha River (4-44).
An individual		Ben Wilson	I am in favour of these changes	I am in favour of the restriction in powered vessels between the outlet and the Albert Town Bridge I support the permanent uplifting between the Albert Town Bridge and the Red Bridge I would NOT support any limitation or restriction in powered vessels between the Albert Town Bridge and the Red. Our family have jet boated the River below the Albert Town Bridge for more than 50 years for recreational and fishing purposes. It is a popular stretch of water for Jet boats especially when lake conditions are unsuitable in rough windy conditions. While I appreciate the safety issue of increased non powered recreational use of the River above the Red Bridge I do not believe there is the same pressure below the bridge. I would also agree that navigating the river in non powered vessels below the Albert Town Bridge is only safe for relatively experienced people. It is a relatively isolated stretch of water and use by inexperienced users should be discouraged without support from more experienced users or professional guides. The Albert Town Bridge is a practical demarcation point between where powered vessels can operate and where they can not. Navigating the River down stream from the Bridge at less than planing speed is possible however navigating a powered vessel up stream at less than planing speed is not practical and typically creates a larger wake than when a Jet boat is moving at planing speed.
An individual		Carol Sawyer	I oppose these changes	I am at a loss to see why the bridge over the Clutha should be the demarcation point. There are many residents immediately downstream of the bridge. If you live on one side of the bridge, time and speed limits apply and on the other side we will have to endure an ever-increasing racket ( as Wanaka continues to grow ) and from dawn to dusk as well. I fail to see why time and speed limits should not apply to the end of the residential area, which is only half a kilometre further on at most.
An individual		Robert & Margaret Kyles	I am in favour of these changes	This change will provide one of the few places one can go at this time of year that is not under constant barrage of powerboat noise on the lake and the area surrounding Wanaka. Many powerboaters have no idea of the regulations regarding the approach of beaches at high speed, and swimmers are at risk nearly everywhere. I submit that the change be adopted, but would like to see the zone extended further downriver than the Albert Town bridge to past Albert Town entirely. I feel that better notices are required than just the 5kt buoys to make the rules clear.
An individual		Siobhan waterhouse	I am in favour of these changes	
An individual		Graeme lindner	I am in favour of these changes	I want the inlet and river to remain peaceful and safe for non powered craft and swimming.
An individual		Pete Smalley	I am in favour of these changes	
An individual		Heather Watt	I am in favour of these changes	
An individual		Tania Waghorn	I am in favour of these changes	
An individual		Colin Fraser	I am in favour of these changes	
An individual		Stefan Matravers	I am in favour of these changes	Overall this new bylaw change is a great outcome for Recreational river users on the Clutha River. It's makes the upper Clutha safer in the busy months for swimmers and non powered vessels while allowing powered vessel users to fully enjoy using the lower Clutha after work without time restrictions in the long hot summer evenings. Couldn't be happier with the proposed bylaw change!
An individual		Michael Seiler	I am in favour of these changes	We should not have increased boat traffic on the Clutha River as it is not good for our beautiful environment

An individual	Ian Hall	I am in favour of these changes	I am grateful to the Council for appreciating the concerns expressed about the present dangers caused by multiple users of the river, and the proposed changes will certainly help to mitigate the current dangerous situation. As I live downstream of the Albert Town bridge, I would respectfully ask that consideration be given to limiting the speed of craft, and the manoeuvres that can be performed, at least from the Albert Town bridge downstream to the last residence facing the river. There is a lot of recreation use of the river on both banks downstream from the Albert Town bridge, at least as far as the confluence of the Hawea River.
An individual	Nicola	I am in favour of these changes	
An individual	Gareth Roberts	I am in favour of these changes	The Clutha River is used by swimmers, paddlers, people floating on all sorts of things. I believe that powered vessels pose a safety risk to the passive users mentioned above. I would also like to have a speed restriction of 5 knots for powered vessels on the first 1km of river downstream of the Albert Town Bridge.
An individual	Mike Jones	I am in favour of these changes	I am in favour of the changes. However, I believe they do not go far enough. The speed of boats also needs to be limited further down the river, from the Albert town Bridge down to the end of the Albert town housing area. This section of the river is popular for swimmers, kayakers, and other recreational users. There is also a picnic area towards the end of the Albert town housing area. Limiting the speed of boats through this area would increase the safety of these recreational users of the river (who vastly outnumber boat users), for only a small impact on boat users. We have seen a few near misses in the past. Unlimited speed could then apply from the end of the housing area onwards. Thank you for your consideration. Kind regards, Mike
An individual	Clare Boulter	I am in favour of these changes	Safety before pleasure plus river protection
An individual	Neal	I am in favour of these changes	I would prefer a year round ban for all recreational users of the river.
An individual	Dallas Shaw	I am in favour of these changes	There are no navigation and safety reasons to restrict powered craft on the Clutha River because: -The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers -The river is deep and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. -The river is in most places in one main channel with a substantial flow and has a width of greater than 50 metres. -A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking.
An individual	Peter Degerholm	I am in favour of these changes	I support these changes because they meet my concerns re safety of river users and residents. I would like it to be extended to the confluence with the Hawea River as an unofficial launching ramp has been established downstream of the Albert Town bridge, and is being used by commercial operators
An individual	Deborah Kolb	I am in favour of these changes	I support a reduced speed limit and restrictions on manoeuvres such as 'hamilton turns' or 'donuts' downstream of the bridge to the confluence of the Cardrona River. I also feel commercial boats should not operate under a different set of safety rules. I would ask commercial operators to voluntarily abide by the new bylaw or for council to amend the resource consents at an annual review to better reflect the new bylaw. I have concerns about environmental issues associated with increased boat traffic including erosion, disturbance of bird and aquatic life, and the loss of peace and tranquility along the river. The removal of powered vessels from this ecologically valuable stretch of the Clutha River better adheres to the District plan which clearly states that powered vessels are incompatibly with this section of the Clutha River (4-44).
An individual	Andrew Nicholson	I am in favour of these changes	the increase use of jetboats on the Clutha river has become dangerous to other users! I have personally experienced these boats coming very close to me while fishing, the wake nearly knocking me over in the river! my other concerns are noise pollution we are able to hear these niosy machines in Albert town every day all day. This also spoils the quiet walk along the river which is a popular walk for locals and tourists alike The other is the river bank corrosion caused by the wake of so many boats racing up and down the river and doing their donuts or Hamilton turns. I am would like the Clutha river to be once again the place we can go and enjoy the quiet amenity from the LAKE to to the RED BRIDGE in Luggate.
An individual	Marie Lewis	I am in favour of these changes	I am in favour of these changes but I don't think they go far enough I don't agree with Clause 1.2 as specified in schedule 2. I would like to see a speed restriction of 5 knots past the bridge to the Cardrona River outlet. We have a bed and breakfast and we have been complimented on the peace and tranquility of our location, which is a rare commodity these days and disappearing fast. This is a point of difference for our business.
An individual	Liz Herrick	I am in favour of these changes	We are a family oriented subdivision and a lot of activity for children, adults, tourists and campers happens over and under the bridge, by and in the clutha river. So the proposals make sense from a safety and aesthetic (lack of noisy machines) point of view.
An individual	Jim McQuillan	I am in favour of these changes	My wife Jeanette and I, who own 41 Lagoon Avenue, Albert Town, are in favour of the proposed Navigational Safety Bylaw changes. The changes go a good way towards the complete removal of powered vessels from this ecologically valuable stretch of the Clutha River which would better adhere to the District plan which clearly states that powered vessels are incompatible with this section of the Clutha River (4-44). Furthermore, Albert Town residents downstream of the Clutha Bridge should also benefit from any speed restrictions imposed. Further consideration needs to be given to complete exclusion of existing commercial power boat operators from the river above the Albert Town Bridge. Another point, the current absurd use of this tranquil section of the river for a jet boat race shows that the QLDC needs to pay attention to its own District Plan.
An individual	Zack Black	I am in favour of these changes	I have spent a lot of time on this section of the Clutha River and have experienced unsafe behavior from these jet boats numerous times. I believe it is only a matter of time before someone dies or gets seriously injured. The speeds and actions of these boats seem selfish in that they disturb 99 percent of river users and give an adrenaline rush to 1 percent. Probably one of the most disappointing things I experienced in NZ.
An individual	John Highton	I am in favour of these changes	I approve of the proposal to exclude disruptive traffic on the Upper Clutha in the busy time of the year. I think this is a rational response to the increased numbers in the Wanaka area particularly over the summer period. The number of boats is greatly increased and it is important to maintain some peaceful areas for non-boating activities. In my view this applies to the Lake as well. Council has done well to respond to public opinion on the traffic situation on the Upper Clutha River. I would now suggest that consideration is given to those areas of the Lake that should be treated in a similar way. I would suggest Paddock Bay and some areas of Steenson's arm. John Highton
An individual	eric morgan	I am in favour of these changes	Protect the Clutha river above the bridge by removing commercial jet boats. They ruin it for other people recreating on the river and it's really a safety issue.
An individual	Michael Stjernholm	I am in favour of these changes	Though there are many factors influencing my stance on this issue, I am in favour of the changes described in the bylaw change primarily for safety reasons. I strongly support a ban of jet boats above the bridge year round as well as placing restrictions below the bridge, such as speed limits, turning guidelines, etc. I will not be able to make the hearing, but hope that my voice will be heard and make a difference in making our rivers safer for both people and the delicate habitats themselves. Thank you.
An individual	Jaime Hutter	I am in favour of these changes	I support the bylaw change to make the Clutha River safer for passive recreation. I wish to extend gratitude to the Albert Town Community Association, the Wanaka Community Board and to QLDC for their work to address this safety issue. My family and I reside near the Clutha in Albert Town, and we spend many summer days cooling off in the river upstream from the bridge. I know other locals and visitors take their summer dips below the bridge, and I'd prefer to see similar safety-minded restrictions applied to another few hundred metres of the river.
An individual	Dan Martin	I oppose these changes	jet boaters have been using the river for years and shouldn't be penalised by population growth

An individual	Penelope Jane Forsyth	I oppose these changes	I oppose because the changes do not go nearly far enough. 1) the vessels with resource consent (commercial jet boats) only have 2 weeks of restricted hours and trips. That restricted period does not even cover Christmas/New Year when the population of Albert Town and the camping grounds is at its maximum, and therefore the river use by swimmers etc can be expected to be at its greatest. I wish the restrictions to go much further by covering the whole of December, January and February. 2) the desirable long-term result is to have no powered craft on the outlet-to-Albert Town Bridge reach at all, with exceptions for management and rescue only. Thus when the existing resource consents for commercial jetboats expire, they would not be renewed. I understand that the existing consents must be allowed to run but the bylaws should be changed in advance so that when the consents come up for reconsideration, they will be non-complying and will be declined. This is the outcome that council should be working towards. The proposed changes do not go far enough for this to happen. 3) between 1 April and 30 November there would still be powered craft with a 5 knot speed limit on the river. This does not seem like a way to achieve a result of no powered craft on the outlet-to-Albert Town Bridge reach. It is reasonable for powered craft to launch at the Albert Town Bridge and go downstream, or to launch somewhere on the Lake Wanaka shoreline and drive on the lake. I don't consider there is a need to use powered vessels on the outlet-to-Alberttown Bridge reach, other than for harbourmaster business and rescues. In summary, the proposed changes are heading somewhat in the right direction but given the major public opinion shift and increased passive recreational usage of this reach of the river, the changes don't go far enough. I'm not certain that there will be a future opportunity to rectify the situation so it should be done now. It's time for council to plan for passive uses for everyone on this reach. Powered vessels have a huge amount of water in the district to use. Reserve a stretch of the Clutha for non-motorised recreational use and future generations will thank this council for it. Thank you for the opportunity to make this submission.
An individual	Graham Stuart	I am in favour of these changes	This river is big enough to accommodate all river users. Visibility is very good over the entire area covered by these new regulations and I would suggest safe navigation on this is not an issue.As a member of Jet Boating New Zealand our boats are easy to identify and safe boating practices,and sharing the waterways with other users is strongly encouraged
An individual	Elizabeth Cowie	I am in favour of these changes	I agree that the clause prohibiting powered vessels operating upstream of the Albert Town Bridge during Summer months will go some way to improving safety of swimmers and other non-powered craft river users from the risk of high speed collision with a powered craft on the first part of the Clutha River. I do not agree with clause 1.2 about a permanent speed uplifting between the Albert Town Bridge and the Red Bridge. I think that timed speed restrictions should apply as before, for the safety of river users downstream of the bridge. I also believe that a 5 knot speed restriction for powered craft between the Albert Town Bridge and the mouth of the Cardrona River (or last downstream residence of Albert Town) would improve safety for swimmers and kayakers in this popular multi-use part of the River which includes a boat launching ramp.
An individual	David Wright	I am in favour of these changes	I agree with the changes especially below the Alberttown Bridge as this is a good open river,good visibility with few hazards. A good responsible decision on this section has been made.
An individual	Marianna Brook	I am in favour of these changes	I support the proposed limits to allow for safe swimming and floating in the upper Clutha. It would be great to extend them to the end of the houses past the bridge so those residents can swim safely too.
An individual	Katrina Black	I am in favour of these changes	I am in favour of restricting powerboat use from December to March (other than commercial operations). We have been floating that section of the Clutha River for 30+ years and with the increasing number of power boats it has become a safety concern for our family and friends. I have a young daughter and want her to enjoy floating the river but with the current number of boats we wouldnt do it with her.
An individual	Tracey Donaldson	I am in favour of these changes	I agree that everybody should enjoy the river I have also grown up in the area and always been taught that the Clutha River is not a river to be taken lightly. Yes above the bridge is normally safe to swim depending on the water level and the flow of the water but below the Albert Town bridge is a whole different story. It is swift with a strong under current out in the middle of the river which a lot of people don't realise and then get themselves into trouble. As for the ATCA they seem to want it all there own way to ask for speed restrictions below the bridge to the last house ? Where is the last house ? and is the last house now going to be the last house in 2 yrs time ? These people brought property opposite a boating ramp beside a river what did they expect? If the ATCA were boat wise they would realise you cannot do 5 knots up stream below the bridge you would be going back wards. As for Hamilton spins or donuts as they call it they do not make any more noise than a boat idling if anything it's quieter and leaves a smaller wake. So I do not support a speed limit below the bridge. And to me it sounds like it's getting out of hand to many people having there say. The other question is how many people do the ACTA speak for as I know a number of people living in albert town that do not agree with what they are saying or wanting, I believe it is a small handful of people in support of them that seem to be creating a whole lot of fuss out of nothing !!!
An individual	Amanda Boock	I oppose these changes	
An individual	Leaine Rush	I oppose these changes	
An individual	Chloe Hobson	I oppose these changes	
An individual	Katrina	I oppose these changes	We Would love to continue doing yearly trips up this part of the river with the family in the jet boat.
An individual	Ollie Roulston	I oppose these changes	Why would you try shut down a local tourism operator that has every right to use the river. Also WHY would people buy a house beside a river across from a boat ramp to then complain about the noise caused by jet boats? There are houses near the Shotover river, yet the busiest tourism operator in the area makes noise there from 8am to 7pm in summer? Doesn't make sense, surely common sense prevails.
An individual	Claudia Lahood	I oppose these changes	It doesnt make sense to put so many restrictions on a river?
An individual	Claudia Roulston	I oppose these changes	I love using my jet boat in the river on a summers evening. I am always cautious of others and enjoy my time on the river.
An individual	Oliver La Hood	I oppose these changes	Let the boaters boat!
An individual	Samara	I oppose these changes	Against these rules ruining our river
An individual	Hugo	I oppose these changes	I have been on Go Jets and loved it!
An individual	Sam	I oppose these changes	Don't want to see these rules implemented! Would destroy tourism and locals enjoying their jetboating
An individual	Kerrie Boock	I oppose these changes	I strongly oppose to the change!!! The river is for all to enjoy . There has never been an issue with boating on the river untill building has been constructed . Why build beside a river !! People are meant to be able to enjoy them selves in outdoor fun activities There are a few residents who more than Likley have moved to the area and knowingly before building would of known that the river is used for outdoor adventures and activities . This is ridiculous. And I can not believe that the council would even consider entertaining the idea of change! this is totally a waste of tax payers money. Wanaka is a tourist town. People building and living in the area know this be fore the proceed to live in the area Peoples Livelyhoods Will be affected if this is proposed !! This is a tourist town not a retirement village !!!! What about people using Lake Wanaka will the council put a Stop to that too because people on the shoreline don't like the noise ? Has anybody actually sat at the river bed and gaged how many people enjoy the river For what it has to offer . Someone needs to get some common sense !! Why try to fix something that's not broke !!! Really!!!
An individual	Samuel	I oppose these changes	Silly changes
An individual	bob	I oppose these changes	Who boats at 5 knots? Sounds a bit absurd to me

An individual	jon	I oppose these changes	I love boating this river in the summer
An individual	Haley	I oppose these changes	I love watching jet boats go past, especially from up at deans bank
An individual	hannah	I oppose these changes	Against
An individual	jonathon	I oppose these changes	
An individual	molly wheeley	I oppose these changes	I don't agree with this, I think everyone should be able to share the river.
An individual	ethan wedge	I oppose these changes	
An individual	Daniel	I oppose these changes	The river is there to be used by all and every recreational activity throughout daylight hours.
An individual	Thomas	I oppose these changes	The river and jet boaters were there well before the residents it's no difference to moving next to a speed way then complain about the noise
An individual	Regan Koster	I oppose these changes	No need to change the current rules if people want to play on the river in there jet boats that's great it's a iconic kiwi boat and a great way to see NZ no to the safety bylaw change barking up the wrong tree , maybe look at the road !
An individual	Pat Cook	I oppose these changes	I feel that the proposed changes will impact on the enjoyment of the public to enjoy and use their boats on the river.
An individual	Juliet Hodgson	I am in favour of these changes	I am not in favour of closing above the bridge but I am in favour of opening it up below the Albert town bridge. Will we be looking at road closures soon over the busy period so cyclists can use the road.ie Wanaka to Glenda Bay !!
An individual	Rod Macleod	I oppose these changes	Reference Amendment Clause 1.1 (b) permits use of the river (Outlet to Albert Town Bridge) by power boats between 1 April and 30 November every year. The bylaw clause would be contrary to clauses in the District Plan that clearly identify this reach of the Clutha River as a passive recreation zone. Management of exceptions to the summertime rule respecting the wishes of Albert Town residents and others for passive enjoyment of the river would be contrary to the overarching principle and very difficult to police. Reference Amendment Clause 1.1 (a)(i) provides no assurance regarding the number of resource consents presently in existence and no limit on the aggregate number of power boat movements permitted in any given day (summer or winter). This is an unacceptable omission and again impractical to police. The original review came about because of difficulty in monitoring power boat activities - the redrafted bylaw provides no assurance as to how the river will be monitored in the future and what penalties (if any) will apply
An individual	Deborah Richards	I oppose these changes	Powered craft should be allowed unrestricted speed from the Albert Town Bridge to the Red Bridge. The Outlet to the Albert Town Bridge should either be free from powered vessels or should have a 5 knot speed. The present proposal has vessels travelling at speed during the busy summer season where swimmers and children use the river in the Outlet to Albert Bridge section. Also during the popular fishing season where waders stand in the river. On many occasions I have been affected by the wake of the commercial and private jet boats as they speed around blind bends at speed. On one occasion at Deans Bank I was knocked over as I fished and was unable to leave the river fast enough. I am not opposed to jet boating on the river but safety and ability of the the public to use the river with out fear of substantial injury or worse must be taken into account. It is unfair to allow powered vessels to use the river unrestricted from the Albert Bridge to the Red Bridge while restricting the public's ability to use the other part of the river free of the dangers of high speed vehicles.
An individual	John Wedlake	I am in favour of these changes	Whilst I would prefer that the river from the Outlet to the Albert Town bridge be made completely free of powered vessels, I accept that this current proposal is a reasonable compromise. But regardless of what the final outcome is, it is vital that enforcement of the rules be undertaken. I have a sequence of several digital photographs that I would like to submit to council that show a commercial jet boat operator flaunting the current 5 knot rule by performing high speed donuts at the lower marker buoy on 27th December 2018. This incident occurred while passive users of the river, (paddle boards and kayaks), were also active on the river and in clear view. Having rules is good, but if authorised users continue to flaunt the rules then it is not in the spirit of being allowed to operate there at all and there needs to be consequences. Can you please advise me how I can best get this supporting information to you?
An individual	Keri Divett	I oppose these changes	We are keen jet boaters and enjoy to fish the Clutha river. We are mindful people live along this stretch of water and take this into consideration. People that purchase property in this area must also consider boats go in the water (especially in the summer) and this activity was done prior to any of the homes ever being built there. Closing off this section of water between 1st Dec to 31 March seems ludicrous. These are the summer months when kiwis have their holidays to enjoy our beautiful lakes & rivers. The 5 knot restriction is dangerous, and creates more noise for a longer period at this speed.
An individual	Lindsay Divett	I oppose these changes	I've been boating this river for 35 years and I'm not a hoon. I 'm well aware of the homes on the river and the fisherman using this also. The river should be enjoyed by everyone and not a select few in our summer months. We have boated this river long before alot of the houses were built there. Respect of others should be given by all using this area. I would think a noise control restriction would be more important than speed of powered vessels.
An individual	Jan Caunter	I oppose these changes	The changes now proposed miss the point made by many original submitters, including me, about the precious environment of the Clutha River along the section between the Albert Town Bridge and the Outlet. It is a place where many go for peace and calm, where cars cannot be heard and the natural environment dominates. The changes proposed will not protect that environment. While the changes endeavour to restrict use during summer months, they overlook the year round enjoyment of many locals of this environment. Some swim in the river during summer, but many walk or bike or simply sit by the river all year. I am one of those people. I walk along the river every day. I find the noise from jet boats intrusive in that environment. I have no objection to the Harbour Master being able to use his or her boat for the purposes of exercising Council functions. Clearly, that is desirable. But otherwise: - what is a permitted activity under the District Plan that would apply to power boats? - how will a power boat driver know whether an activity is permitted? - who will enforce any unlawful use? There is the potential for the changes proposed to be harder to enforce than a simple rule that prohibits power boats in this part of the river, fullstops. If power boats wish to use the river, they should be directed to the section between the Albert Town Bridge and the Red Bridge and beyond. Otherwise, Lake Wanaka is a massive lake that can be used by power boats all year round. I ask the Council to stop this special part of the river being compromised any further. Wanaka will only get busier and the end result of that is more boats can be expected to use the lakes and rivers. Please keep this special section of the river environment for those who enjoy quiet.
An individual	Peter Wilson	I am in favour of these changes	I am in favour to the point that some amendment to the current status is proposed The proposed amendments however fall short in that the time period of 1 December to 31 March does not capture the full period of high river usage This should be extended to 31 May Residents immediately below the Albert Town bridge should be protected and speed uplifting should be reworded to be below the last residence on the lower Clutha below the bridge
An individual	Bruce Gilkison	I am in favour of these changes	They are a step in the right direction. I would request that the restrictions extend further downstream from the Albert Town bridge, for safety, ambiance and environmental reasons. In this area there is high risk of damage or injury to passive river users and wildlife. One person operating a jet boat/ski can cause a lot of damage, noise and annoyance to a much greater number of river users, especially if impaired by alcohol or drugs. I also suggest that the term '12pm' be clarified, as this can be ambiguous (perhaps add '12 noon' in brackets).
An individual	Ross Sinclair	I am in favour of these changes	
An individual	Kate Young	I am in favour of these changes	Being a parent I find it very worrying seeing boats fly up & down the Clutha very close to popular swimming areas, it is very hard to see someone in the water when you are in a boat.

An individual	rob jewell	I am in favour of these changes	To exclude powered vessels over the busy summer period is a sensible decision because of the increasing amount of recreational use of the river during this period plus it will make it safer. Retaining the 5 knot speed limit is sensible as will reduce noise in the morning for track users, local residents and might limit the amount of users of this section who do not want to have to operate at the slower speed outside of the 10am to 6pm time zone.
An individual	Matt Evans	I am in favour of these changes	I am in favour of the proposed changes in order to keep this section of the river safer for users such as swimmers and kayakers, and to make at least that section of the river more pleasant for myself and the many other people, both locals and tourists, who do not feel that the beauty of our lakes and rivers motorized craft are enhanced by the presence of motorized vehicles.
An individual	Murray Burns	I am in favour of these changes	I support the proposal to prohibit powered vessels on the Upper Clutha River between 1 December and 31 March. This prohibition should extend to include those currently operating a resource consent and their consents should be reviewed at the first opportunity. The Harbourmaster should be permitted to operate at all times and at speed limits subject to his discretion. I support the proposal for a permanent speed uplifting downstream of the Albert Town Bridge. The upstream closure and downstream uplifting will generate a greater demand for vessels to launch at the Albert Town Bridge. Launch facilities should be upgraded, parking improved and toilet facilities provided.
An individual	Jennifer Rumore	I am in favour of these changes	This is consistent with the people's will and the best use for this section of the river. THANK YOU to the QLDC for acting to support what works for this community.
An individual	Alan Cutler	I oppose these changes	Thanks for the amendments that go part of the way in addressing the public's interest in limiting and curtailing motorised craft on the upper Clutha. I strongly believe that the 'community' had spoken and their voice says - EXCLUDE MOTORISED CRAFT FROM THE UPPER REACH OF THE CLUTHA. The By-Law needs to honestly reflect the community's interests and ban all motorised craft from the outlet to the SH bridge. The amended By-Law fails to fully address this contentious issue. I believe further changes are needed to the proposed Amendment, so as to reinstate the passive and recreational values of the river corridor between the outlet and the Cardrona River confluence and ensure the river corridor is a safe environment for swimmers, fishers and passive craft; canoes, SUP's, rafts etc. Clause 1.1 Over the peak summer time (1 January - 15 February) there should a period where all motorised craft are excluded from the river. 15 Jan - 1 Feb is an inadequate period as many locals and visitors are recreating on and beside the river well into February and even March. I acknowledge that exemptions in Clauses 1 (a) (i) and (ii) are valid. Clause 1 (b) should be amended to reflect the level of 'passive' usage of the river and its margins between 15 Nov - 15 April. 1 Dec - 31 March is too short. Clause 1.2 Needs amending to address the level of use, safety and amenity of the river corridor between the SH bridge and the Cardrona river confluence. It is possible that an additional sub-clause could satisfy these concerns. It is essential that the By-Law adequately protects and upholds the health and safety, amenity and recreational values of the river and its margins below the SH bridge through to the Cardrona River confluence.
An individual	Tim Cuthbertson	I oppose these changes	I own and use a jet boat on the Clutha River. I am in favour of the proposed closure of the Clutha River above the Albert Town Bridge during summer months. I am strongly opposed to the open speed limit and removal of time restrictions below the Albert Town Bridge. An open speed limit and removal of time restrictions should only apply OUTSIDE THE RESIDENTIAL AREA OF ALBERT TOWN. That is below the confluence of the Cardrona River. I strongly disagree with the arbitrary split of Albert Town at the bridge (keeping in mind this is only an additional half kilometre of the 338km Clutha River). Albert Town residents downstream of the bridge should be entitled to safe passive use of the Clutha River and not be subjected to the noise pollution that jet boats and jet skis generate. This has been a residential area since the 1860's and each summer we face ever increasing noise from jet boats, many of which only use the 1/2 kilometre of river in front of the residences to race up and down. Jet boats are not subject to the noise standards that normal motor vehicles are subject to and are considerably louder. Due to safety, the Hawea river should be off limits to jet boats FROM THE CONFLUENCE. This is because some boaters use it as a race track and there will be an accident at some future point. (I have made a detailed submission to the Harbourmaster on this subject). We live directly opposite the confluence and have noted a sharp increase in boating traffic over the last two years, especially boats that are launched and raced around the Hawea/Clutha confluence circuit. The bylaw should state that boaters are to make way through the residential area with the minimum possible noise and disturbance to residents. Existing time restrictions should stand or residents will face excessive noise until 10 pm on summer evenings. We question whether council has followed proper planning procedures in considering this uplift and is correctly adhering to the tenets of the Resource Management Act and the Local Government Act. In this regard I note that Part 2 s 14 of the Local Government Act 2002 states: h) in taking a sustainable development approach, a local authority should take into accountâ€” (i) the social, economic, and cultural interests of people and communities; and (ii) the need to maintain and enhance the quality of the environment; and (iii) the reasonably foreseeable needs of future generations. Giving public license for unrestricted use of vehicles that are not subject to any noise controls, speeds, fitness or training standards, immediately adjacent to an established residential area seems to be in conflict with this section of the act. We will strongly oppose any move to increase noise pollution in the residential area of old Albert Town and will defend our rights in the Land Environment court if necessary.
An individual	Lucy robins	I am in favour of these changes	
An individual	Glynis Woodrow	I am in favour of these changes	Thank you for listening to the community on these issues and proposing these changes.
An individual	Tim Brewster	I am in favour of these changes	
An individual	Ali O'Connor	I am in favour of these changes	
An individual	Ben Dunlop	I am in favour of these changes	
An individual	Jeff Donaldson	I am in favour of these changes	I believe this is a very good compromise, which will go a long to ensure safety above the Alberttown bridge I also think enforcement will be easier to manage with the clearer understanding, and using the Albert town Bridge as the Boundary I do think it is important to maintain the bridge to the District boundary as an uplifted waterway, as many people have learned to operate a jetboat safely in this stretch of the river before moving into the more braided and shallow waterways within the District Noting that many fishermen also own jetboats to access their favoured fishing spots down stream A very good Safety compromise
An individual	Kirsten Rabe	I am in favour of these changes	
An individual	Chris Booth	I oppose these changes	there should be a 5 knot speed limit on the stretch of river below the alberttown bridge to the last house in order to ensure safety of other river users The existing speed restriction on the downstream section of the river(from the alberttown bridge to the red bridge at luggate)after 6pm should remain to allow other users to enjoy the river in the evenings without the disturbance from jet boats and other powered craft
An individual	Pierre Marasti	I am in favour of these changes	Powered vessels are a danger for the other users and with the growth the region is experiencing their numbers is getting out of control. The ban should run year round to protect our lake, river and community from noise and petrol pollution, as well as protecting the many families using the river as a playground any warm sunny day of the year.
An individual	Chris Nel	I am in favour of these changes	



An individual	Nick leach	I oppose these changes	I am certainly in favour of restricting access to motorised craft on the river between the Albert town bridge and the lake outlet during the summer period. However my preference is to keep the current curfew of motorised craft on the same stretch of water to 6pm in summer and 4pm in winter. Given the amount of people who jump from the bridge over the summer months having a no limit speed zone just below the bridge will significantly increase the risk of injury. Therefore while I support open access to motorised craft below the bridge surely this can start a few 100ms down from the bridge.
An individual	Rachael Stanford	I am in favour of these changes	This submission is to strongly petition that the proposed ban of powered craft on the Clutha River, up-stream of the Albert Town Bridge, from the 1st December to the 31st March annually, be extended either end to be from the 1st November to the 30th April. Here's why: Last summer I was swimming in the Clutha River, just upstream from the 'beach' area on the houses side of the river. This area has an island in the middle of the river and after I got out I watched as two small boys, probably around 8 years old, swam across to the island as many people do. Their little heads were bobbing towards the other side when suddenly from out of seemingly nowhere, a jet boat came ripping around the corner through the water between the island and bank (which is not the main river flow) and careered past. I screamed, thinking they would hit the boys, and as the wake settled, thankfully saw the little boys scrambling onto the sand on the other side. They were crying and shaken from the near-miss but luckily, they were alright. The pertinent point is that had they set off just one second later the boat would have hit them both in the skulls. This was on the 5th of November 2017. It's hot in November. It's hot in April. It has been on and off for many years and lots of people swim and paddle the river in both early spring and late autumn. Had I been less in shock I would have called the police as the men in this boat were breaking the law with their speed, and possibly their route choice away from the main flow. The horrible thing is they don't even know how close they came to killing two children. It is an undeniable safety concern that powered craft are using this section of the river while passive river users are. With both a growing population and visitor numbers the probability of an incident occurring is only increasing. If two child fatalities had occurred that day would the council be taking swifter and stronger action? How sickening to think that that would be what it would take to get the boats banned for the whole warmer season. Please councilors, be proactive not reactive. This incident won't be isolated. I was just in the position to witness this one and be traumatized enough by what I saw to tell the tale and fight for new laws.
An individual	Nick Miller	I oppose these changes	I oppose the proposed changes. As a recreational jet boater I have been utilising this stretch of the river for 15 years in a respectful manner to other users and have experienced no issues with other users nor safety issues or near miss events. It's all about users being respectful to other users and operating in a safe manner not about the need for a law change. I would reluctantly support a ban on powered craft for a short period of 20 December to 10 January where there are many users in the river but not outside this period I definitely do not support banning powered craft between the Albert Town bridge and the Luggate bridge..... this stretch of river is not suited to swimmers for safety reasons. Jet boating this stretch provides opportunities for fishing access and recreational boating. Regards Nick Miller
An individual	Frances Cowie	I am in favour of these changes	I am delighted QLDC has proposed this Safety Bylaw. Passive use of the Upper Clutha River has grown exponentially in the last few years, and this proposal would ensure safety from fast moving powered craft on the river. I would like to ensure consideration is given to the short patch below the Albert Town bridge. As this will be the main launching area for power boats, a 5 knot restriction to the confluence of the Hawea River would help ensure the safety of the bridge jumpers, who float down to the launching strip to exit the river.
An individual	Zenda Badger	I am in favour of these changes	BUT.....I wish to see no powered vessels on that stretch of water except where a Harbourmaster is required to perform his or her duties. I don't want this to open up the floodgates for Resource Consent applications and find that many powered vessels are given approval to operate. I am still of the opinion that powered vessels have a whole lake on their doorstep to use, and it is essential to preserve this one stretch of water for the peace and serenity, not to mention safety, of all the other users of this part of the Upper Clutha Recreational area.
An individual	B Foster	I am in favour of these changes	listen to the residents . we live here all year . should include to April to include no boats until after Easter as paddle boarders swimmers etc still use until the Easter holiday is over. should include Cardrona river outlet to the outlet camp.how would you non residents like these clowns doing stupid things outside your house. All boats on river should have to have some form of exhaust control as the noise is a problem as well. 12 PM seriously in the Dark wake up and think. Common sense please!!
An individual	Susan Adams	I am in favour of these changes	I wholeheartedly agree with the proposed changes which will ban powered craft on the Upper Clutha from December-March. I accept that powered craft will then use the river downstream of the Albert Town Bridge but do not agree with removing the 5 knot speed limit on this part of the river, particularly near the bridge where there is housing and other recreational use.
An individual	Emma Hanson	I oppose these changes	I believe that there can be no 'gray area' with regards to use of motorboats on the Clutha River between the Lake Outlet Camping Ground and Albert Town bridge. Allowing use between 10-12 from 15/1-1/2 does not mean that there will be no swimmers, paddle boarders, kayakers etc during this same time and we cannot expect visitors and tourists to the area to be aware of speedboat usage during these hours. Therefore the risk of an accident with a non-motorised user still exists and any risk is still a grave risk and should be treated as such. Motorised vessel use in this area just doesn't fit with what attracts people, both residents and tourists, to use and enjoy the Clutha River and also protect the river. Commercial motorised vessel visitors (one-off tourist visits) also are just such a minority group compared to the multiple/many visits made to this stretch of river by those in non-motorised watersports and using the river walkways. The opportunities given to river jet boat operators far outweighs the importance of the activity they offer to the area and has such significant negative impact on other activities and the environment. I think that the council would be better to help the jet boat operators to restructure their activities to offering tourist activities on the river that are more in keeping with the essence and long-term protection of the river. I feel that the concept of removing all speed restrictions downstream from the Albert Town Bridge is implausible: this is a heavily used area and every time you drive by in the warmer weather there are bridge jumpers who will be naturally drawn downstream. As the housing development is completed at Northlake and Hikuwai, this whole stretch of river is only going to get busier. It is much more feasible and safer to reflect current usage and enjoyment of this narrow stretch of river and move this starting zone for motorsports to the last house on the river. However, with the large lakes available for water sport usage nearby and these such beautiful alternatives at that, I think that a ban on all motorsports on the Clutha River makes the most practical sense and this is what I propose in my submission: any gray areas on this is a risk to safety and the environment which is simply not acceptable.
An individual	Mary-Louise Roulston	I oppose these changes	For existing operators who have a resource consent to operate - these should not be changed at all - in my opinion. Setting up business is extremely costly and they should not be limited by this. Who is going to compensate them for business interruption? There needs to be more rules enforced for ALL users of the river. Too many people take stupid, unnecessary risks when floating down the river. If people want to float - they need to know the rules and should be penalised if they don't follow them. If all users of the river can work together - rather than against each other - then there will be less problems. The reckless behaviour of people in opposition to jet boat operators is putting people lives in danger. For what?? I hoe there is a common sense approach to this issue. And if the people that mover here for there little piece of paradise don't like it - they can always go back to Auckland!!!!!!
An individual	Denise and Alan Bunn	I am in favour of these changes	We are pleased you have listened to the concerns of many people, not just those who live in Albert Town. The changes will make the river activities much safer. The tranquility of walking on the Outlet Track will be preserved for several months. We think the Bylaw could be further improved by a very low speed restriction on boats launching just below the bridge until they reach the last house. The residents deserve respite from the noise of speedboats and jet skis showing off doing repeated "donuts" opposite the houses.
An individual	Kim Badger	I am in favour of these changes	I am in support of the new navigation safety bylaw change. Keep noise pollution and environmental effects of jet boats to a minimum

An individual	Clare Barnett	I am in favour of these changes	It is extremely dangerous for the passive river users to have powered water craft on the river. Also 4 months ban is not enough. 6 months would be more appropriate. Half the year each! The river is so busy with swimmers, floating down steam and having zero environmental impact fun, but its an accident waiting to happen when they have to share it with boats! Plenty of space for boats down stream of the bridge.
An individual	James Lindsay	I am in favour of these changes	Safety and damage to the riverbank and wildlife are the key factors to my view of needing a bylaw change on the Clutha River. My family and I have owned a property on the Clutha river since the early 1950s and over that time the river has become a haven for people. Non-motorised activities (swimming, paddle boarding, kayaking, rafting, fishing etc) are a vast majority of those using the river. I have real safety concerns for those undertaking these activities because of motorised craft on the river aside from the noise pollution motorised craft make. I have in my lifetime seen numerous near death misses where powered craft, often operating at speed, have been oblivious to those in the river and nearly driven over people and kids. I consider it only a matter of time before a death occurs on this stretch of river unless a change is made. My estimate is that people using motorised craft are only a very small fraction of actual users on the river (well less than 1%) so few people will be affected by motorised craft being banned from the upper Clutha but the vast majority will benefit. Additionally, over the years powered craft have created wake damage to the banks of the river and this has caused erosion and without question affects the wildlife in the area (multiple types of ducks, shags, herons, Oystercatcher. This is an area of pristine waterways where it could become a first glass fly fishing ground if motorised craft are removed. While my strong preference is for a complete ban of motorised craft on the Clutha above the Red Bridge (-44.73 to 169.28) right up to the Outlet Camping Ground (GPS -44.66 to 169.15) I see the current proposal as a step in the right direction.
An individual	Matt Smith	I oppose these changes	I often swim in this section of the river from the (Albert town bridge to the Cardrona river) and see that an uncontrolled speed limit is asking for trouble. I believe there should be a speed limit at least to the Cardrona river section of the Clutha.
An individual	Geoff Schaumann	I am in favour of these changes	I agree with the permanent uplifting to the red bridge as the river there is wide and has good visibility in all directions. The river is deep so boats can stop safely at any time.
An individual	Jeremy Borrows	I am in favour of these changes	As a resident and river user I enjoy the many recreational activities the river has to offer. The proposal the QLDC has put forward will, in my opinion, meet the needs of a wide range of river users. It's a logical and fair that below the bridge remains an open speed limit for jet boaters to enjoy, while during the proposed time frame from the bridge up is set aside for other river users. Commercial operations above the bridge should continue, professional jet boat drivers are highly trained take river safety very seriously and from my experience are very courteous. As areas of significant natural beauty become more popular there is bound to be a clash of opinions. The proposal QLDC has put forward seems a fair and balanced solution. Kind Regards, Jeremy Borrows
An individual	chris thomas	I am in favour of these changes	I think it's a small compromise and in the best interest of all involved. We have jet boated the Clutha in the past and hope to again in the future with my family.
An individual	Adrian Black	I am in favour of these changes	During the Christmas Holiday period a large number of jet boat owners holiday in the Wanaka & Albert Town Area. It is not only boat owners but also friends and family that use the river via jet boat that is an additional 3 or 4 people per boat.
An individual	Zane Inder	I oppose these changes	
An individual	Pieter Bulling	I oppose these changes	
An individual	Joel Lund	I am in favour of these changes	Hi, I am in favour of the proposed changes as I think they are an excellent way to address safety for the increasing numbers of people wanting to float/paddle down the section of river from the Clutha outlet to the Albert town bridge during the summer months in peace and without the annoyance of powerboats. However I don't see any point in allowing commercial operators to operate between the 15th January and 1st February between 10am and 12pm between Clutha river outlet and the Albert town bridge as that is just confusing for people who would want to time floating/paddling that section of river to avoid the disturbance of powered craft during the summer months. I am very happy with the proposal to have a permanent speed uplifting on the Clutha river from the Albert town bridge to the Red bridge with no time restrictions as this section of river is almost never used by non powered craft or swimmers at any time of year and having a permanent uplifting on this section means more enjoyable boating due to not having to stress about getting back to the Albert town bridge boat ramp within the current speed up lifting times which can be a problem if there has been any delays for the boater such as mechanical problems which can cause the boat operator to drive at excessive speeds to get back to the Albert town bridge boat ramp within the current speed uplifting restriction times. I have no doubt that the proposed all year permanent speed uplifting with no time restrictions for this section of river is the fairest and most sensible safer option. Kind regards Joel Lund
An individual	Emily Stevenson	I oppose these changes	Don't agree
An individual	Tim Pascoe	I am in favour of these changes	
An individual	Matthew	I oppose these changes	
An individual	Kirsty Gibson	I am in favour of these changes	The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres.
An individual	Ken Golden	I am in favour of these changes	In Favour of proposed changed
An individual	Kip Stephenson	I am in favour of these changes	Because it is our right to use rivers on a personal or recreational basis.
An individual	Dylan Brown	I am in favour of these changes	- A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open river.
An individual	Chris Swain	I oppose these changes	Yet another river being closed to use for pleasure craft? Such a beautiful country that has been explored for years via boat. It would be sad to see such a nice piece of water off limits to boats. Safety obviously isn't the concern here as it is a nice safe stretch of water. Perhaps it's another case like western springs raceway up north where the track had been there forever but someone decided to move in the then complain about a track that has been there forever? Would be sad to lose this bit of water that is mainly used through the summer period by many generations and hopefully many generations to come all because of a minority want to spoil a great jetboating location.
An individual	Michael Matravers	I am in favour of these changes	I am in favour of these changes. The permanent uplifting downstream of the Albert town bridge makes the river accessible to all river users. I have boated this river dozen of times over 20 years, as have the countless others that are either local, or those who spend their family holidays in the Wanaka area. It is safe and easy to navigate due to its depth, width and single channel. The jet boat is often just used as a means of transport to carry out other hobbies such as fishing, swimming, picnicking (I have even used the river as a means of travelling to Cromwell). The permanent uplifting increases river access hours for all these users downstream of Albert Town. This is especially relevant in the summer when the daylight hours are longer. While there may be some opposition to this bylaw change from a small minority of vocal people on the grounds of noise, it must be considered that jet boats are only in the vicinity of Albert town for a very short amount of time. Boats are only in the Albert town area due to it being the only suitable location for launching and retrieval. Once in the water the boats head off downstream to engage in the activity's mentioned above. The time it takes to boat from the Bridge, downstream to the Cardrona River confluence is about 1 minute. I think those who oppose the permanent uplifting are selfish for effectively restricting access to everybody else who use entire river.

An individual	Matthew Wilson	I oppose these changes	Don't be so unfair it's a public river that every one has the right to use you already close enough for money greedy commercial operations if people think building by a river is a great idea well the noise is something you just have to put up with for the short time over summer
An individual	Tasha Wadeson	I oppose these changes	My Children swim at the Hawea river, Clutha intersection, as do lots of others, which is down stream from the Albert town bridge. Please can you extend the speed restriction, just until the last house would be great. Its not a massive difference to boaties, but it is to the people that swim and use the river there. This area of the river is used a lot over summer!
An individual	Patrick Griffin	I oppose these changes	A blanket ban on recreational users will take away from many family's that use the river for all sorts over the Christmas break.
An individual	Ryan	I oppose these changes	Visibility is great in all river conditions and gives boat operators plenty of time to take resinable action if needed to avoid puting the public in danger
An individual	Cory Robertson	I oppose these changes	
An individual	Andrew. Brady	I am in favour of these changes	This is a relatively wide & deep stretch of water which is safe to boat for both newer or more experienced boaters alike, plus with all boats having to be easily identified with either trailer numbers or NZJBA registration numbers nowadays I really don't see the need for over the top restrictions just to please the few who have now decided to live beside a river.
An individual	Mark Duffy	I oppose these changes	
An individual	Jeff	I oppose these changes	The rivers and lakes belong to the people of New Zealand, What right do you have to restrict access to the boating fraternity of New Zealand, The river does not belong to the Lakes District council you are only the caretakers. Yes I agree there should be restrictions, speed limits etc, but to totally stop anyone boating this part of the river in any vessel, especially during the summer months, is certainly against the rights of New Zealanders and the boating fraternity to enjoy our country. There are a lot more people opposed to these changes than the people that are pushing to close the section of river down. I and a lot of other people would have been horrified at having to find this out by a social media page rather than advertising the fact and only allowing 12 days to respond. This doesnt just affect the local people in Albert town but also anyone in the greater Clutha area and anyone from around New Zealand that uses this section of river, or any of the rivers and lakes in the region and many believe you do not have the right to vote on their behalf on this subject. Certainly the Albert Town persons that are pushing this subject do not have the right to vote on others behalf. Give us our right as citizens to vote for what we believe to be the course this should take, put it to the people as it should be. Deal with the complaint, restrictions if required or police it more, what change you make must be for the benefit for all, dont shut it down because it appeases a minority or is the easy way out. You the Council are voted in to look after what is best for the area and supposed to be for the people of the area and anyone that uses the area, not just one section of them. The rate payer voted you in to look after our interests not take them away. Shame on you Queenstown Lakes District Council.
An individual	Derek Ayson	I oppose these changes	
An individual	Asleigh	I am in favour of these changes	Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Ross Watson	I am in favour of these changes	As a boater I would like to have some sort of access to the river. Residents should not be able to exclude others from the river. It is not for their private use only.
An individual	Garth McMaster	I am in favour of these changes	I see this area as a great place to visit in my jet boat The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience.
An individual	Mark Taylor	I am in favour of these changes	
An individual	Makayla scheib	I am in favour of these changes	- Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - We intend to boat it in the near future. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Jonathan Bowen	I am in favour of these changes	I believe it preserves the interest of all parties in allowing restricted access yet mitigating the effect of powered boats on the river by the same restrictions. The river is for all to enjoy, not be biased one way or the other if it is no more then personal views involved.
An individual	Bill Whalan	I oppose these changes	I am a property owner in Wanaka and an active jet boater and member of Jet Boating NZ. Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of members holiday in the Wanaka & Albert Town Area. It is not only members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat. The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers. The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. These are primarily the days I boat the Clutha River. I understand The Resource Management Act states "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	William Adlam	I am in favour of these changes	As a realitvily new jet boater and member of jet boating NZ I support the changes. I have not yet boated the Clutha, however I was hoping to this coming summer with my friends and family. I have been told it is a very safe, navigable stretch of water, ideal for family boating. It would be a great loss to the outdoor fishing and recreation community to lose powered craft access to this strech of river.

An individual	Paul Raskin	I oppose these changes	It is a safe river too jet boat with my family and friends. It allows me access to fishing and camping in a wonderful New Zealand invention and is a way of life for many.
An individual	Glen Miller	I oppose these changes	I oppose these changes because the Clutha river is a good safe place to jet boat. It is a great place for people to learn to drive with good visibility and deep enough to stop anywhere. It also provides good fishing or other activities for families if the lake is rough.
An individual	Glen Davidson	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I have participated in jet boating on this river in the past and intend doing so again. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Dwayne Terry	I am in favour of these changes	I have been Jet boating the Clutha for over 20 years and I believe it is important that it remains open to all river users and a small minority should not be able to have the river closed to all powered vessels just because they don't want to hear a boat on the two weekends a year they come down from Auckland on holiday! The Clutha river from Wanaka to Cromwell is a well used stretch of river by boaters, for fishing, and family days out. Due to it being a deep, wide and slow moving river it makes it ideal for beginner jet boaters to safely improve their skills. It would be one of the easiest and safest rivers in the South Island to boat. It would be a real shame if this right was removed from boaters just to please a very small number of land owners! Boating on this river has been a part of Kiwi life for decades!
An individual	Derek Drinkwater	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - With the information I have gathered the river is in most places one main channel with a substantial flow and has a width of greater than 40 to 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - I believe the Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I intend to boat this water in winter 2019, for general sightseeing and fishing if in season. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Nathan Meager	I am in favour of these changes	During the holidays we quite often go Jetboating to the Wanaka, Hawea & Albert Town area. Friends and family that use this river is an additional 3 or 4 people per jet boat when we are there. The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers. The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. We jet boat it provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. I intend on boating this river in the near future with my kids on way to West Coast.
An individual	Andy Waters	I oppose these changes	I enjoy boating this stretch of river with my family and friends like hundreds more Kiwis do.
An individual	Stefan Cammell	I am in favour of these changes	This section of the Clutha provides a perfect safe waterway for recreation craft for both access and watersports.
An individual	Neil Ross	I am in favour of these changes	Proposed changes are fair for all. It's very important to me to have access to the river at the Albert Town bridge ramp for fishing and recreational trips with friends and family, especially around Christmas and summer holidays. I have used the Clutha river from 1982 and intend to for many years yet Neil Ross
An individual	Chris Nuttall	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Andrew Palmer	I oppose these changes	I believe that the river is for all to enjoy. The proposed change will restrict the recreational activities I enjoy in our rivers with family and friends. This part of the river offers safe boating with good visibility and plenty of room.
An individual	Mark Looney	I am in favour of these changes	
An individual	John Galambos	I am in favour of these changes	My view is based on: There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I started boating this waterway in 1979, I own a jet boat (JBNZ reg JFG) and still boat rivers and intend to boat this waterway in the near future. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." Thank you for allowing this submission.
An individual	Kirsty Barr	I am in favour of these changes	Safety for swimmers, children and residents. Thank you for making progress on this. For this to truly work please include Easter in this timeline and not just mid summer
An individual	Rhys Williamson	I am in favour of these changes	The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space and so I would like to see it kept open for use of powered craft.

An individual	Clive Workman	I am in favour of these changes	I am familiar with this piece of water and have boated it in the past. I see no navigational safety issue that would require it to be closed to all powered craft. Being a wide expanse of deep water there is clear visibility with enough time to allow a skipper to stop or take evasive action if required.
An individual	scott price	I oppose these changes	
An individual	Brent Earnshaw	I am in favour of these changes	We boat this portion of the river from time to time and see no reason why powered vessels should be banned at all times, the propose restricted times appear to be adequate and acceptable to me, it is a very safe river for all users to use at the same time, I endorse the following outline of dot points that support my view on this portion of the river, - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Kieran	I oppose these changes	
An individual	Andrew Barron	I oppose these changes	
An individual	Robert Carter	I oppose these changes	I oppose these changes as they restrict the use of watercraft in this area unnecessarily. If there are safety concerns they should be met by the application of the current rules for such watercraft along with signage and active education of users. Anyone who uses a watercraft in a dangerous manner should be prosecuted under current rules.
An individual	Brian Symes	I am in favour of these changes	I support the proposed changes .
An individual	T G Kelland	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I have boated this waterway in the past, and we intend to boat it in the near future - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Hugo Monteith	I oppose these changes	Many a family boating trip has kicked off of this section of the Clutha , whether fishing , picnicing , learning to ski etc . This section of the river lends itself as an alternative to lake watersports when lake conditions are less favourable . It is a concern that these activities undertaken by generations of campers , fishermen and boaties could now face being curtailed under the guise of water safety . The river here is Deep and wide with excellent view from a skippers perspective and a safer option to lake boating when the breeze gets up .
An individual	Greg Simpson	I am in favour of these changes	As a member of the NZJBA, I would like to support the proposed changes as stated above. Below are some of the reasons why; - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." Thank you for considering my submission Please feel free to contact me if clarity is needed Greg Simpson
An individual	Iain Macdonald	I oppose these changes	Exclusive use by an party is un reasonable and opposed. Establish us of the river for all recreation us occurs. What reasonable impartial argument give one user more right than another. Powerboat is a permitted use along with fish for introduced trout and swimming. Safe conduct and lawful use from all users including powerboating at speed exceeding 5knots should be permitted ongoing.
An individual	Paul Mullan	I am in favour of these changes	The issue of river access is always difficult and I feel QLDC has developed a reasonable compromise to appease the greatest proportion of users in the area. Just being a resident or absentee batch / home owner does not give special privilege to ban power boat activities based on a 'nuisance' factor. It's akin to buying a house next to an airport and then complaining about aeroplane noise. Jet boats and other powered craft have long been users of this section of river albeit with restrictions on time and place, and the actions of QLDC in this proposal are both reasonable and responsible. It is an important river for less skilled jet boaters in the area with most other rivers requiring more skills to negotiate shallow waters, an important aspect of learned the art of driving a jet boat The jet boat is the logical and often only means for accessing the many fishing spots in this stretch of river. Navigation and safety issues must remain the biggest priority for authorities held in balance with the requirements of personal and commercial considerations of people on and off the water. To arbitrarily argue against this compromise proposal or to seek additional restrictions based on personal self interest (homeowners) contravenes that premise. I do not need to speak at this hearing but would be willing to do so if it was felt beneficial.
An individual	Robbie Mckay	I am in favour of these changes	My stance backs the support for the changes given by Jet Boating NZ .

An individual	Michael Galambos	I oppose these changes	I oppose the proposed changes. In my view the risk to passive river users under the status quo is minimal as: -Fishing is mainly carried out at dawn or dusk meaning if the status quo is maintained powered vessels are not operating at the same time as fishermen. -High river flows make the areas of the channel used by powered craft unsuitable and unsafe for swimming, therefore the status quo has no impact on swimmers. -Rafts, kayaks and river boards are large and visible. Given the unimpeded sight lines and the current speed limits powered vessels have adequate time to see, identify and avoid these river users. My family spent Christmas holidays in Wanaka and boated the lake and Upper Clutha from 1989 to 2002. We have recently purchased a new boat and were looking forward to returning to the area and boating the river. As with many other families the December-February period is the only time of year we can be in the area and therefore the proposed bylaw change effectively bans us from the river year round. Furthermore, contrary to its intention, I believe the proposed change may increase fatalities and injuries as: -Large waves that form on Lake Wanaka in the North Westerly's are a danger to many small craft. At present the Clutha is a safe alternative in high winds. -I have witnessed a number of incidents of unprepared rafters and kayakers being saved by powered vessels on the Upper Clutha. With no powered recreational vessels permitted the response time to get to these people will be increased and/or the need for help may not be identified.
An individual	Tony McKenzie	I am in favour of these changes	It is important that access to this section of the Clutha river is maintained for power boats. This section of river provides a safe sheltered area for family boating and also allows access to good fishing areas.
An individual	Cameron	I oppose these changes	The Clutha river is a good safe river for new boaters to learn in
An individual	Hi Baker	I oppose these changes	My family and I holiday in this area and use the river as a safe place for trips up and down the river as it's very easy and safe to use and have never had any problems stopping for fishing and swimming along the way. This action would have a big impact on our decision to holiday in this area.
An individual	Jack Cameron	I oppose these changes	This is a safe river for boating that I have used on several occasions. The river should be available for everyone to use
An individual	Ben Jagger	I oppose these changes	
An individual	Rochelle Dillon	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Chris Dillon	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	steve	I oppose these changes	we need to keep these places open for everyone to enjoy. this is one of the most safest rivers to boat with the family in otago. don't take that away from us.
An individual	Paul Robertson	I am in favour of these changes	I am writing in support of the proposed changes to the rules for the Clutha river. The Clutha is one of the most beautiful, scenic rivers we have jet-boated in the South Island. It is an area for families to enjoy picnics and recreational activities such as swimming, fishing and boating. As the river is crystal clear, deep and wide, there is no navigation or safety issues and an ideal area for new Boaters to learn skills, especially when the waves are turbulent on the Lake. As a Family, we belong to Jet Boating NZ and along with 3,500 members, we believe this river needs to remain accessible to be enjoyed, not only by the local community, but by future generations, who are also interested in jet-boating the river in this part of the country. Regards, Paul Robertson
An individual	Adam wilton	I oppose these changes	Please keep the river open to powered vessels. My family and i enjoys and respects this part of the river it would be a shame to see this closed. Regards Adam Rangiora.
An individual	Jamie croton	I am in favour of these changes	Give us access
An individual	Tim Roberts	I am in favour of these changes	I am of the view that there are no Navigation and safety issues that restrict motorised craft on the Clutha River. The visibility has unimpeded lines of sight in all river flows which enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for boats and the Clutha River provides for a safe boating experience.
An individual	Gordon Barney	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - In most places the river is in one main channel with a substantial flow and has a width greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - With family living in the Albert Town area it is my intention to boat this waterway in the near future. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Rick Houghton	I am in favour of these changes	
An individual	Shane dalley	I oppose these changes	

An individual	Justin Willson	I oppose these changes	I believe the proposed changes to the navigation safety bylaw are unnecessary as there is plenty of river for everyone to safely use it whether they are kayakers, swimmers or jetboaters. The current timeframe allows for jetboating to be done safely and provides excellent access for fishing along stretches of the river that would otherwise be inaccessible. The resource management act also encourages maintenance and access to waterways including rivers, lakes and the sea.
An individual	Stafford Adams	I am in favour of these changes	I stand with many other boaties that would like to use this waterway at speed.
An individual	James	I oppose these changes	I believe there is no need to restrict access on this section of the river. The visibility is excellent with unimpeded lines of sight in all river flows. This allows more than adequate time for to see, identify and take appropriate action to protect the safety of other users such as kayakers & swimmers. The river is deep and boats can stop easily to assess the situation at any time as well as not displace too much water. In most places the river is one main channel with a substantial flow and has a great width to allow passing to be carried out safely. Jet boats provide the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. I have boated this section of the river plenty of times in the past and regularly holiday in Wanaka over the Christmas / New Year period and have come across absolutely no issues which would point to a need to make these changes.
An individual	Roger Baker	I oppose these changes	Waterways are for all people, I enjoy boating a lot of different places, I regularly take friends from with in New Zealand and over seas. We share the rivers with a range of different people, swimmers, fishermen, kayakers, to name a few. It is not for a group of wealthy people that may purchase land that borders our rivers and lands to dictate who can use our waterways. These water ways were being used.... before these people brought their property's.....They didn't buy the river!! From memory the piece of river concerned is quite an open area and has a nice deep channel and good visibility, I strongly oppose this change.
An individual	Nick Stewart	I am in favour of these changes	
An individual	a kittow	I oppose these changes	
An individual	Marc Walker	I oppose these changes	Is this really a navigational safety issue or some residents complaining about noise? The clutha river would have to be one of the easiest and safest river around to boat. Its wide, easy to see other river users, deep so you can stop at any point unlike many other rivers. The clutha is also the safest place to be on the water in the wanaka area if the lake is rough. I boat and will continue to boat this stretch of water on a regular basis so please do not close this permanently.
An individual	Chris Van Beers	I oppose these changes	#NAME?
An individual	Matt Cammock	I oppose these changes	
An individual	Paul Devery	I oppose these changes	The river should be open to jetboaters as good safe river to boat and good access to fishing further downstream also good to use when lake is rough Have used this stretch of river in past and plan to in future
An individual	Matt Johnston	I oppose these changes	I strongly oppose this proposal. Rivers are a public asset and should enjoyed by everyone at any time. If people don't like a little noise occasionally, maybe they should contemplate moving. The river was there before them and will be afterwards. What will be next? Restrictions on when we can use thier roads? Matt.
An individual	Katie Topham	I am in favour of these changes	I am in favour of the permanent uplifting of the speed limit below the bridge, there are very few swimmers down there, even over the summer period. This also makes sense given the location of the boat ramp - right at the bridge. It is not practical to travel at 5 knots in a jet boat for more than a few metres. I oppose the duration of the speed restrictions above the bridge - 31st March is un-necessary. Agree there are a lot of swimmers above around and above the bridge over the peak of summer and support a restriction only for this time period which is around mid December - late January. At other times there are very few swimmers and interactions with powered vessels is not an issue. I frequently use the river tracks and enjoy swimming over the summer and have never had any dangerous encounters with powered boats - there is plenty of visibility and low river traffic for most of the year.
An individual	Nathan	I am in favour of these changes	My stance.. the river should be open to jetboaters to use and familys to enjoy there holidays and have time out.
An individual	Stefan Billing	I oppose these changes	There must be a 5 knot speed limit on the narrow, heavily used part of the river below the Albertown bridge to the LAST house to ensure the safety of the other user of the river BELOW the Albertown bridge. THIS STRETCH IS NOT A LOWER SAFETY RISK AREA- IN FACT THE REVERSE The existing speed restriction on the downstream section of the river (from the AT bridge to the Red Bridge at Luggate) after 6pm SHOULD REMAIN IN PLACE to alow other users of the river to enjoy it in the evenings without the noise and disturbance from jet boats and other powered craft. I was sickened to see a commercial operator weaving his way through a crowded river with kayak's, tire inner-tubers and wet-suit river floaters, side shore swimmers and bridge jumpers, there is too much human activity in this part of the river and injury risk is too high. Get the commercial and private powered craft out of the upper clutha river
An individual	Antony Deaker	I oppose these changes	I am new to the jet boating community. We have a holiday house in the Queenstown lakes district that we use a significant amount during summer. I use this river as something I can learn on a take my young family down as it has a long line of sight, and good depth and width for my skill level.
An individual	Grant Pine	I oppose these changes	As a avid jet boater to loose an area we've had access to for many years is a kick in the guts,keep going a you are there will be no where to take the kids fishing & robbing families of great memories of boating on the river. i do hope you can see fit to give us boat access to the river. Kind regards Grant Pine Blenheim
An individual	Gerald	I oppose these changes	There is nothing wrong with the restrictions in place now. I bet it the harbor master didn't live along this stretch of water it wouldn't be an issue. It is everyone's water ways
An individual	Gary Wilson	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I intend to boat this river this coming summer - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Glen lovelock	I oppose these changes	Don't like it , restricting access to taxpayers to benefit a few , river is all nzers to use free of charge !!!
An individual	William Tallott	I oppose these changes	The river should be free for anyone to use and enjoy
An individual	Simon Charteris	I oppose these changes	As a JBNZ member, recreational fisherman, farmer and frequent holiday maker to the area, I feel the proposed changes would unduly restrict a significant number of visitors and river users access to a significant and substancial waterway. As a JBNZ member we are a resposnible organisation of river users that have spent alot of time and effort in establishing internal rules and policies that enable all water users to work safely together. This proposed bylaw change would unduly exclude a significant many river users to the area. These users are also significant contributors to the economic stability to the district.

An individual	Helen McKenzie	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River The river should be open to motorised boating form Lake Wanaka Outlet down to the Red Bridge -The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers -The river is deep and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. -The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. -A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. -On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and family's a safe boating experience. -The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide open space The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." This proposed bylaw amendment contravenes the Resource Management Act by restricting access to and along the Clutha River.
An individual	KJ McQuilkin	I am in favour of these changes	Hopefully it will ensure greater use and enjoyment of the river by the general public, including the boating fraternity.
An individual	Kevin Seaman	I am in favour of these changes	
An individual	Morgan Hunt	I oppose these changes	
An individual	Bruce Steenson	I am in favour of these changes	I live in Wanaka and own a jet boat. I recognise the rights of all users of the Clutha river and wish to find a compromise that will allow all users fair access to the river. I believe that the proposed changes to the bylaw establish this reasonable compromise. As a local jetboater I want to retain right of access to the river because it is one of the few easily and safely navigable rivers in the Otago region. It has areas of benign rapids interspersed between relatively straight open stretches of water which means I am able to avoid obstacles easily. This also means that I can see and stay out of the way of other users. The nature and depth of the river is such that there are many areas where I can slow and stop until I can see the way is clear. It is great for inexperienced boaters to learn in safety. Having an uplifted speed limit on the river allows my family, friends, foreign visitors and I to experience the glory of the river and its scenery from the water in a safe and convenient manner. It allows me to access parts of the river quickly and simply for picnicking and fishing. This would not be possible via any other means. My boat seats 6 people including myself as the driver so a significant number of others are able to enjoy the river together with myself. Having access to the upper reaches of the river in the cooler months when other users are not so prevalent is fair. To maintain this I am prepared to give up my jetboating access to this stretch of water in the summer months. However I want to maintain my use of the lower section of the river below the Albert Town bridge which does not seem to be heavily used by non-powered craft.
An individual	Jeremy Cook	I oppose these changes	Boating on the Clutha has been a past time for many people in the Central Otago area for as long as I can remember. The residents have chosen to live in this area, knowing that their is frequent traffic on he river, which obviously is significantly increased during the summer period. They should have no right to be able to stop access to the river. People who choose to live near airports can't cancel flights in busy periods because it becomes too loud, they do not have the right, these residents should not either. The boating does not occur at night when people are trying to sleep, so in my opinion they need to get a grip and realise that having the aesthetic bonus of living beside one of NZs most picturesque rivers comes with the addition of noise from boats.
An individual	Chris Milne	I am in favour of these changes	Hello My extended family and i are keen and frequent jet boaters.We regularly holiday over the summer in Wanaka. Whenever we have friends or guests we often go river boating in our 5 seater jet boat. Often we encounter kayakers, canoers and other floatation devices.The river is wide deep and clear leaving ample room to navigate safely around. The river enables us boaters the ability to find a quiet fishing or picnic spot or swimming hole.(one of the reasons for owning a jet boat). On windy days which Wanaka have quite a lot of,and the lake is unsuitable for boating we ofter head to the Clutha river. Some of the new boaters can use this stretch of river to gain confidence driving since the flow is safe and clear normally. Over my 40 years of jet boating i have at a guess boated the clutha 40 times and would expect my children and their children to be allowed to do the same.
An individual	Ben Scott	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	steve robertson	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. During the Christmas Holiday period a large number of jet boaters holiday in the Wanaka & Albert Town Area. The upper Clutha is a great place to take friends and the kids friends to explore swim and fish I do this several times over the summer with 5 people in the boat each time I have not heard of any boating incidents with others the river is wide and easy to see other users. I would say there have been a few paddle boarders and floaters without life jackets that did not have the experience to be on the river that jet boaters have helped I may have missed councils real evidence about the community's concerns that a speed uplifting would increase collision risks to the growing number of passive recreational users of this section of the river. What information does the harbour master have on any risks of collision currently This river have been part of our boating heritage kayak and Jetboat for years to have some in the community make statements with out evidence to cover there own selfish reasons not to boat this accessible beautiful part of the river The river is for all to use not to be locked away for a few house owners enjoyment
An individual	mike Dixon	I oppose these changes	If you stop access then its the start of many more to come. The Clutha is a river familys can gain access for fishing otherwise crossing private land.
An individual	Rick Gordon	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."



An individual	Richard Reynolds	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. I belong to Jet Boating NZ and we have more than 3,500 members, many of whom I know that vacation in the Wanaka & Albert Town region during the Christmas Holiday period spending money for the local economy. I plan on bringing my family to boat there in the very near future as the Clutha is a good, safe river to boat in. Often members of JBNZ bring friends and family to use the river via the members boat, who also inject cash into the local economy while they are there. From a safety perspective, the visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers. The river is also deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement speed safely. A jet boat provides great access for fishing, as well as other recreational opportunities such as swimming and picnicking, and windy days when the large waves in the lake are a safety issue for jet boats, the Clutha River provides for new boaters and families a safe boating experience. The Resource Management Act supports "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." In summary, many people in the community and the council, and through interested organizations such as JBNZ, have worked together to find compromises that give everyone a bit of what they are looking for in this legislation. That is becoming more rare in this day and age of extreme partisan politics that we see displayed at the national and international levels, and the Queenstown Lakes District Council is to be commended for enabling this sort of reasonable approach to legislation. Regards Richard Reynolds
An individual	Darrin Day	I am in favour of these changes	
An individual	andy roberts	I oppose these changes	This area is not owned by any independent persons ,is public and should not be controlled simply for the veivs of a small group
An individual	Matt Harris	I oppose these changes	
An individual	Simon Dombroski	I oppose these changes	As a recreational boaters and general outdoor recreation enthusiast. The proposed changes take away and restrict both of these attributes that as a kiwi and jet boater and proud member along side 3500 currently enjoy. My wifes family originated from the area. Having access to this particular waterway keeps our connection with the land. Access to the river enabled this connection and jet boating enabl s this. The river provides safe environment for boating. And access that as New Zealanders sets us apart from other parts of the world. Access should be enjoyed by all.
An individual	Laurence Ashworth	I oppose these changes	- Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - We have boated this waterway in the past, and we intend to boat it in the near future - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Frank Scurr	I am in favour of these changes	I am in favour of the proposed changes given that there are no navigation & safety issues that restrict motorised craft on the Clutha River. We as a family holiday in the area and boat the Clutha river and enjoy what it has to offer. The Clutha River offers excellent visibility with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see identify and take appropriate action to protect the safety of other users such as Kayakers ,Rafters and Swimmers. The River is deep and boats can stop to assess the situation at any time and boats can proceed at displacement safely. The river is in most places in one main channel with a substantial flow and has a width greater than 50 metres. A Jet Boat provides the best access for fishing as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves on the lake are a safety issue for Jet Boats and the Clutha River provides for new boaters to learn skills due to it's deep nature and wide open space. I have boated the Clutha River in the past and intend to boat in the future. The Resource Management Act states 'the maintenance and enhancement of public access to and along the coastal marine area,lakes and rivers" Thank you for the opportunity to put forward my view.
An individual	Nathan THompson	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - As an avid jet boater there is more than 3,500 members that belong to JBNZ. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." so where is the enhancement in closing this waterway.
An individual	stephen mote	I oppose these changes	the water way is there for all to enjoy
An individual	Tim Guthrie	I am in favour of these changes	Full Support
An individual	Michael Donald	I am in favour of these changes	In regards to the updated proposed amendment to the Navigation Safety Bylaw 2018 I am in favour of some of the points but not others. Section 1.2 - I completely support this and I believe this should result in less traffic on the upper section of the river. Schedule 2 - In part I support this. I support having timed speed uplifting is still to the advantage to all users. I do not however not support the duration of the proposed restriction on powered craft. I believe it to be too long and should line up more with school holidays where majority of the passive traffic comes from (being the start of December through to the end of January.) I completely agree the busiest period is during December and January but outside these months activity on the Upper Clutha river completely drops and the proposed restriction on powered craft should reflect this.
An individual	Ashleigh	I am in favour of these changes	- Jet Boating NZ has more than 3,500 members.Â During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows.Â This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time.Â Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."

An individual	Jesse Richardson	I oppose these changes	As previously stated, this river has been a massive part of my life and many others and to stop these activities at the best time of the year completely ruins it for alot of people, local and abroad.
An individual	Donald Young	I oppose these changes	I have had my jet boat since 1972 and have turned 1800 hours of boating on many of the South Island rivers. I would consider the Clutha River from Lake Wanaka to the Red Bridge to be one of the safest stretches of water in our area. I am happy for there to be restricted hours for early morning and evening fishing from the outlet to Albert Town Bridge. Lift all restrictions down stream of Albert Town.. Fewer restrictions and an uplifted speed limit.
An individual	Alan Haycock	I am in favour of these changes	As a jetboater I support the proposal as I believe it is a fair comprise to cover all opinions. and boaters still have use of the river for most of the year
An individual	Quintin Blacklock	I am in favour of these changes	
An individual	Fenton painter	I am in favour of these changes	I am pro jet boating
An individual	Laurence van der Eb	I oppose these changes	I believe it is imperative that there is a clause that allows individuals to apply for a quick consent in case they wish to travel through from lake Dunstan to Wanaka or visa versa at any time of the year. This is a great trip that should not be made impossible by inflexible red tape. I agree with restrictions but there has to be the possibility of making the trip with prior approval.
An individual	John Baker	I oppose these changes	As a regular holiday period user of the river I feel this navigation safety bylaw change will limit myself and my family's holiday experience, yet another restriction against people who bring money into and support your local economy. Responsible river users should not pay a price of restriction as a result of irresponsible users.
An individual	Murray Elliot	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Tyler richardson	I oppose these changes	
An individual	Tony Arnerich	I oppose these changes	I believe we should leave things as they are. Do not over regulate something that is already working. Too many people wanting to stop us enjoying ourselves.
An individual	James Hooper	I oppose these changes	
An individual	Ian Brunt	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space.
An individual	Kaj Christensen	I oppose these changes	I have been boating this area under consideration since the early 1980's. It is a wide open; deep river/lake area with excellent visibility. It is also able to handle a large amount of water usage which I believe can be used in harmony for every user. Sadly the new bi-law under consideration is not to the benefit of all users. The new law will restrict powered vessels such as jet boat and outboard engined boats unnecessarily. Making them go to 5kn is not required here. It is as I mentioned; a wide open area; deep water with excellent visibility. Going to 5kn entering and leaving it can be dangerous at times when the lake cuts up rough with large waves; making jet boats susceptible to taking waves over their bows and also very unpleasant for its passengers. Therefore I strongly oppose the new bi-law. Kind regards Kaj Christensen 0212226762
An individual	James Tisdall	I oppose these changes	Why have a boat ramp there n not be able to boat the river!most boats aren't that noisy,I don't see what's wrong with leaving things the way it is!
An individual	Logan	I oppose these changes	Its bullshit
An individual	Ross Kane	I oppose these changes	Hello, while I support all of the safety laws surrounding using boats and watercraft in NZ I cannot support restricting an open public stretch of river for any reason. Yes people need to behave safely around all water and yes this should be policed, however this stretch of river is the Queen's Chain and it is open public access. I support the speed limits around public camping areas and boat ramps however restricting access to a public owned area is controlling and will inevitably lead to other areas and rivers following suit. At the end of the day the area is public, keep it open.
An individual	Warren Walker	I am in favour of these changes	The river is mostly 1 channel-it is wide with excellent visibility both up and down and it is deep so boats can navigate safely at 5 knots.-The top part of the river is great for fishing and swimming and picnics particular when the lake has " chopped up"
An individual	Revell and Vicki Buckham	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space.
An individual	Paul Young	I oppose these changes	I believe it would be a real shame if access to this part of the river was changed over the summer period. My family and friends often over the christmas period boat from lake Dunstan right up to Wanaka township have lunch in town and top up with gas and return back to lake Dunstan a couple of times every year and it is a great family day out. The river is safe with good visibilty, depth and width and is has been a great place for our childern to learn about jet boating river safety and driver training.
An individual	Sandy	I am in favour of these changes	

An individual	Carl MacLean	I oppose these changes	I am a rate payer in the Lake Hawea /Albertown area and have enjoyed this river area as both a fisherman and boater for over 50 years. Also from experience being a JBNZ committee member of the Canterbury branch I have seen how especially every entity involved in river use can all get on and be respectful of all uses of the rivers . Be it fish and game, Kayaking , Jetboaters, bird watchers , fisherman, commercial operators and nearby residents can all enjoy and share the waterways uses. This particular stretch of water has over a long period of time equally suited a myriad of users and this should be maintained with fairness and transparency . To say that Jetboats ruin fish wing grounds is incorrect and the people misinformed . I personally catch fish just as fello Jetboaters have passed by . It's simply just not a problem. It doesn't cause erosion on river banks .Everytime a river floods which is a natural and frequent occurrence erodes riverbanks . This has happened for millions of years and will continue to for many more millions of years hopefully. To close this river area off for the use of a very few selective groups is unfair. Nobody owns the water. All people can Co exist with some common sense. To say a commercial operator with the correct paperwork can use this to Jetboat is very unfair . I can imagine the only reason to suggest this is purely so the area retains as many ratepayers and commercial entities as possible . If they can't be used by decision then they all can't be used and visa versa. The area for most of the year isn't used that much or I haven't seen any statistics to back this up. Xmas time of course there is an influx in this area but this time period is short I would suggest. Speed limits that are realistic for the traffic flow I would suggest but not to be irriposble nor punstive to common sense boating or jetsking. This area is a natural waterway and transit area for a huge range of users . We should have equal opportunity to enjoy it. I would suggest that noise on the river for most of the year is less than the nearby main road around the bridge area. I note that this traffic cannot be stopped increasing as tourism is an extremely important fiscal consideration for the area and crucial for its prosperity in the future. I see there are considerations being made for traffic lights due to increasing traffic . We don't need red lights on the water. Nearby residents many of them also use this waterway and has been a strong reason for moving andnir building homes nearby. I would also suggest it's only a selective few locals that don't like the buzz of the area and to see growth. I am against what is proposed . Remember "nobody owns the water " Yours faithfully J Carl MacLean Capell Avenue Lake Hawea & Rangiora
An individual	Keith Maclean	I am in favour of these changes	My family and I are Jetboaters and members of Jet Boating NZ, as are many of my numerous friends. We regularly travel to various parts of New Zealand to jet boat rivers that allow us to absorb the beauty of NZ. Jet boating offers a perspective that other modes of transport do not. Although we have not yet jetboated the Clutha, we do intend to do so soon. I have been advised that there are no Navigation and safety issues that restrict motorised craft on the Clutha River. Additionally, Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat. I am advised that the visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. The Resource Management Act also provides for "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Wade bradley	I oppose these changes	This is crazy that a few home owners think they have the power to shut down the right for people to use public crown land. This is public crown own land and everyone has the right to use. And not just from March to Dec.
An individual	Matt grant	I oppose these changes	It is a safe stretch of river for all users to negotiate safely on for everybody to enjoy,
An individual	Gavin Walker	I oppose these changes	Water ways are for all to use at any time
An individual	Jo Clarkson	I am in favour of these changes	
An individual	PHILIP V STOVELL	I am in favour of these changes	As a member of JBNZ I feel that by supporting these changes it will make it safer for all river users in this area. It will also give some clarity as to the rules. I also speak as someone who often has 2 or 3 people in the boat with me.
An individual	Richard clarkson	I am in favour of these changes	
An individual	Milton Hulme	I oppose these changes	Nz Rivers should be available to all New Zealander's all year not to dates that suit.
An individual	Nick hawkins	I am in favour of these changes	- Jet Boating NZ has more than 3,500 members.Â During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows.Â This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time.Â Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Aaron Morrison	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."

An individual	Ben Mitchell	I oppose these changes	I have owned property in Albert Town for 30 years. For the last 10 years I have lived at 56 Alison Ave which directly overlooks the Clutha River and the campground upstream of the bridge. As a consequence I have been a regular observer of river users. I am not a jet boat owner nor user, however I do recognise that jet boats have been an integral part of the use of the Clutha River for many more years than the 30 years I have owned property here and deserve to be respected as a river user. There is a jet boat launching ramp at the Albert Town bridge and this has always been an important resource for boaties. I am concerned that the current proposals unreasonably restrict one category of long term river user over another. I am also concerned that the QLDC is being misled through this consultation process, as some of the most vocal parties are promoting safety as the key issue, when in fact a number of more recent residents overlooking the river are really only concerned with noise at their property. Recognising the above I propose the following constructive approach: 1. On the stretch of the Clutha River from the Outlet Motor-camp down to the Red Bridge at Luggate any powered craft is allowed to operate between the hours of 10am and 4pm between 1 April and 30 November and 10am and 6pm between 1 December and 31 March. 2. Noting the above, powered craft are required to maintain a speed limit of 5 knots between the Outlet Motor Camp and the Cardrona River mouth between the dates of 1 December and 31 March.
An individual	Simon Acton-Adams	I oppose these changes	As a family we have boated on the upper reaches of the Clutha river since the 1970s .We have been ratepayers in Wanaka for all this time and have spent a lot of our holidays there . I support 12 month boat access by the public to the area from Lake Wanaka to the Albert Town bridge restricted to 5 knots for all users including commercial users with no provisions whatsoever for uplifting , with an exception at all times for emergency services . At 5 knots or less considerable recreational use can be made of this area by a variety of powered craft especially during the warmer summer months . From the Albert Town bridge downstream I support no speed restrictions .
An individual	Neil Jordan	I oppose these changes	The fun police are taking over
An individual	Gavin Dann	I am in favour of these changes	While agreeing with the proposed change I feel the changes should go even further. I believe the whole section of river between Outlet and Luggate should be for passive craft at all times. The lake provides ample room for powered boats. The river is becoming more commonly used by paddlers in all types of craft and I have seen dangerous situations with power boats and passive users. I am a fisherman and cyclist who uses this piece of river and have been unduly disturbed by power boats, on one occasion by a commercial jet boat who came exceedingly close to the shore where the wash from the boat showered the vegetation on the bank. The noise factor from jetboats is also a factor distracting from the 'wilderness' experience along this stretch of river.
An individual	Mathew Bayliss	I oppose these changes	I oppose a ban of powered craft in the Upper Clutha. The 5 knot restriction applies in every other area where there is high passive use, harbours, beaches (except ski lanes). Are we going to ban powered craft from Glendhu Bay, Wanaka bay, Frankton! Simply enforcing the 5 knot restriction will ensure safety, an outright ban is just another example of one group wanting exclusive use at the expense of other recreational users. What justification is there for a ban in the Upper Clutha when the 5 knot restriction is being retained in areas with much higher passive use? I support the permanent uplifting below the Albert Town Bridge, the Clutha is a fantastic boating river, for most people this amazing landscape is only accessible via jetboat, the uplifting retains access for the largest number of users and avoids shutting out those not physically able to navigate this river by other means. I urge the Council to seek ways for all users to share our fabulous environment, bans simply reward one group at the expense of others, the Clutha should be enjoyed by all.
An individual	Mike Sangster	I oppose these changes	- We live in Alexandra and during the year we holiday at our property in Albert Town Area and use our boat a lot on this part of the river to go fishing & Swimming with my children and taking friends down the clutha river to view this amazing part of the world. This part of the river is used a lot if lake Wanaka is to rough for boating I find it very amusing that residents close to the river can try and stop boats from using a public water way where the river and the boats where using this along time before their was houses there Please consider the following points - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	S.bailey	I oppose these changes	
An individual	Alan	I oppose these changes	I strongly oppose to the proposed change, and would like to see it remain as is.
An individual	Geoff McPhee	I am in favour of these changes	If anything other than proposed takes place, is there going to be access ramps put in below the red bridge. A lot of people, especially on days when the lake is rough, boat down to :Lake Dunstan. Will a minority group stop a lot of pleasure being had by a lot of people?
An individual	Andre munro	I oppose these changes	To much of New Zealand is having access cut off to its own residents and this is just another example of that. It is a great stretch of river and combines the use of the lake Wanaka as well as the river itself which both offer different uses eg: fishing and water sports.
An individual	Tom Golden	I am in favour of these changes	
An individual	Amanda Garnt	I am in favour of these changes	I support the proposed changes to the Navigation Safety Bylaw 2018, as a passive & powered user of the river, but feel the following amendment would be appropriate. I support clause 1.1 (a) in part, the ban will improve safety & encourage separation of powered and passive users during peak recreational use of the river but believe that amending the ban to reflect the length of the primary school holiday period would better reflect the true length of peak use of the river. I suggest the ban of powered vessels operating between the Outlet Camping Ground and the Albert Town Bridge to be between 15th December and 31st January (instead of 1st December and 31st March). I support the exceptions 1.1(a)(i), 1.1(a)(ii), & 1.1(a)(iii) as this ensures the viability of existing commercial operators, Harbourmasters to be able oversee safe use of the river all year round, & the council is able to carry out community beneficial work. I support clause 1.1 (b) and the timed speed uplifting during the middle of the day (10am - 6pm) for powered users Between 1 April and 30 November as this allows sole passive use of the river before and after work hours and shared use during the day. I support clause 1.2 as permanent speed uplifting below the Albert Town Bridge encourages powered vessels to head downstream all year round.
An individual	David King	I am in favour of these changes	The Clutha River is a safe and pleasant alternative to boating on the lake on windy days for either picnicking,swimming or just boating it and enjoying the scenery.We have taken over seas visitors boating on this river who have suggested it as being an amazing New Zealand experience to be remembered.We wish to repeat this experience for future over seas friends who are coming to NZ.
An individual	Ryan	I am in favour of these changes	I dont believe jet boat access to these sections of river being banned is for the greater good. There are no safety concerns from boating these sections if boated responsibly, many activities carry risk and if they are banned because of this we may as well sit on the couch. Jet boat access provides great access for fishing, sight seeing, general boating, Listening to a minority about banning access to a beautiful part of our country and waterways is dangerous. Jet boat is the only way many people will be able to access/view large parts of our country. Commercial operators are for tourists and people who want to use that service, there are literally thousands of private jetboaters in NZ who boat responsibly and enjoy our rivers.
An individual	Ashley Cumming	I oppose these changes	This river we love to fish in we all ways use this in a jet boat at low speed. Cant understand for the change it deep and safe.
An individual	Keith Turner	I oppose these changes	I cannot see any reason to change existing law

An individual	Greg Shaw	I oppose these changes	A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. thank Greg
An individual	Bridget Dawson	I oppose these changes	I believe these changes will have a negative impact on local businesses and tourism. Changes such as these that will have such a high negative effect on businesses should be treated with absolute caution and if the laws do change consultation with these businesses should happen as to help find a solution or create a exemption so they can continue to operate under the high level of safety they have been displaying.
An individual	Murray john mcbain	I oppose these changes	I want the river to stay open for power boats all year round
An individual	Tobias Handcock	I oppose these changes	Rivers do not belong to the QLDC they belong to the people. The NZ Jet boat association has a higher level of knowledge regarding rivers than the QLDC and should be consulted about these law changes. These changes will effect river access for New Zealanders.
An individual	john Buchanan	I oppose these changes	There are numerous reasons to oppose this amendment including as a jet boat user, I, my family and friends use that part of the Clutha. We use the river for sightseeing (foreign guests love it), fishing and picnicking especially when wind direction and force makes the lake unsafe for jet boats This is a very safe river given its width and depth letting boaters assure the safe use by all other users like kayakers, fisherman, swimmers etc. I understand that The Resource Management Act is meant to protect public access to and along the costal marine area, lakes and rivers. This proposal goes directly against this intent and is another step limiting Kiwi's access to it's greatest asset, the great outdoors
An individual	Kane Dickson	I oppose these changes	
An individual	Jeffrey luke	I oppose these changes	After spending many summer evening on this river I find it a very sad that my kids will no longer be able to enjoy the fun times that we have had in the past . We have come to wanaka many times over the years each time enjoying this part of the river I see this bylaw nothing but away of taking away our free way of life that Newzealand. Newzealand is a great counrty that gives us the freedom to enjoy the outdoors so why would we want to stop this I very much oppose this bylaw shame on you council for even thinking about it. Open our rivers for all to enjoy
An individual	William Plunkett	I oppose these changes	Would like to see a permanent uplifting with no time or speed restrictions below albertown bridge and as it stands about bridge to outlet
An individual	euan tweeddale	I oppose these changes	I boated this river when I was 18,what a beautiful place.it would be a shame to close this off to the people of new Zealand here are a few points why I think this water way should remain open to powerd craft *the lake can become rough with a short dangerous chop which the river provides a safe area for boaters *the river is deep with good visibility meaning you can stop and assess any situation at any time *not everyone can afford to go to your part of the world take there kids stay at 5star accommodation eat at restaurants,as my family and I do a lot of camping and staying on river banks,i hope these memories stay with my children and pass these skills on to theres as I did from my parents
An individual	john hindmarsh	I am in favour of these changes	Public should have access but its OK to give in to a little change.
An individual	Jason	I oppose these changes	This restriction in middle of summer period is the only time many people get a chance to holiday and spend time with there family, boating this part of the river gives great access to the lake and township from Albert Town camping area without trying to navigate and park a motorhome, vehicle and trailer in the wanaka township.
An individual	Scott Cookson	I am in favour of these changes	
An individual	Chris ROBERTS	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - I am a current member of Jet Boating NZ and Chairman of the Nelson-Marlborough Branch. We have a national membership of more than 3,500. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. I am a fishing licence holder and fisherman who has fished the subject stretch of water on many occasions. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I have boated this waterway in the past and intend to in the near future. - The Resource Management Act states: "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Ross	I am in favour of these changes	This is a compromise that allows a fair level of river use/access to ALL RIVER USERS. It would be hugely dissapointing if this restriction was extended further downstream just because of a vocal minority who from my understanding don't actually live all year round in this area and don't use the river. I feel the councils proposal is a good compromise between all the interests of all river users. People who buy a house close to a river that has been there for a very very long time shouldn't be suprised that people use it, either for fishing boating boarding etc. It's no different from people buying a house close to an airport and the suddenly being suprised and outraged at all those noisy planes and aircraft flying over their house. GO FIGURE. well done to the council for coming up with this proposal. I expect to see this proposal take effect.
An individual	Kurtis Boulton	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Phil Caulton	I am in favour of these changes	The proposed Bylaw change is an excellent compromise which makes sense both from a safety perspective and Jet Boater. The demarcation lines are very easy to administer.
An individual	josh cartwright	I am in favour of these changes	Jet boatin' rulz!

An individual	Ray Watson	I am in favour of these changes	As I understand the current regulations, no boat can exceed the 5knot rule between the Camp outlet and the Albert Town bridge. I have jetboated this section of the river many times at that speed and I see no reason for it to change, however, if it has to be compromised in favour of the rest of the Clutha river having a speed uplifting then I am in favour of the proposed change. My Grandchildren are now at the age where they are excited about discovering the beautiful parts of NZ, and to be able to explore the Clutha by jetboat is paramount, and must be retained.
An individual	Sharon	I am in favour of these changes	As I stated in the previous correspondence re this,i firmly believe that powered vessels are dangerous in this stretch of the river over the summer months, when they are using the space alongside non powered vessels, swimmers and floaters. This is particularly true as our population continues to soar. There will be a horrible accident unless this is restricted..we don't expect our kids to share the highway with cars and trucks, why do we expect it on our river?
An individual	Harrison	I oppose these changes	Restrictions on this time of year where people are in the area for Christmas New Years etc. would cause ripple effects economically as people will no longer be able to enjoy the river without being encumbered with heaps of legal requirements.
An individual	Kate Hurring	I oppose these changes	I saw this shared on a Facebook page and read it and thought I might respond to this I feel strongly about this. As a family that live at the other end of the Clutha river we have had 3 very memorable trips on the Go Jets . We have taken friends with us to experience the beauty the river has. I don't see why they feel they can only have two trips a day in peak season . That will not only hinder the very professional business they run but limit who can actually get to experience this opportunity . Tourists may not have the flexibility to deter their trip on the boat to wait for a ride the following day because they have taken their two trips due to their time commitments to move on. Are we not trying to show case our beautiful country ? Well this is far more of an experience than I have ever had on the Shotover. I found the driver was respectful to the environment and considerate to other river users. Why is this necessary - because people choose to live in these locations do they believe it is their right to have almost exclusive rights over these areas deterring the genuine "Kiwi" and tourists for sharing the river. We too live on the Clutha and there are no restrictions out in front of our property. Given there are two paddocks between us and the river but we look down on it . I love to see and hear people enjoying the outdoors. I'd rather families and friends were out there enjoying life than worry about the noise. As I see it the river was there before me,I chose to build there. The river is for everyone to enjoy it wasn't part of the title you purchase when you purchase a property. Seriously why would you purchase a property near a boat ramp or busy river if you weren't prepared to accept that boat noise and people were going to be part in parcel to the area. Why should the people that enjoy it change their boating enjoyment both recreationally or as a small local business because of a small few. Thank you for taking your time to read my submission. Regards Kate Hurring on behalf of our family.
An individual	Kelvin Edwards	I oppose these changes	Against it
An individual	Paul Brady	I oppose these changes	I am a current property owner in Albert Town (Templeton Street), with the view of being permanent resident.. I am a power boat user and have been boating around Wanaka over the last 50 years. I view the unrestricted use of New Zealand waterways as part of my right as a NZ citizen and a member of the Ngai Tahu tribe. The removal of my rights to access the Clutha river in a powered water craft, for recreational purposes and food gathering could be viewed as a breach of The Treaty of Waitangi. The removal of the launching of power boats at the Albert Town bridge and the ability to access Lake Wanaka via the Clutha river will contribute to the further congestion of the launching locations, public parking and traffic about the Wanaka township. The use of public waterways to access locations on the Clutha river must remain, as this access has become very difficult via access through private land. The selfish views of the few in the guise of safety should never overthrow the rights and freedom of the many.
An individual	Paul	I am in favour of these changes	It would be a terrible thing to stop our access totally below the Albert Town bridge. This stretch of water to the Red Bridge is a very safe and navigable piece of water with plenty of visibility in all water and weather conditions. The river is also deep enough that vessels heading upstream can stop and give way as necessary to down stream vessels. We access this stretch from Albert Town boat ramp frequently during the summer period for swimming and fishing. Also on windy days that both Lake Hawea and Wanaka are not useable because of safety issues we use this section during the summer holidays. It would be a real shame that a few people that brought or built properties on this section of river have more say than the people who have been using this water way without any issue for years well before any houses were even there. I hope the correct decision is made as it would be a shame for holiday makers that use this stretch of water to have to find another holiday spot! Then it isn't just my family and friends missing out it is the hole community as all of a sudden we aren't burning fuel, eating meals and using accommodation etc.
An individual	Wayne Holmes	I oppose these changes	I believe the rivers are there for everyone to use and restricting boat users to two trips a day is not fair them.
An individual	Hilton McLachlan	I am in favour of these changes	This is a safe , wide . deep river with plenty of clear vision and is a must for the more inexperienced boater . I have always enjoyed this part of the country when visiting the South Is and long may it remain.
An individual	Pat Rukuwai	I oppose these changes	Very limiting to casual users of area.
An individual	Charley Spark	I oppose these changes	We have a boat, and we go camping at Albert Town camp every summer. This proposed amendment is purely to satisfy the complaints of few and ruin the fun and tradition of many others. 1.1 (a) To not allow power vessels in those areas between 1 December and 31st March is ridiculous. If this was a beach, would you stop us from surfing in those dates, because its summer time and it attracts more people to the destination??? Would you stop people from snowboarding and skiing in winter??? We live in a holiday destination. Where people like myself buy boats for summer to have fun with friends and family, do some sports and cool off. No different to buying a snow board in winter
An individual	Noel Agnew	I oppose these changes	I have boated the Clutha in the past. There are no safety grounds that support these changes. Many south island rivers have much greater powered traffic which makes these changes appear as just more rules where none are needed. How will people visiting or holidaying know about these changes? Many fishing and other recreational opportunities will be lost for a majority of river users so that a minority might benefit. This is not acceptable.
An individual	Mark Young	I am in favour of these changes	
An individual	Peter Steele	I oppose these changes	There are no navigational issues on this large body of water which has been and is used by a large number of boats for access for fishing and sporting activities for 50 plus years . The current bylaw works fine and we shouldn't be held to ransom by only a few people that think they have more rights than other users over this body of water.
An individual	Robert Trott	I oppose these changes	Having a speed restriction will severely effect jetboating on the Clutha River between Wanaka and Cromwell.
An individual	Peter Morrison	I am in favour of these changes	I think it is a good compromise, where fishermen,swimmers and boaters all have some time on this section of river.
An individual	David Marsh	I am in favour of these changes	Myself and family have used the section of the Clutha River down stream of Albert Town for at least the last 20 years and enjoyed the opportunity to picnic and fish in the area. It is especially great to be able to use this area if Lake Wanaka is unusable because of wind. The area has very few residents close - only at Albert town - hence little disruption especially with boats that are quieter than they used to be. Without doubt the greater amenity is for people to use the waterway which is a river with few obstacles. - its easy to boat with ample room and visibility to observe any other boats, kayaks and people - hence it is a safe waterway. the current restriction of being off the river by 6 am is constraining to users who wish to stay later and enjoy fishing and picnicking. I strongly support the safety bylaw and in particular the permanent uplifting of the speed limit on the section of the river downstream of albert town.
An individual	stu mitchell	I am in favour of these changes	The visibility is excellent with unimpeded lines of sight in all river flows.This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers,rafters,swimmers.A jet boat provides the best access for fishing,as well as other recreational opportunities such as swimming and picnicking.

An individual	jared mcphoe	I oppose these changes	allow people to use our natural facility's
An individual	Malcolm Wood	I am in favour of these changes	I am a private recreational boater and a fisherman and believe it essential to maintain public access for kiwis to continue too enjoy and share our backyard sensibility within the community
An individual	Brian Warren	I am in favour of these changes	Whilst we live in Ohoka (Christchurch) we have a holiday home in Wanaka. We are recreational jet boaters, and have been since the late 1970's, having enjoyed many hours boating on the Clutha river, Lake Wanaka and many other waterways in the Central Otago region. I support the Navigation Safety Bylaw as proposed by QLDC staff as it will provide a practical and appropriate compromise position for all river users. The Clutha is a large flow, wide and "relatively easy" to navigate, from a jet boating perspective, river in the particular "reaches" this bylaw relates to. This proposal supports all forms of river users, albeit with some more controls than currently exist, and will create a safer environment with reduced potential for conflict.
An individual	Murray Groundwater	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers
An individual	Keegan Thomson	I oppose these changes	The Navigation Saftey Bulae chmsge would be a real shame for al those who use the Clutha or have intentions to use it in the coming summer months. I know myself that the river is well within the skill level of all boaters and provides all the great attributes that requires, good line of sight, deep water, wide at all points etc. I have bloated the Clutha myself and had planned to take my family down to Albert Town this coming summer holidays, not only would we not travel down if the Bylaw is enforced the surrounding businesses of Albert Town will also begin to suffer as others follow suit with. This bylaw affects so much more than just the boaters. I oppose.
An individual	Ryan Brooks	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space.
An individual	jeremy Emmett	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Chris	I oppose these changes	
An individual	Tim McIver	I oppose these changes	These changes seem to be for the benefit of a minority of property owners, who purchased their properties with the current rules in place, yet the new ruling has a negative impact on a lot of recreational users of the river during a peak holiday period. This not only excludes jet boaters, but also those wanting to use boats on the river for fishing. There is no safety issue, as the visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers The river is deep, and boats can stop to assess the situation at any time. In addition, on windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. This proposed new ruling precludes most and benefits few, and believe that it is unbalanced and shouldn't be passed.
An individual	Nick Sullivan	I oppose these changes	The river has a speed restriction already in place from the outlet motor camp. No further restrictions should apply. The residents complaining about the noise do not own the river, it is there for everyone to enjoy. JBNZ memeber boats are restricted to 95dba and most are considerably quieter. As a comprimise I would like to suggest that river access is limited to JBNZ members, that way the organisation controls who has access to the river and may overturn membership of anyone boating irresponsibly or who operates an excessively noisy craft.
An individual	Tim Reed	I oppose these changes	
An individual	Paul John DICKSON	I oppose these changes	i cannot see why a small number of local and out of town individuals can make significant changes to access on a classic river that is used by recreational jet boaters and possible tourism operators jet boats leaves no visable damage or interruption to the enviromental in this area jet boats have traditionally had access to this river for many many years local individuals purchased into this area knowing what the status quo was protesting individuals living outside the area eg Auckland/ Christchurch - voices have no creditability
An individual	Tim Brownlee	I am in favour of these changes	I have boated this waterway before and see the limits in the proposal as accommodating all interested parties.It is important that the lower Clutha retains a permanent uplifting as this is a great river to learn to boat on .It provides for an alternative place to go when the lake becomes unsafe due to winds and large waves.A jet boat provides the best access for the other boat related activities such as fishing and picknicking.
An individual	Alastair Rutherford	I am in favour of these changes	I have Jet boated on this part of the Clutha River for the past forty years and realise we now have have to compromise to let other user of the river have their time on it as well due to the huge increase in population. This is the most balance outcome to the opposing views.
An individual	Rhys Harris	I oppose these changes	This new law is ridiculous as it basically prevents anyone from going for a cruise on the river. Fun police so to speak. Maybe have a speed limit where the river is close to residential areas, But to ban access all together is just stupid and unfair to the general public just because of a few unhappy residents.

An individual	Shayne Harris	I am in favour of these changes	I am in favour of the proposed amendments' to the bylaw because although it restricts my access as a jet boater it is an acceptable compromise that I can abide by. See below for other observations and thoughts on the matter. - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I have boated this waterway in the past on my visits to Wanaka and I intend to do so again in the future. The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." - This proposed bylaw amendment contravenes the Resource Management Act by restricting access to and along the Clutha River.
An individual	Tom cross	I am in favour of these changes	I agree with the changes, as a jet boater, it is Important that everybody is catered to and can enjoy the river
An individual	Nick Shearer	I am in favour of these changes	I am a long-time user (40 years) of the Clutha River between the lake outlet and Red Bridge. I use the riverside tracks for mountain-biking and walking, and the river for fishing and jet-boating. I support the Proposal. My reasons for this are: I like the stretch of river above the Albert Town bridge to be kept a quiet and safe area for all walkers, bikers, picnickers, swimmers, kayakers, fisherman and rafters. I have not in many years of boating found it necessary to jet boat above the Albert Town Bridge. There are enough opportunities for jet boaters below this bridge. There is a convenient launching area at the Albert Town bridge for all vehicles and no need to launch at the Outlet to access the river. There are many more power boat-users on the river in the summer and not all of these obey the basic rules of the river, such as keeping right. Excessive speed is common. They should be kept off the Upper Clutha.
An individual	Jan McPhedran	I oppose these changes	I object to the QLDC removing all speed restrictions on powered craft downstream of the Albert Town Bridge. There are two serious issues arising from this proposal; 1. Safety downstream of the bridge. My property is downstream and overlooks the bridge and boat ramp. I vehemently disagree that this is a lower safety risk zone and in the 24 years that I have lived in this area I have seen the use of this part of the river by swimmers, bridge jumpers and other users increase exponentially. I have seen near collisions on a handful of occasions and don't know why the QLDC feels that activity stops at the bridge, when in fact this is a developed part of Albert Town and a very busy recreational area. All summer, day and night, and in various states of inebriation, there are people jumping off the bridge and swimming downstream of the bridge. This is not a wide stretch of the river and powered vehicles travelling full speed represent a significant safety issue. Do people swimming, floating, paddling, picnicking etc on the downside of the bridge expect to have their safety compromised? No, they don't! 2. Noise during the evening. Due to the increase of the jet boat and jet ski users on the river, there is considerably more noise and removing the 5 knot speed limit on powered craft after 6pm in summer (4pm winter) will significantly increase disturbance late into summer evening from powered vessels. I implore you to consider the people that live in Albert Town and alongside the river and reconsider the above proposals. Jet boats are incredibly noisy and can be dangerous at speed. Would you like this noise happening outside your bedroom window during the long daylight summer hours?
An individual	Peter Murray	I oppose these changes	The rights to use all our waterways. That know one can dictate as long as we stick to the rules
An individual	Steve Humpherson	I oppose these changes	I object to the QLDC removing all speed restrictions on powered craft downstream of the Albert Town Bridge. There are two serious issues arising from this proposal; 1. Safety downstream of the bridge. I understand that the QLDC view the river downstream of the bridge as a lower safety risk zone and I would like to know why. Why does the risk stop at the bridge when the recreational users (non-powered) don't? My property is downstream and overlooks the bridge and boat ramp. I strongly disagree that this is a lower safety risk zone and in the 24 years that I have lived in this area I have seen the use of this part of the river by swimmers, bridge jumpers and other users increase exponentially. Powered vehicles travelling full speed represent a significant safety issue, especially as jet boats come right up to the bridge to execute their Hamilton jet turns. Are people swimming, floating, paddling, picnicking etc on the downside of the bridge aware the jet boat is going to speed in and turn? I know they are not and have seen near misses of this nature. 2. Noise during the evening. Due to the increase of the jet boat and jet ski users on the river, there is considerably more noise and removing the 5 knot speed limit on powered craft after 6pm in summer (4pm winter) will significantly increase disturbance late into summer evening from powered vessels throughout the built-up riverside area of Albert town. Please consider the people that live in this part of Albert Town (as well as the visiting recreational powered craft users) and reconsider the above two proposals. Jet boats and jet skis are incredibly noisy and dangerous.
An individual	David Easton	I oppose these changes	We purchased our property at No 64 Alison Avenue in 2007. Its proximity to the Clutha River and the access point of the Albert Town Bridge boat ramp were major reasons for our decision and as an extended family we have spent many happy hours boating on the river and accessing Lake Wanaka for trips and picnics. This section of the Clutha is exceptionally beautiful but it also is an accessway. Preventing power boats from using this stretch of water is denying genuine stakeholders their right of use. We have fully understood and appreciated the speed limits in place and agree with the necessity to have them. We submit that to improve safety further, a specific channel be marked in front of the popular beach at the Outlet Camp simply to get boats from the river to the lake. But to cease the ability to boat this section of the river at all during the 4 months of summer is a restriction too far, one that was never sought initially and thus did not gain our attention back when the speed debate was started. Pressure should not come from one group of stakeholders over another and for 4 of the most popular months of the year added traffic will be forced on the lakeside boat ramps. We and other Albert Town and downstream boaties enjoy the access to the Clutha that ultimately gives boat access to Lake Wanaka. We submit that you return to the former Clause 35.1 (and elsewhere), tightening the channel at the Outlet if deemed necessary but retaining the right for boats to enter Lake Wanaka from the Clutha River between 1 December - 31 March as per the balance of the year.
An individual	Adam	I am in favour of these changes	I am very much in favor of no powered vessels between the Outlet Camping Ground and the Albert Town Bridge to maintain the safety of all river users especially in the summer months. I would also support a 5knot restriction downstream of the bridge to prevent excess noise and danger in this area of Albert Town.
An individual	Elliott Alloo	I am in favour of these changes	Banning a river from powerboaters in the summer time just seems ridiculous. Then if consent is given, why have this period available for 17 days? This is far too short and only given consent to drive between 10am and 12am is unrealistic. 2 hours is not long enough for a river trip, if you were to boat down from the outlet to the red bridge and back, you would really be pushing time. What was wrong with the 5 knot speed limit for the very start of the river then an open speed limit before the rocks? Oh right, because selfless people want to eliminate "noisy" boats from the river. Well I can tell you, you bought that house next to the river, that's your own problem. Imagine living next to a truck stop, trucks drive at night, noisy things, do they get a ban? No. If you still want restrictions, what about a compromise of either a noise restriction on boats (eg. larger mufflers) or have a time where boaters can use the river from 9am to 5pm, you don't sleep then so DONT USE THAT AS AN EXCUSE. This ISN'T THIER RIVER, they shouldn't decide on how to run it.



An individual	Dr Ross Denton	I oppose these changes	This is a very restrictive bylaw. Jetboats in particular can be operated in this area safely. Although I live in Wellington I have boated this river and area many times and would hope to boat it again. I note the Resource Management Act says MAINTAIN AND ENHANCE public access to lakes, and rivers." - Specifically this area= the visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers. JETBOATERS are far more aware of the surface of the water than non jetboaters realise- ie we constantly are looking for rocks etc- hence swimmers and kayakers are seen much quicker than they expect. Further I fully agree with JBNZ's views re this area- namely . - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. In making this statement I record being a past National Safety Officer for JBNZ, and have been a representative on Water Safety New Zealand.. I have advised the Coroner on matters of boat safety and worked closely with Maritime NZ on safety matters.
An individual	Brent Duggan	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." This proposed bylaw amendment contravenes the Resource Management Act by restricting access to and along the Clutha River.
An individual	Daniel Lysaght	I am in favour of these changes	A Jetboat is an ideal craft to access this river for recreational activities eg; fishing, picnicking, swimming. The Clutha is a wide, deep river...ideal for all types of boating.
An individual	mitch chisholm	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Shelley Clark	I am in favour of these changes	Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." Thankyou
An individual	Mathew Palmer	I am in favour of these changes	Although I would prefer there to be no restriction to power boating I understand the desire to reduce the impact on the area during peak times. This is a very good river to learn to boat on and is great for family trips for fishing and picnics. The river is wide and has clear sight lines which make the shared use of the waterway safe so long as people play by the rules and respect each other's rights to access. I also support boat registration and skipper licensing as this is an approach to safety which I think is lacking in New Zealand. Thank you for the opportunity to provide a submission on this bylaw.
An individual	Paul Kirk	I am in favour of these changes	Having been a Jet Boater and having driven commercial jet boats in the Queenstown area and having done stunt double work for an Imax film in the Clutha river I feel strongly that the waterways should always remain open to us and all other NZ families, I fully support the submissions/work done by the NZJBA. Regards, Paul Kirk.
An individual	Jason Harpur	I am in favour of these changes	Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." Thankyou
An individual	George Duffy	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Raymond Clark	I am in favour of these changes	Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." Thankyou

An individual	Hayden	I oppose these changes	
An individual	Riley	I oppose these changes	It will only congest other nearby waterways and increase vechels traveling in the area with boaties having to travel to other launch sites. Creating a lot more and bigger hassles that effect more people then the few people that are complaining about the current situation.
An individual	Fraser Guise	I am in favour of these changes	
An individual	Shaun Kelly	I oppose these changes	The Clutha River is safe for powered boating all year round!
An individual	Zac	I oppose these changes	
An individual	Mike	I am in favour of these changes	I am in favour of the proposed changes for the following reasons. I believe there are no Navigation and safety issues that would restrict jetboating on the Clutha River. During the Christmas Holiday period a large number of JBNZ members holiday in the Wanaka & Albert Town Area. Not only these members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. I have have boated this waterway many times in the past, and intend to boat it in the near future.
An individual	Bridgette McQuillan	I oppose these changes	No jet boats should be allowed on the clutha at all
An individual	Andrew Thompson	I oppose these changes	I am a father of 3 kids. Every summer we swim at varies spots between the Lake Outlet and the Albert Town bridge. We often float with the current on inner tubes, boogie boards, kayaks etc. I also fish off the bank with occasional success. I did not support amendment 1.1 in its current form and would like to see an amendment stating all powered vessels be restricted to 5km per hour for this section of the Clutha . This maintains access while simultaneously protecting swimmers safety and use of the river for swimming, fishing. I do not oppose 1.2 amendment as this gives powered vessels full unrestricted use of the river south of Albert Town. Kind regards Andrew Thompson
An individual	Earl Robinson	I oppose these changes	The imposition of regulation and rules on the use of a public resource, primarily required by those few who have chosen to purchase local property is counter to the egalitarian values that this country is supposed to represent. While safety concerns are claimed as justification for the effective closure of the use of the river section from the Lake Wanaka outlet to the AlbertTown bridge, clearly that is not the primary motivation, because other options are more than adequate to meet that requirement. Permanent 5 knot restrictions in high use areas, eg around the Alberttown Bridge area would more than be effective. There is no need to restrict recreational boat use between the Outlet and the Alberttown river. You cannot get a wider, higher volume section of waterway anywhere else in the country. It is not a particularly high use area for boat traffic anyway. There is little to no evidence of accident/significant risk justifying this position. QLDC's role is stewardship for a community that is far wider than for a few local residents who knowingly have invested in property under exisiting conditions. I have been a ratepayer and a regular visitor to the Lakes District all of my life and the self interest exhibited here by a few needs to be dealt with effectively. The river is for everyone, not just the selfish.
An individual	Nigel Kearns	I oppose these changes	I disagree with the proposed bylaw. This NZ resource has been used for many many years by powered craft and now only really being a problem due to a minority of people wanting it to stop. It is like people that move close to a sporting venue that they know is in the area and wanting them to stop as they do not like the noise and traffic that is created a very low percentage of the year. If it is a safety concern then we need to know the facts and details of the concerns and how they were generated and collected. This waterway has been used by thousands of kiwis over the years and should remain open for all to uses
An individual	Roger McCurdy	I oppose these changes	
An individual	Cameron Miller	I am in favour of these changes	Having been a regular user of this stretch of river over many years, I support the changes as proposed. From the Albert town bridge to the lake outlet is a wide and mainly deep stretch of river that allows for safe enjoyment by all users. The area provides for safe access to the lake by jet boats and from the lake into the river system. Most of the period of high use by many users is from 20th December till 30th January and this is the period where a 5 knot speed limit should be in place. I fully support the uplifting from the Albert town bridge to the Luggate bridge as this is an important recreation area for jet boaters and other watercraft users. The area is always well used especially when the weather does not allow for safe lake boating. Having jet boats using the area above the Albert bridge in a safe manner, may also one day save a persons life, as being first response to a person entangled in willow trees while swimming ,drifting ,kayaking may ensure the survive to do it another day.
An individual	Steve Wallace	I oppose these changes	I Believe that all New Zealanders should be able to access all parts of the river now and in the future. Homeowners new the boats and other river users were there long before they built homes alongside the river.
An individual	lindsey Turner	I oppose these changes	The changes need to exclude all powered craft from between lake outlet and Albert Town bridge at all times of the day. Jet boats are too dangerous in this area due to other recreational use by people swimming and floating down the river and fishing. At no time should any craft in tthis area be allowed to exceed 5 knots. As the council feels it cannot monitor this . It should not allow any powered crafts to use this stretch of the river.
An individual	Sarah McKenzie	I am in favour of these changes	
An individual	Michael	I am in favour of these changes	
An individual	Errol&Yvonne Ludlow	I oppose these changes	We feel everyone should use the river, not just registered operators, if it is good enough for some to use the river during these times, making money from tourists. Most private people that use the river, are traversing through to the lake, or back down to take their boat out of the water. The majority of these private owners don't abuse the existing restrictions put on the area. (In the past we have witnessed some jet boats doing the odd jet turn. These boats included some of the tourist boat operators. The river is for all to use including, kayakers, swimmers, and boats. The fairest thing would be for boat owners, to be restricted to a speed limit within the area between the outlet and Alberttown bridge.If all boats had a registered number on there boat, those that are breaking the regulations can be reported. Also all boats should be off the river by 7.00 pm in the summer season, and earlier in the winter season. Large signs at both ends of this stretch of water, notifying all motorised boats must give way to all non motorised vessels and swimmers. This part of the river is unique and it is important that all New Zealanders including bathers, fishermen and boaties get to use it.
An individual	C Stewart	I oppose these changes	The rights of all river users
An individual	darin gordon	I oppose these changes	boating in this are has been a longstanding recreatioal activity allowing access from river to lake, i understand the dangers and disruption to swimmers and residents, but most of this is swimmers not adhearing to maritime rules, eg no dive flag when floating down river and wrong side of channels, it could be better mitigated by swmmer ares more defind to public and maybe better speed restictions such as minimal planing speed, and restricting to main flow channel. i would not like to see this area just vlosed off to public boating

An individual	Paul Maydon	I oppose these changes	I feel the Clutha river is a navigable water route and banning the use of power craft on it is unfair and discriminatory to power craft users. I am a Wanaka resident and boat owner and would like to retain the right when I have family and guests visiting to be able to appreciate our waterway & Navigate from lake Wanaka to Lake Dunstan. I appreciate that in summer / holiday season there are a lot of swimmers and other activities on the river just the same as on the lake. Because there are swimmers and other recreational users on the lake is the council going to propose to ban all power boats from the lake? If not then the same should apply to the river. I agree that by all means in the interests of safety propose a realistic speed limit in the areas where people tend to swim but please do not put a total ban on power water craft.
An individual	Rick Crosbie	I oppose these changes	I have boated the river many times and the only issue I've seen could have been dealt with by some policing. The river is for ALL to use
An individual	Josh	I oppose these changes	Not required.
An individual	Aaron Paddon	I oppose these changes	I have boated from lake dunstan to wanaka a number of times ,and would like to continue in the future with out any future restrictions .never once has there been a safety issue with other uses plenty of room for everyone to enjoy. its there for everybody why should a small minority be able to change the ruling,seems to be happening to often in this country.
An individual	Jeser Borges	I oppose these changes	I'm a jet boater and wanting to leave this ruver free for the next generation
An individual	Andrew pratt	I oppose these changes	Have just bought a jet boat we go camping swimming skiing and jet boating at wanaka would like to boat the river and for future generations to boat the river safely
An individual	Sam Lewthwaite	I oppose these changes	Rivers should be available for everyone to use. Especially in an area that gets a lot of tourism. The few people that live there shouldn't have control over the river. They don't own it. It should be for everyone to use
An individual	Gavin Morphett	I am in favour of these changes	
An individual	Jack Acland	I oppose these changes	I oppose the restrictions on powered vessels on the river. The restrictions seriously impact the use of the river for recreational purposes. The restrictions add no value and only have downside - decreasing the use of the river.
An individual	Jason Morgan	I oppose these changes	I am a frequent user of the section of river in question, I fish, Jet boat ( complying with the current laws) and swim and float down it. I think it is very selfish and narrow minded of a few individuals to want to ban jet boating completely, I can't think of any accidents or near misses on this stretch of river as a result of jet boats. Every boatie I have encountered on this stretch of river abides by the rules and gives other users plenty of space. To ban the use of power boats on the Upper Clutha will open the flood gates to closure and lack of access to other great rivers that we all enjoy. Our rivers are owned by every New Zealander to enjoy, Not to be dictated by the minority. Jason Morgan.
An individual	Jeffrey Gaw	I oppose these changes	I do not agree to supporting closing off the river to boaters, whether they are jet propelled, jet ski, inboard or outboard. Yes there should be a compromise but banning power boats is the wrong answer and I am sure many or all of the boating fraternity would agree. This will set a precedent for further closings of not only parts of this river but others through the country. Closing the section is not the answer, restricting access to to permits only is not the answer. Maybe the suggestion of a 5 knot limit at certain sections such as swimming areas or distances from the bank or a restricted plane speed only through the middle of the river except through certain areas, there needs to be a compromise from all involved to solve this problem for all who use the river. What I read into Albert town community facebook page, they are saying that safety is their prime reason to do this. They do not appear to want to compromise. How often have we come across someone purposely compromising the safety of others, usually it is purely the individual not thinking or being foolish or showing off, no different to the individuals that do so in cars, are we going to ban cars travelling through a town because of the minority??? If this relates to boaties of all types then we train them, fine them, reprimand them and if injuries occur punish them as required. Maybe New Zealand needs to introduce boat registration, boat licences and training to suit just like any other motor powered vehicle and treat the rivers and lakes as we do road rules. Banning the use of a section of a river is the same as banning certain roads from cars or motor powered vehicles. THE RIVERS AND LAKES OF NEW ZEALAND ARE OWNED BY THE PEOPLE OF NEW ZEALAND, FOR THE ENJOYMENT OF ALL NEW ZEALANDERS. That includes trampers, swimmers, surfers, cyclists, canoeists, yaughties, rowers, jetboaters, etc etc etc. The Albert Town Community does not own this section of river and taking the attitude that the majority of power boat owners are not safety conscious so we now propose to apply to close off the river to all power boats is inconsiderate and insulting to the boating fraternity of New Zealanders. I would be more supportive to the lakes council to compromise on the river use rather than banning the use of power boats and or closing portions of the river to power boats.
An individual	Neale Faulkner	I oppose these changes	I have a house in Albert Town and plan to spend some of my retirement years there enjoying one of my pastimes being Jet Boating. I WANT THE EXISTING RESTRICTIONS TO REMAIN UNCHANGED AS I STRONGLY BELIEVE THEY ARE FAIR AND REASONABLE TO ALL RIVER USERS AND NOT BIASED TO A MINORITY SUCH AS RESIDENTS ALONG THE RIVERSIDE AND COMMERCIAL OPERATORS. Having used the river for a number of years in my opinion there are no navigation and safety issues that restrict motorised craft on the Clutha River and I am not aware of any adverse incidences in relation thereto. - Visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - Jet boats provide excellent access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - The Resource Management Act states "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers.". That includes jet boaters
An individual	E J and P Wicken	I am in favour of these changes	As a jet boater I am very aware that we need to make this concession as all of the community need to be considered. However as I understand it the proposal to oppose this change and extend the exclusion down to the Luggate bridge seems unwarranted to me as the original reason for the changes at all were on navigation and safety grounds and there seems to have been very little if any problems on these grounds over many decades of motorised craft using this stretch of river from the mouth down passed the Luggate bridge. Many people enjoy boating in this stretch of river to access fishing and picnic spots over the summer period each year especially when the lake conditions are not ideal in windy conditions. The reason that there has been very few problems over the years from a safety point of view is the fact that this section of river has excellent viability and unimpeded lines of site so that skippers can see, identify and take appropriate action in relation to other river users such as kayakers, swimmers etc. The river is deep and boats can stop if necessary to assess the situation at any given place and proceed at displacement safely. The river is mainly one main channel with a width of over 50 metres so plenty of room for all. I have been involved with boating here in the past and look forward to doing so again in the future. Thank you for your consideration in these matters
An individual	Brett Sherriff	I oppose these changes	I believe the current rules cater to everybody involved as a fair compromise, of safety of river users is the main concern the 5knot bylaw currently in place provides plenty of safety for everyone involved. This bylaw modification appears to be catering to a minority of holiday home owners who visit the region over Christmas/summer. When a road or section of highway is deemed unsafe the speed limit is lowered cars generally are not banned. I boat this section of river regularly, I abide by the rules, I am safety conscious, I have never had an accident or near miss on this section of water. It is a huge body of water with plenty of room for everyone to utilise the fantastic resource we have that is the Clutha river safely without punishing boaters who are prepared to abide by the rules and boat safely. Thanks.
An individual	Allan Burns	I am in favour of these changes	I fully support it

An individual	alstair garland	I oppose these changes	I agree with this proposal as a sensible compromise for the Christmas holiday period, provided there is unrestricted access to the river downstream. There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - I am a member of Jet Boating NZ which has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." & Albert Town Area. I own a property in Wanaka and my family and I enjoy the jet boating opportunities the area provides. That is especially so in relation to the Clutha river. - It is not only our members but also friends and family that use the river via the members boat that can be an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - My family and I are keen fishermen and women. A jet boat provides the best access for fishing in the Clutha, as well as other recreational opportunities such as swimming and picnicking. - On many an occasion on windy days when the lake is unsuitable for boating, the Clutha River provides welcome relief for families and a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I have boated this waterway many times in the past 30 to 40 years, and intend to boat it in the future as often as we can get back to central Otago. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." is an important principle. That accords with my own view as a new Zealand citizen who enjoys the outdoor experiences this country has to offer, especially those on our rivers. The proposed rule change is a fair compromise, in the circumstances. Alistair Garland.
An individual	Tim	I oppose these changes	There is already a 5 knot zone about 1km up Stream of the Albert town bridge for people to swim in. As a jet boater that boats this river frequently I'm always aware of swimmers in the river as I have no problem with them being in the river the problem is that people in boats do not no basic rules of boating and This needs to be made more compulsory to learn these. It is the usual story it is a small percentage of people that ruin it for the rest of us and you can not take the right to boat this river off us as it is there for every one to use and enjoy safely
An individual	Rob Johnstone	I oppose these changes	As a resident over the summer and cycle down the river I have only once or twice witnessed any "Passive use of the river". I think the promoters of this proposed bylaw are over stating this. The river is wide and the visibility is exceptional. Passive users would be visible from a long way off. While we can launch at Albert Town and go downstream it would be far more convenient to be able to go down from the lake, especially when it is too rough on the lake. Having witnessed the commercial boats, that would no doubt get a consent, on the river below Albert Town giving there clients a thrill, I would consider the way I and other responsible Jetboaters use the river as MUCH safer. A sensible uplifting is required over the summer months when we want to use the river. River access must be maintained. Rob Johnstone.
An individual	Barry de Wit	I oppose these changes	The rivier needs tobe enjoyed by all.with out changes to the law.
An individual	Tony Roubroeks	I am in favour of these changes	
An individual	Jeff Gaw	I oppose these changes	Please note my previous submitted stance stated that THE RIVERS AND LAKES OF NEW ZEALAND ARE OWNED BY THE PEOPLE OF NEW ZEALAND, FOR THE ENJOYMENT OF ALL NEW ZEALANDERS. This should have read: REMEMBER WE ARE PRIVILEGED AS NEW ZEALNDERS TO HAVE THE USE OF RIVERS AND LAKES FOR THE ENJOYMENT OF ALL NEW ZEALANDERS. I do believe the Queenstown Lakes Council is attempting to deliver a result that will be fair and just to all concerned. My appologies for the mistake. Thank you for reading both my stances.
An individual	damian foster	I am in favour of these changes	The area has become extremely busy with swimmers and an accident is inevitable without this change. Some of the boat craft are also very noisy which is unpleasant for everyone else.
An individual	Grant Hastie	I oppose these changes	I oppose a small group stopping others responsibly enjoying a public area that has safety measures already in place.
An individual	Chris White	I oppose these changes	I am still of the opinion given the increasing numbers of visitors in this area that it is a danger to mix powered vessels and passive river users in the same stretch of the Clutha River. I have no objection to powered vessels using the Clutha River from the Alberttown Bridge to Red Bridge. I understand that we have to try to accommodate all users but people and power boats in any form should not share the same area of waterway due to the inability for easy identification of people in the water eg people floating down river on tubes or wearing wet suits. Even 2 trips a day in peak season by authorized power boats eg jet boat companies is an accident waiting to happen and may not necessarily be the jet boats fault but this opportunity needs to be avoided.
An individual	Dave den Hertog	I am in favour of these changes	We have as others boated this river for many years without issue. It is once again sad to see individuals trying to change the lifestyle of others to set their agenda if it is not turning off the firesirens in these towns to stopping sport days that have run for ALL the years we have lived and loved these areas.
An individual	Ben Baxter	I am in favour of these changes	
An individual	Dennis Marr	I oppose these changes	I am totally against the proposed changes to the safety buylaw buy a small group of people that live beside the river at allbert town.these people knowngly built there new homes beside the river that has been boated buy jet boats for a generation. why should we lose our right to boat this river because of a few ignorant people that move into this area and try to dictate and stir up trouble in regard to our river use.as far as i am concerned thay should go back to where they come from..in my my opinion the river is there for us all to enjoy and that includes jet boaters and all other kinds of river users.it is a place where we can all enjoy our chosen sport as long as it is done safeley.the restrictions on the river now are more than enough to keep people safe and to try and change them now for a small group of objecters who moan about a small amount off noise is redicolous.go back to where you come from and let us enjoy our river as we have done for many many years without people like you moaning about a little bit of noise We as jetboaters use this river to fish and enjoy as well as other river users and we will not be dictated to my a small group of moaners who built there homes along side our beuifful river,go back to where you come from and let us enjoy our water sports as we have done for generations. .
An individual	Phillip	I am in favour of these changes	
An individual	Sarah howlett	I oppose these changes	

An individual	John Langley	I am in favour of these changes	I support the banning of all power boats on the Clutha river between outlet camp ground and and Alberttown
An individual	Mark stalker	I am in favour of these changes	It's a good easy river to jet boat, including learner drivers, we have jet boated it many times as a family and have also had great fishing and swimming experiences when the lake is too rough to be boating on
An individual	Brendan Denize	I am in favour of these changes	I support the Navigational safety bylaw change with the exception of the time period as highlighted in 1.1(a) Support During the Xmas/New Year period and the school summer holiday period, pressure on the stretch between river mouth and Albert town bridge is very congested. I agree this congestion has the potential to raise safety concerns. I support this section being closed during this time frame on the specific understanding that clause 1.2 (albert bridge to red bridge) stays as a permanently uplifted section of river (and extending to all of the Clutha). Closing the river from Lake to Albert Bridge while keeping downstream uplifted will: -Be the best safety compromise as it keeps boat uses away from other river uses at this busy time of year. -It still encourages my family and I (jetboaters) to visit and enjoy the Wanaka area and the Clutha knowing there still is a safe opportunity to boat river -The lower river is deep wide, safe and still provides plenty of recreational and fishing opportunities -The lower river is far less populated with swimmers -Boating and river travel are a kiwi way of life, part of our history and character. Clause 1.2 recognises this -The lakes district is precisely that - lakes, outdoors - fun in the sun. banning boating in only the lake mouth to Albert bridge and only during the 4-month busy period is fair prudent management. Time Frame I do not support the 4 months ban from 1st Dec - 31st march but would support a shorter 1 Dec to 31st January. The clear majority of public take their annual summer holiday during the Dec - January period. Water activity considerably drops off once school starts. Safety is comprised when there is congestion on a river. As this stretch of water is very safe by nature, once that congestion is gone there is no longer a safety issue, and therefore no justification for restricting river use and enjoyment I support these amendments based purely on concern with safety. I would take issue if it the Lakes District was attempting to impose river restrictions for other reasons but hiding it under the name of safety. Brendan Denize
An individual	Jo Haines	I oppose these changes	I think that the 5 knot speed limit needs to be extended to the edge of Albert Town BELOW the Albert Town Bridge - there are non powered recreational users that use this stretch of water and Albert Town residents don't want to listen to jet boats screaming around below the bridge The commercial use of the river from the Lake Outlet to Albert Town needs to be stopped totally, along with all recreational motor boat use of this section. The council needs to LISTEN to the communities concerns about the SAFETY of river users and the ability to enjoy the TRANQUILITY of this stretch of river for walkers and bikers without the drone of motor boats/jet skies and stop ALL motor boat use on this section of river.
An individual	Steve Kirner	I am in favour of these changes	In to days world we must all be tolerant and receptive of the views of other river users, and those who live beside the waterways, whether they be boating public or not. As the National Safety Officer of Jet Boating NZ (JBNZ) I appreciate the foresight QLDC has shown to the safety aspect of this proposal, as this is to me the only valid reason for adopting this proposal. Noise does not come into the equation where JBNZ members boats are concerned as their boats have an accepted maximum decibel reading which must not be exceeded. I further see the proposal for the lower Clutha River (Albert Town bridge to the Red Bridge) as enhancing the Driver Training Program JBNZ has for its members, less restrictions on this part of the river will enable an expanded time frame for training sessions. Steve Kirner National Vice President & National Safety Officer Jet Boating NZ
An individual	Grant Stothers	I am in favour of these changes	here are no Navigation and safety issues that restrict motorised craft on the Clutha River - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." - This proposed bylaw amendment contravenes the Resource Management Act by restricting access to and along the Clutha River.
An individual	Sandra McTavish	I am in favour of these changes	I Agree with the restrictions to the use of the Clutha River, and I think they are fair. But why does the zone stop at the Albert Town bridge? The safety zone should extend to where the Luggate Track starts, as that part of the river is still used as much as the above mentioned part. Or at least a speed limit from the Albert Town bridge to the start of the Luggate Track, as I realize the boat ramp is needed to launch the boats. Thanks Sandra McTavish
An individual	Rowan Cambie	I oppose these changes	I am supportive of some restriction around powered craft for a shorter period say 20th Dec to 20th Jan.
An individual	Peter Short	I am in favour of these changes	I feel these changes make good sense in regards to everyone in general. This river is a excellent safe recreational area for all to respect,share and enjoy. I really appreciate these intelligent management strategies and am in full support.
An individual	Tim Scott	I oppose these changes	As a jet boater with young children I find the Clutha is the only area I can safely take the children when staying in Wanaka. In a small boat the lake can often get choppy and there are loads of outboard boats and their wake. I would not feel safe taking a 3 year old up the Matuki or Wilken/ Makarora over the summer time when the rivers are quite low. For the last 2 summers we have enjoyed boating (floating in the speed restricted area near he lake) with other boats and enjoying a picnic and swim plus a more gentle introduction to river boating.
An individual	James McElrea	I am in favour of these changes	QUIETER NOISE LEVELS FOR A LARGE RADIUS OF RESIDENTS, SAFER RIVER FOR PASSIVE USERS - IE PADDLEBOARDS, KAYAKERS, SWIMERS
An individual	NICKY MCELREA	I am in favour of these changes	
An individual	Sue Grant	I am in favour of these changes	
An individual	Keith Hutton	I am in favour of these changes	Need to keep the river safe for the public who use it for a variety of activities.
An individual	Hamish Wright	I oppose these changes	Everyone should be able to enjoy the use of the water way whether using power craft or self propelled. There is already restrictions in place why are they needed to be extended which will restrict the ability of family and friends be able to enjoy boating the river. It is also a part of a river that is safe for new jet boaters to learn the art of reading the river and water. Please don't let a small minority spoil it for a large group that are just doing something that they enjoy
An individual	Phill Dickinson	I oppose these changes	This proposal will limit/remove the ability to launch a jet boat at Albert Town Bridge and boat a fantastic section of river to lake Wanaka, which is not available to all people because of age, ability or otherwise except in a jet boat. Access to Lake Wanaka via the Clutha river reduces congestion and environmental impact at Lake Wanaka's other boat ramps. All river users have a responsibility of care while using the river including fishermen, swimmers, kayakers, boaters etc... to restrict only one group access is unfair on the grounds of safety because a swimmer entering this size of river exposes themselves to risks even if there are no other users, likewise a fisherman wading or kayaker capsizing. Jet boating large rivers with good visibility has low risk
An individual	Luke	I oppose these changes	

An individual	Mike wilson	I oppose these changes	People should be able to use boats any time of year throughout all parts of the river. Other water users do and I do not believe jet boaters should have restrictions especially during the height of summer where the boat ramp at Albert town bridge can provide an overflow from the busy eely point and marina boat ramps in Lake Wanaka.
An individual	Guy	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Deirdre Hutton	I am in favour of these changes	Safety for passive users
An individual	Andrew Owen	I oppose these changes	- Every year my Family and I stay at the outlet motor camp over the Christmas holiday period and have done for as long as I can remember. We often travel down the river from the lake on a day when the lake is to rough for boating. In all these years of boating the clutha river over this busy period I have never once found myself in a situation I would consider dangerous to myself or any other river user. The river is wide and deep meaning boats can stop or slow down and see a long distance ahead. - I believe that the river access should remain open so that all different groups of New Zealanders can enjoy it. No one should be denied the right to use a New Zealand waterway! - There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Duanne Morrison	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Jennifer Parr	I am in favour of these changes	I live near the river and believe it should be kept safe for swimmers, kayakers, dogs, and others recreating during the summer. I also think pollution (both noise and water) need to be taken into account as these power crafts inevitably do both.
An individual	Terry Mackintosh	I am in favour of these changes	I believe the river should stay open to powered boats. Having boated this river before I believe it is a wide open, deep river with great visibility, unimpeded lines of sight and wide enough for powered boats to safely navigate with being a hazard to swimmers, kayaker etc. I feel it should be enjoyed by all New Zealanders not just a select few. Thank you. Kind Regards Terry Mackintosh
An individual	Lindsay Kain	I oppose these changes	The area is deep and wide with plenty of opportunity for boats to pass safely and to stop if need be. Allows public use of a public resource.
An individual	Cameron Balderstone	I am in favour of these changes	Although I have not had the chance to boat this section of water (I plan to at a future date), I view the limits in the proposal as accommodating all interested parties. As the Clutha is a great river to learn Jet Boating skills in a safe environment it is important it retains a permanent uplifting. It also provides an alternative place to boat when then lake becomes unsafe due to winds and other foul weather. Jet boating in this area also provides great access for fishing.
An individual	Nathan Barker	I am in favour of these changes	This section of the river is easy to navigate. Plenty of room for multiple boats to safely use. My family and i enjoy swimming, fishing and other watersports. It would be a shame to see such a nice stretch of water made unavailable to my children.
An individual	Karl Shaw	I am in favour of these changes	
An individual	Stephen Gill	I am in favour of these changes	
An individual	louis soal	I oppose these changes	this section of river should be able to be used by all persons in powered or unpowered craft within daylight hours. QLDC should be more concerned with a " squatters" camp which seems to have grown larger on the North bank of the river on reserve land
An individual	Janice Daley	I am in favour of these changes	Safety for swimmers and people fishing and for a peaceful and quiet outdoor environment for walkers, cyclists, those sitting enjoying the views and the sounds of the river and bird life. I think the ban should be extended till after Easter each year.
An individual	Michael Gorman	I am in favour of these changes	I support the changes for safety and environmental reasons.
An individual	Peter Excell	I am in favour of these changes	I have boated this area many times and feel that this is a good compromise between all users of this area
An individual	R Goulding	I am in favour of these changes	The changes should totally ban powered craft on the Upper Clutha all year round including commercial operations. This woul reduce the likely hood of collision always not just in summer. A total ban on powered vessels would provide needed quiet zones along the river for the many passive users to enjoy. The speed from Alberttown to the Red bridge should be always 5 knots 12 months a year. The input for boats to the Clutha River should be at the red bridge away from residential areas. Power boats have access to rivers the Matukituki, Hunter, Makarora and lakes the Clutha is used by many passive users way more than all the other mentioned lake and river areas. Please future proof this bylaw by making the upper Clutha powerboat free all year and reducing speed on the lower Clutha ( Alberttown to Red Bridge) and consider changing the access places for boats to be away from residents as its so incredibly noisy at the Alberttown boat ramp every day year round as commercial users run 12 months a year.

An individual	nigel	I oppose these changes	jet boating on the clutha has been safely done for years,a very large safe river for powered craft. stop the idiots floating down on home made craft, boards and inflatables,this is unsafe. there are commercial operators that have been running for years, bringing money,jobs and adventure to wanaka, would you stop shot over jet running there operation because of a couple of people moan that it dose not suit them and want everything there way. we all have to share this lovely place we call home. not moan when we see other people having fun.
An individual	Ian Kennedy	I am in favour of these changes	My family and I are regular passive (kayaking, swimming and floating) users of the upper clutha. I have concerns for our safety and that of others from power boats and other powered crafts on the Clutha between the AT bridge and the outlet. I have witnessed dangerous situations involving powered craft in the past. I also have concerns for the resident wildlife from the wash generated by powered vessels. I also want speed restrictions below the bridge so that residents there are not at undue risk and are not affected by excessive noise.
An individual	Ken and Rezi Gousmett	I am in favour of these changes	Our family have been frequent visitors to Albert Town since 1972 and in summer we have often floated the section of the Clutha River from the Outlet down to the SH6 bridge. This includes our children since about 1986 to the present. We have witnessed an increase in jet boat numbers over this period to the extent that there has been a clear risk to passive river users for a number of years. Passive river users have no protection and can only rely on their eyes and ears and quick reaction to keep out of the way of speeding jet boats. This situation will inevitably end in tragedy unless Council takes action to ban all motorised craft. I was swimming this section of the Clutha River about 5 years ago when one of our small group was nearly hit by a fast moving power boat. It is overdue for Council to return this section of the Clutha River to the sole use of passive river users by banning all power boats from the Lake Outlet to the SH6 bridge.
An individual	Grant Bailey	I oppose these changes	I oppose a ban of powered craft in the Upper Clutha. The 5 knot restriction applies in every other area where there is high passive use, harbours, beaches (except ski lanes). Are we going to ban powered craft from Glendhu Bay, Wanaka bay, Frankton! The visibility on the Clutha is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. Bans simply reward one group at the expense of others, the Clutha should be enjoyed by all.
An individual	Jane Hawkey	I am in favour of these changes	Hello and thank you for your accurate assessment of the communities concerns and desires for this increasingly busy stretch of the Clutha River and in particular with regard to user safety. I fully support Proposed Clause 1.1 and believe this is a fair and accurate reflection of the communities needs. However I am strongly opposed to Clause 1.2 in part.....the area downstream from the Alberttown Bridge to the confluence of the Cardrona River is also heavily used by swimmers, particularly children and young adults and non-motorised activities. There is high traffic in summer with both banks of this section of river being used by children and also the ever popular bridge jumpers. I recommend this clause be altered to reflect this use and protect non-motorised river users to a minimum of the Cardrona confluence. I also propose in fairness to the residents below the bridge that the curfew for motorised vessels be limited to 5pm. I question the need for the speed limit to be entirely removed.....this would never happen on our roads and in an ever-changing river with unknown obstacles both in the water and along the river banks could result in some fatal accidents. Thanks for your consideration.
An individual	Sam Grant	I am in favour of these changes	I am a frequent visitor to Wanaka all year round with family living and working in the area. I use the river as both a passive and powered user and believe the proposed changes will make this area of the river safer. I support clause 1.1(a) in part. I believe the ban of 4 months is to long and a more appropriate time would be to coincide with the school holidays as this is when the river is at its busiest. Outside of school holidays traffic on the river is at clearly reduced levels which would be considered safe for all operators on the river. I support the exceptions 1.1(a)(i), 1.1(a)(ii), & 1.1(a)(iii) as it still allows the limited commercial users to operate without major disruption to their business activities and shouldn't hurt Wanaka and lakes district image as a major tourist destination for adventure tourism. Support 1.1(b) as this allows passive users an opportunity to use the river with powered boat restrictions all year round. Support 1.2 as this will incentive power boat users to operate downstream removing them from upstream of the albert town bridge.
An individual	John Binney	I oppose these changes	In Clause 1.1 (a) the dates should be 1 November and 30 April in recognition of the high levels of recreational use during the summer months and through the Easter period. Clause 1.1 (a) (i) (A) 12pm should read 12 noon. The dates in clause 1.1 (b) should be amended to be consistent with my proposed amendment to 1.1 (a)
An individual	James Millard	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I intend to boat this water way in the near future - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Nigel Tunnah	I oppose these changes	I oppose because New Zealand is a country that loves the outdoors .the Clutha river is a great river to jet boat and would be ashamed that this could be ruined due to people being over dramatic.surely there is a better way
An individual	Richard Ford	I am in favour of these changes	I am a member of Jet Boating New Zealand and have spent a large amount of time boating the length of the Clutha (Mata-au) River between Lake's Wanaka and Dunstan while resident in the area for the previous 6 years, and regularly while on holiday in Wanaka annually for the preceding 20+ years. I also regularly join friends (also some of the 3500 JBNZ members nationwide) from out of the district on the river when they bring their boats with them on holiday. The Clutha (Mata-au) River is also the regular location I head to if I am taking out anyone that has never had the joy of travelling on a river in a jet boat or by other means. This river is not only a fantastic entry to Jet Boating due to its excellent visibility, deep largely singular channel and enough flow to allow safe progress at displacement and easy manoeuvrability at any flow level. It also provides a safe alternative to a windy and/or crowded lake during the busy summer period and provides a safer option for new and experienced boaters alike. I find this a particularly valuable aspect of the proposed bylaw that allows a safe alternative for family boating in all types of weather in what can sometimes be a short window families have on holiday in the area. This is important given the safety issues that large waves on a windy lake can present to Jet boats and other smaller craft which would be able to navigate the Clutha (Mata-au) River. The unimpeded sight lines presented by the Clutha (Mata-au) River and wide channel also allow for visibility and identification of other river users and safe action to be undertaken early by the skipper. When fishing on the river, this is certainly something I notice other river users are able to achieve easily regardless of their experience levels. Access to areas of such beauty and recreational value are also availed by a jet boat which often today we are struggling to find access by other means due to landowners shutting gates that used to be open to the public. This is a matter addressed by the Resource Management Act 1991 which in Section 6 (d)highlights the "maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers" as a matter of national importance. Additionally I have also spent a significant amount of time learning to paddle and regularly training on the Clutha (Mata-au) River in a multisport kayak and have never found any issues with other river users, powered or unpowered. Even when swimming beside my kayak after falling out while learning. As a regular user of the Clutha (Mata-au) River in both powered and unpowered craft in addition to fishing and recreation alongside the river, I believe that the changes proposed in the Navigation Safety Bylaw are appropriate and should be applied on the Clutha (Mata-au) River.

An individual	Hannah Potts	I am in favour of these changes	I am a frequent visitor to Wanaka and use the clutha river as a passive and powered user. I support clause 1.1(a) in part. I believe the ban of 4 months is to long a more appropriate time would coincide with when it is actually busy like the school holidays and should not include when usage is lower then the peak. I support the exceptions 1.1(a)(i), 1.1(a)(ii), & 1.1(a)(iii) as it still allows commercial use and provision for the harbour master Support 1.1(b) as this allows passive users the opportunity to use the river with restricted power uses all year round at certain times of the day. Support 1.2 as this will move power boats downstream due to no restrictions.
An individual	Heather McClinock	I am in favour of these changes	
An individual	Dave Murray	I am in favour of these changes	I am in favour of these changes which will improve public safety in this section of river.
An individual	Wendy parsons	I am in favour of these changes	We have a house in Wanaka that we use a lot in Summer. We jet boat the clutha river alot, from albert town bridge down to red bridge, with family and friends and wish to do so in the future. Our recreation includes access to great picnic spots, fishing, and swimming sites, as well as pick/up drop off on bike track. Visibility excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters and swimmers and being considerate to fisherman. The river is deep and boats can stop to assess the situation at any time. The river is in most places one main channel and has a width of 50metre plus. On windy days we go here as large waves on lake are a safety issue for jet boats. Have we not made a compromise already by not being able to boat from the outlet to albert town anymore?
An individual	Ian Turnbull	I oppose these changes	This section of the Clutha River is seeing a considerable increase in the amount of paddle boarding, swimming, kayaking and rafting; fishing use may not be increasing, probably because of all the other users on the water. While Council deserves credit for attempting to reduce the hazards to these "passive users" posed by speeding powered craft, the proposed amendments do not significantly reduce the risk of accidents. Being hit by a jet ski at 5 knots is still going to hurt. As I interpret the proposed changes, during the period of most intense "passive" use of the river (before Xmas to late January) there is no limit to the number of trips licenced operators may run on the river. The only constraint here is that the operators must have resource consent. The existing consents must obviously be allowed to run their course, but if in future things change, I would urge that Council require any future applications for such consents to be automatically made publically notifiable. For a short period (two weeks in late January), the number of trips licenced operators are allowed (at any speed) will be restricted to two: are these one-way, or return? It isn't clear. A "return" trip up and down the river doubles the number of potential powered boat/passive user intersections. Given that this restriction is only proposed for a short period at the end of the main holiday season, I would suggest that if Council are genuinely trying to legislate for safer and more enjoyable "passive use" of the river, this period should be extended from 1 December to 31 March. For the greatest part of the year (April to November) it seems that there is still no restriction at all on powered craft operating at any speed downstream from the Outlet, apart from a 5 knot limit before 10 and after 6 pm. Other speed limits have been uplifted. Isn't this called open slather? As a "passive user" of many waterways within the Council's jurisdiction (for fishing, swimming, kayaking, rubber rafting) I would be very happy to see at least one easily accessible large river entirely free of powered craft, and it would be great if it were the Clutha River between Lake Wanaka and Albert Town. This is, indeed, an opportunity for Council to focus on, and legislate for, what people want in the future. Thank you for the opportunity to comment on this proposal.
An individual	Andrea kendrick	I am in favour of these changes	Happy to compromise on regulating upper section, to allow full access below Albert town bridge, without restrictions on times. We found those time restrictions on lower sections were extremely frustrating, as it took away our freedom
An individual	Justin Kendrick	I am in favour of these changes	It's always frustrating having to compromise on one's freedom, relating to Albert Town bridge to the outlet but having the time restrictions removed on the lower section is a part return of freedom. We used to enjoy family fishing trips during summer evenings and look forward to this returning.
An individual	Ross Court	I oppose these changes	Having used a jet boat in the Upper Clutha River extensively over the last decade or so, including our last long hot summer, I have yet to witness prolific activity from either passive or powered users on this section of the river. Because of the nature of the banks of the river being mostly steep, even where the bank is low, and lined with overhanging willow trees, significant stretches of the river are totally unsuitable for swimming or other passive use. This nature also precludes boating too close to the river banks meaning that the risk of collision with a passive user is almost non existent. The very swift current in this section is also a serious risk for passive users. I have personally been 'flagged down' while jet boating on at least 3 occasions, to go to the assistance of a passive user that had got into difficulty.(all were inexperienced and unprepared body boarders) Paragraph 25 of the Statement of Proposal is the only disadvantage of retaining the Status Quo, being that "some members of the public are likely to be unhappy with retention of the status quo" and think the proposal doesn't go far enough. It is no surprise that you can not please all of the people all of the time, but it would seem reasonable by paragraph 6 that the status quo actually had, and is likely to still have, the most support. The proposed amendment to the bylaw appears to be based on "perceived risk" (paragraph 19) rather than actual risk. This perception has no factual basis and there is no reason to believe that the "actual risk" is any greater than it has ever been. The QLDC bylaws contain a vast range of boating offences, and associated fines. Refer provisions (2.1.6) (2.8.8) (2.11.1) (2.11.2) (2.17.1) All of these provisions already "regulate and control the use of vessels" and are designed to "prevent nuisances from the actions of persons and things on the water" (paragraph 19) As with any rules or restrictions, it is only those that adhere to them that it makes any difference to. Those that don't, or won't take any notice are the cause of the current perception of issues and will continue to cause issues even if boating on this stretch of river were to be completely banned. All of these provisions carry significant fines, but there does not appear to be any effort or will to police these in the area concerned. Surely a better situation is to encourage reporting of genuine nuisance, risky or dangerous behavior. Boat registration and video evidence should be more than sufficient to issue fines. I strongly oppose the proposed amendment and urge the council to encourage those that seek to further limit or prevent boating on the Clutha River to provide relevant factual evidence to support their position. Thank you for your consideration of my submission. yours faithfully Ross Court
An individual	Brian Knapp	I am in favour of these changes	I think the time frame is to short regarding the no powered vessels as Easter sometimes falls in April therefore the time should be extended to the end of April, also below the the Albert town bridge a speed restriction should be in place to protect the home owners
An individual	doug qualtrough	I am in favour of these changes	as a jetboater having boated this stretch of water several times I believe that it presents no safety issues as it is deep and wide. it is a safe waterway for new boaters to use and learn in. it offers access for fishing, swimming and picknicking and some lovely scenery. large numbers of jetboaters are in this area during the summer months. all boaters should have access to this area
An individual	Angela Winton	I am in favour of these changes	



An individual	Ronald Clearwater	I am in favour of these changes	In New Zealand we are privileged to have so many places and ways to recreate, and it could be argued the majority involve water. I personally frequent the rivers and lakes around the south island with friends and family. We unfortunately find, especially over any holiday period, a 'willy nilliness' attitude to ones responsibilities. Many water users are unaware of the rules and unfortunately have an 'I own this spot' attitude and cannot fathom the concept of 'sharing'. Many councils/regulators are failing the general public with inadequate signage, especially at boat launching areas, around rules and codes of conduct. Prohibiting one group of users does remove them from the area and therefore they are not there putting themselves or others 'at risk'. But I would like to suggest that if they knew, actually knew, the rules and codes of conduct, they should be able share the resource. I would also like to suggest if a few were fined etc the message would get out loud and clear to 'grow up and act responsibly'. This also goes for passive users in regards to conducting themselves to ensure their safety and that of others around them (paddle boarders not wearing a PFD). I am unsure why the status quo cannot be maintained with better education and penalties if necessary. I have been unable to find, or be given, any 'traffic numbers' for this area of water. But again, if people knew the rules and conducted themselves accordingly, (passing at lower speeds, keeping right, give way etc), the risk factors would be reduced. (Education and speed reduction is working on our roads.) If this review has been called by people who have purchased property in the area knowing full well the river is used for recreation and they 'have a problem with that' then the council has been hoodwinked by false pretenses. Is this stretch of river experiencing harm accidents and deaths? It maybe a better idea to create 'recreation areas' like on a lake, (swimming areas buoyed off?) because at what point do you extend this same exclusion idea onto a lake during the same holiday period? I understand Lake Wanaka has had serious harm accidents during this holiday period but not the Upper Clutha river. I totally support anyway of this waterway being responsibly enjoyed by all forms of fresh water recreation but am apposed to exclusion of 'one group' when there are ways that the public can all enjoy this area. I do not envy the position you as a council find yourselves in but ask that you see this is a public resource that the public, whether a New Zealander or a visitor, has the privilege to enjoy and you have a responsibility to aid in that 'enjoyment for all'. Regards Ronald Clearwater
An individual	Stephen Woodside	I am in favour of these changes	As a compromise, this will probably not keep either side of the debate happy - which probably means it is a workable solution. I do wonder about the complete removal of powered boats during the summer, in terms of being able to provide assistance to swimmers or board riders and the like who get into trouble. Rescues of/assistance given in these situations tends to be due to a boat which just happens to be in the vicinity being able to offer help. There are instances, in one case a fatality, on the section of the river in question, where boats have been able to give assistance.
An individual	Malcolm Keen	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. There is excellent visibility with good lines of sight and one wide deep channel in most places. Boats can safely pass other users in displacement if they need to. Jet Boating NZ has more than 3.500 members and the Clutha River is a good safe river for new boaters to lean skills due to its deep nature and wide open space. I have boated this river in the pass and I intend to boat it in the future as a jet boat provides great access for fishing and picnicking. The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers " so let us make sure the public have access in the future.
An individual	Catherine Rezaei	I oppose these changes	The proposal in its current form is not supportable as it fails to meet its primary objective due to not addressing safety issues on a heavily used part of the river immediately downstream of the Albert Town bridge (a short 400m stretch of the river from the bridge to the Hawea confluence). In addition the proposal to remove time constraints on speed on the Lower Clutha and the ensuing prospect of noise disturbance, without respite for residents, fishermen (and fisherwomen), walkers, cyclists and campers late into summer evenings is unfair on the majority of passive users and residents. Furthermore the council needs to be cognisant that any ban upstream of the bridge increases the likelihood of an increase in the number of powered vessels downstream of the bridge, accentuating the safety and noise disruption late in the evenings. SAFETY The council and community is correct to identify safety as the primary concern. In para 8 of the SUMMARY OF STATEMENT OF PROPOSAL the problem is clearly stated "is fundamentally a navigation safety issue: collision risks between passive users and powered vessels using a river. The risk affects both recreational and commercial users of the Clutha River". As such the council should operate on the principle that it retain a 5 knot speed limit in areas where the risk is high. There should be no compromises to this principle. The current proposal, arbitrarily divides Albert Town at the bridge into a higher risk zone upstream of the bridge and a low risk zone below the bridge. The statement of proposal under the REASON FOR PROPOSAL (para 13) states that the Lower Clutha river (downstream of bridge) "stretch of water was more appropriate for fast boat traffic because it was wider and used less frequently by passive recreational users" Whilst true for the majority of the lower Clutha that does not reflect the actual situation on the short 400m stretch of water between the bridge and the Hawea confluence. This stretch of water is narrow (70m wide based on Google Maps) with urban housing on one side and camp grounds on the other bank. This stretch is one of the most heavily used sections on both the upper and lower Clutha by recreational users during the summer period. Campers, holiday-makers and residents swim on this stretch of water (as the current is slower), families picnicking with children paddling as the current is slower and bridge jumpers are frequent and particularly vulnerable (being mid-stream and submerged for longer periods of time). In addition it is the practice of commercial & recreational boats to undertake hamilton turns on this part of the river during times where speed uplifting applies, often occurring whilst swimmers are in the water. Any assessment would easily conclude this is a High Risk section of the river. Due to increasing urbanisation and tourism it is 'an accident waiting to happen' if nothing is done to address this. The council ban on jet boats upstream of the bridge will likely increase the existing high risk on the section downstream of the bridge. As such the council should follow normal practice and leave a permanent 5 knot speed limit in this area (similar to the 5knot limit currently by the outlet). ideally this would extend just beyond the residential area, up to the reserve area above the Cadrona outlet (just up-stream of the small rapids area that are just above the Cardrona outlet). DISTURBANCE LATE INTO SUMMER EVENINGS WITH NO RESPITE Power boats are noisy and cause disturbance for other users; a review of previous submissions clearly shows that noise is an issue. The current situation is a compromise whereby Powered Boats are allowed to operate above 5 knots during the day (9-6pm in summer) however effectively a curfew applies (due to a 5 knot restriction) after 6pm (4pm in winter) meaning that other users can enjoy quiet evenings and campers and residents get a break from the noise. Under the current timed uplift powered boat volumes drop off markedly around 5pm - a time at which many people use the river for swimming and walking after returning home from work. The current proposal removes ALL speed limits downstream of the bridge. This opens up the prospect of both commercial and recreational powered boats operating during daylight hours - which could mean 10pm in summer. (Note: the majority of commercial resource consents have a time limit, but not all. Go-Jets for example could operate 300 trips p.a. late into the evening under one of their old resource consents). I suspect many submitters have not realised this. It is inevitable that the current proposal will increase the number of powered vessels using the area downstream of the Albert Town bridge. That is an unreasonable situation for the council to put downstream residents, walkers, cyclists and campers in. There should be a time where that short length of the river can be enjoyed by other users without the constant drone of boats. At a bare minimum, the existing time restrictions on the speed uplift should be retained on the Lower Clutha. Ideally a 5 knot speed restriction should be in place 24/7 from the Albert Town bridge to at least the Hawea outlet, but preferably to within the residential boundary of Albert Town. If these issues were addressed I would be more supportive of the proposal and the ban on boats on the Upper Clutha during the peak periods.
An individual	Jason Clark	I am in favour of these changes	Having boated this section of water in the past, from lake to lake and wanting to continue to do so in the future, Any intensions to remove any power craft from the specified sections of the river is a mark against the history of Jet boating freedom that New Zealand has known. This activity that is globally recognized as being invented in New Zealand is under constant threat of being squeezed out by a very select few that don't enjoy or appreciate the freedom we have in this great country. I'm sure that any of these few people that want to see power craft removed, would be only too happy to see any one of them if they or a family member happened to find themselves in difficulty when swimming in the fast flowing water! We need to keep this section, and all other water ways available to us open for all to enjoy.

An individual	Chris Abel	I am in favour of these changes	I support this change as the Outlet to Albert Town bridge section of the Clutha river has a very high rate of passive use. This includes rafts, paddleboards, canoes, kayaks, fishing, and swimming dogs and humans. It is not safe to have powered craft moving up and down the river amongst all the slow moving passive users. Ideally in future the powered vessel ban would be extended year round, as a lot of the passive use activities happen year round.
An individual	Chris Leith	I oppose these changes	I am a current property occupier in Albert Town (Templeton Street) and have been for the past three years. I am a power boat user and have been boating around Wanaka over the last 30 years. I view the use of New Zealand waterways as part of my right as a NZ citizen and believe to remove this would be like removing my right to free speech. I currently use the river for many reasons, access to the lake due to congested boat ramps with little or no parking, the outlet ramp being unsuitable for launching from especially when the lake is low (plus it is currently privately owned I believe), access into town especially during the holiday season and access to fishing away from the congested walking track/dogs and people swimming. The removal of my rights to access the Clutha river in a powered water craft, for recreational purposes I believe would be a breach of my rights. It appears to me that the council is bowing to the view of a minority who have always known the river was there and used for recreational purposes on the guise of a "health and Safety" issue rather than what it is which is very few boat movements per day. Prior to Council approving subdivisions to property developers I wonder if this had been taken into consideration? Will council bow down again when these same people complain about increased traffic movements on our current roads and block access to these??!! Or increased bikers on our biking/walking tracks and block bike access to these - there is more chance of being injured or run into on these than there is being run into on the river. I cannot recall the last injury sustained on this part of the Clutha caused by a motorized craft but I would be interested on seeing statistics. What council need to be more critical of is how to enforce the current recreational users drifting down on "Warehouse" floating devices without appropriate life jackets on and in many cases inebriated with alcohol in glass bottles - now this is an "accident" waiting to happen. My suggestion is to restrict access to "through" traffic only, i.e. for this part of the river allow powered craft up and down for access only at a reduced rate of knots perhaps, being mindful that a boat doing 5 knots will make a lot more noise and water displacement than one on the plain doing 15-20 knots, perhaps more signage advising the "river rules" for both power and un-powered craft alike. I would also like to point out that those in charge of a powered vessel take health and safety a lot more seriously than those drifting/swimming in the river and identify hazards quicker than most acting to avoid any potential incident well before it could an issue. The argument that this part of the river is narrower than other parts and therefore creates more risk is rubbish, having boated the entire river to Cromwell and back I would argue that there are several area's more dangerous than this stretch of river where many recreation swimmers and fisherman are, I challenge any submitter on this argument and wonder if they have actually even seen the entire river? The removal of the launching of power boats at the Albert Town bridge and the ability to access Lake Wanaka via the Clutha river will contribute to the further congestion of the current launching locations, public parking and traffic about the Wanaka township with currently no thought given to anyone towing a boat or trailer for that matter. The use of public waterways to access locations on the Clutha river must remain. The selfish views of the few in the guise of safety should never overthrow the rights and freedom of the many.
An individual	Tracey	I oppose these changes	No powered vessels at all for the safety of swimmers, it's so busy around there now.
An individual	Alex Nelson	I am in favour of these changes	There has already been a commercial boating crash in this river, how? I do not know as it is very large. There are loads of rivers in the area suited for jet boating which are not suited to the pleasure of drifting as is a huge activity upon the Clutha for those many that do not own a jet boats. There is also a boat ramp facility at Alberttown so why not completely close off all above stream of the Alberttown bridge to all powered craft? Make the rules clear, there is plenty of river down stream of this bridge for all the jet boats in the world to play in yet I'm yet to hear of any family drift swimming from alberttown to luggate.
An individual	Christopher Watson	I am in favour of these changes	We holiday at the outlet campsite every year and regularly make the "Clutha trip" from the outlet to Albert Town a fun family outing on paddle boards and kayaks, but I am always nervous of the actions of some motorised vessels. It is only a matter of time before someone is hurt. In the interest of safety I am in favour of the changes. There is still plenty of great river past Albert Town for boats.
An individual	Raphael Beazley	I am in favour of these changes	I enjoy kayaking and floating down the river, however when powered boats operate the disrupt surround water and further put others and myself on edge in regards to a collision.
An individual	Jim Lapsley	I oppose these changes	I am oposed to restricting the use of Jet Boats on this section of the Clutha River. I have used this area of the river for many many years. I have used my boat here for family outings and also for access to Flyfishing water. I have never had any navigational safety issues over the many years I have boated this river. The river here is wide, clear and reasonably slow moving. Visibility is great so there is no issues with spotting other users such as swimmers, fishermen, kayakers or other boaters. My boat is well muffled and no more offensive than cars or trucks driving around the built up area, to nearby campers, walkers or residences. Harley Davidson motorcycles and large trucks make more noise and I don't see QLDC banning them. Jet boats have been using this area since the 1950's which I imagine is long before any resident moved to this area. Under the Resourse Management Act, I and other members of JBNZ (in fact all Jet boaters) have existing use rights that cannot be cancelled on a whim of QLDC. Jet Boaters should continue to have 24 hour access to this area. I have not heard or read about of any navigational safety issues invoving jet boats in this area but I'm sure the number would be zero. Sincerely, Jim Lapsley
An individual	Jim Ford	I am in favour of these changes	I strongly support the Queenstown Lakes District Council proposed changes to boat access to the Clutha river at Albert Town area. It is a safe boating area for a. - learning boat drivers families fishermen when the lake is too windy to boat for kayakers and rafters. b. - People who have built/ or have intention of building residences on this stretch of riverbank surely would have noticed the quantity of river traffic before they made this decision. Too late now - put a fence up. c. - Boaters are there for the enjoyment of the river, and each other's company. We're water people, not going to look at houses.
An individual	ian worthington	I oppose these changes	As a recreational user i spent last year using the albert town ramp to access both the lower clutha and the lake.during the 30 odd trips i have taken,both up and down, i have only ever encountered a couple of recreational groups using the river outside of the existing 5 knot zones and those times were strictly limited to the holiday period.The exception to this being the jumpers from the albert town bridge. I support the implementation of an extended 5 knot zone during this period,mid dec-end of jan,particularly from the albert town bridge to the end of the albert town camping ground,but believe given the immense width of the upper river and the low volume of traffic outside of this period this is mostly an attempt on the part of riverside dwellers to ensure their own agenda is made paramount at the expense of other river users rather than an actual safety issue. resources should be directed at education rather than limiting usage as the traffic loads increase ,and outside of the `silly season`, there is still a whole lot of room on a very wide body of water;with very little traffic. Any further residential development,along with those that buy existing homes along the river must recognise the rights of all river sports to conduct their business on what is in effect public property. I have only ever seen respect for other river users shown by all parties on the Clutha and can see no immediate reason to introduce a ban of such duration or distance.
An individual	Steve Spargo	I am in favour of these changes	While Im reluctant to see powered boaters access to the Upper Section of the Clutha restricted I can see that it does enhance safety for all river users during a particularly busy time of year on that stretch of water. I am concerned that the process seems to label owners and operators of powered vessels as the problem. I would like to see all river users encouraged to be considerate and courteous to all other river users.
An individual	John McCaul	I am in favour of these changes	A veyg good area for safety and can be aware of swimmers,other craft, and can stop safely at all times as the river is deep. The area provides good access for fishing, sight seeing and other recreational opportunities. As I have been jet boating for the last 40 years I consider the area is most important for the safety aspect of all boating people and especially the less experienced boaties as the river is both calm and deep..
An individual	Roger William Preston	I am in favour of these changes	I have been a regular user of the upper and lower section of the Clutha river over the years for both jet boating and fishing with my family and I would like this to continue for my kids and grandkids in the future. The Clutha river is wide enough (30 to 50 metres in most places) for all users of the river to be safe from accidents and incidents of any kind.

An individual	Stephen Kerr	I am in favour of these changes	This ban of powered craft is great but its not for long enough: It only allows 4 months of the year (only one third) when passive users can use the river safely. The ban should be from November 1st to April 30th.
An individual	Simon Telfer	I am in favour of these changes	This is one area of the river where safeguarding its tranquility is paramount.
An individual	David Leckie	I oppose these changes	I have been a member of the NZ Jet boat association for 10 years and like most members enjoy the river boating which enables us to see parts of the countryside either high country or low which is not normally accessible. I am a keen fisherman and jet boating enables us to get to inaccessible fishing spots. The Clutha river is a mighty river ,very deep and wide making it a very safe river to boat all year round and is easy to stop and let others users pass such as kayakers etc . I like many people gravitate to this area at various time of the year and enjoy the ability and freedom offered on the Clutha river . I would boat this river at least 5 times a year and am strongly opposed to any restrictions involving river access and restricted times . It is a safe river to boat and if everyone uses commons sense and abides by the jet boating rules there is no need to ring in any restrictions . David Leckie
An individual	Richelle Adams	I am in favour of these changes	But the proposal needs to extend the area in question from between the Outlet Camping Ground (GPS -44.66 to 169.15) and the Albert Town Bridge (GPS -44.68, 169.19) down to the Cardrona River Mouth as there are people swimming and living all along the Clutha to that point. My children and I were swimming at the Clutha's edge in a swimming hole directly opposite the Hawea River outlet into the Clutha which is a few hundred metres downstream from the Albert Town bridge and a Go Jet boat did a turning manoeuvre into the bay we were swimming in. The swimming hole is secluded by vegetation and the driver could not have seen anyone in the water hole and should not have been anywhere near as close or going as fast as they were. This incident was extremely scary and could have been fatal. I went straight home and rang Go Jet to let them know. There were so many people using the river for swimming and kayaking in this area all summer and fast boats should not be allowed to go fast or do turning manoeuvres near the rivers edge until they are well clear of inhabited areas downstream of the Cardrona River outlet.
An individual	Sam scott	I am in favour of these changes	We need the permanent uplifting to maintain our access for regular family outings, fishing, swimming etc
An individual	Paul Knox	I oppose these changes	Clause 3 of the Bylaw sets out the Purpose of the Bylaw. Relevant sub clauses include: (a) regulate and control the use or management of ships (there is no definition of "ship" in Cl.6, the interpretation clause. It refers to 'vessels' as a general descriptor and that term is specifically defined); (c) prevent nuisances arising from the use of vessels, actions of persons and things, on, in or near the water; (d) reserve the use of any waters for specified persons or vessels;.. Clause 16 deals with Prevention of Nuisances. At sub cl.16.1 : "No person may create a nuisance through: (a) his or her use of a vessel; (b) the speed of a vessel." While the proposed bylaw amendment does not specifically say so, the reality is it relates principally to jet boats. As a general observation, jet boats are noisy vessels - noisier than a normal car. Under the Land Transport Regulations any car generating as much noise could be ordered off the road until such time as mechanical measures were installed to ensure the noise was suppressed. The Upper Clutha: I submit that a noisy vessel close to a residential community is a nuisance. Albert Town is a residential area with houses close to the river. Many of the properties in the town closest to the river are occupied on a full-time basis. From conversations with other residents, both above and below the Albert Town bridge, it is apparent that jet boat activity is audibly very intrusive and unpleasant. I live about 250 meters away from the river (as the crow flies) and whenever a jet boat starts up I too find the noise intrusive and unwelcome. Some of them compete with over-flying aircraft in volume. Most users on the Upper Clutha (and the Lower Clutha for that matter) operate their jet boats as a recreational vessels for pleasure (refer Cl.6 - Interpretation). It has been my observation that some jet boat operators are reckless, some are thoughtless, and other simply pay lip-service to the current 5 knot restriction on the Upper Clutha. (I acknowledge that there are 'good' jet boat operators) There is a walking/cycling track (the Outlet Track) which is frequented at all hours by residents and visitors to the area. There are passive river users including paddled craft, people using flotation devices, snorkellors and people fishing. All these activities are intrinsically respectful of the other users for the simple reason that they are quiet and unobtrusive when compared with the noise and wake of a jet boat. Visitors to the area are attracted to a beautiful scenic spot, to take in the vistas, scenery and tranquility. There are the lakes and other rivers where jet boaters and other motorised vessels can play to their heart's content without significantly intruding on the enjoyment of others who have no such choice. It is my submission that for the sake of a few kilometres of river such vessels should be banned from the Upper Clutha (other than those fortunate ones who already have resource consent!). It is clear from the Purpose of the Bylaw and Clause 16 (Prevention of Nuisances) that there is a recognition by the QLDC that prevention of nuisances arising from the likes of motorised waterborne activities is an important duty. It is submitted that the matters raised above illustrate that there is significant nuisance involved in allowing jet boats and other motorised vessels access to the Upper Clutha River. Furthermore, should the right of freedom of movement of the few who wish to use their powered vessels on the river in this area ride roughshod over right of the majority of the public to enjoy the peace and tranquility of an iconic stretch of river? My final submission on this part of the proposed bylaw change has to do with the arbitrary boundary of the proposed bylaw change. The residential area of Albert Town does not end at the Albert Town bridge. The last houses close to the river downstream of the bridge are opposite the confluence of the Hawea River. Would it not be fairer to those residents (for the same reasons given above) for the proposed speed uplifting to apply from the confluence of the Cardrona River down to the Red Bridge? The Lower Clutha: For the record, I do not agree with the permanent uplifting of the speed restriction on the Lower Clutha as proposed because of the poor behaviour exhibited by jet boats I have observed as a kayaker on that stretch of the river, and as a user of the walking/cycling track. I have witnessed jet boats swinging from side to side across the river unnecessarily and navigating beneath the outer branches of willow trees. The boat wakes could clearly be seen washing up unto the river banks. Unless a policing regime was put in place, allowing open slather is inviting danger to all river users and environmental damage. Once the damage is done there is no putting it right again. Who is going to prevent that nuisance? Signed: Paul Knox
An individual	Grant Eden	I oppose these changes	My main concern is the proposed 5 knots and the length of time boating isn't allowed. I havn't seen any safety problems boating this area of the Clutha river in the past years. If there was going to be a problem it would be Christmas and New year period mainly because of the Albert town camping ground with more people swimming and floating down the river. This area next to Albert town isn't suitable for jet watercraft including Jet boats to travel at 5 knots because of the shallows in the river, Coming down stream will be difficult to control watercraft and boats because swift water volume. Jet watercraft and boats need to be planning to safely navigate these areas without grounding which may intern be a safety hazard to the crew and other river users. Having a out of control watercraft or boat in the river because of jet unit blockage or damage causing it to run into people, bridge piles or rocks. You only need to close the river to watercraft and boats for a couple of weeks over christmas and new year them back to the status quo Dec up to 25th and mid Jan are pretty quiet.compared to Christmas and New year. My next concern is congestion at the Inlet camping ground boat ramp this is going to be Amplified by this propesd amendments. This area and facilities need to be upgrade sooner than later. I hope my comments are helpful. Grant Eden
An individual	Cassie Crawford	I am in favour of these changes	I support that jetboats should be allowed to go on the river along side other users. But I'm opposed to the length of time of the proposed ban.
An individual	Jeanie Ackley	I oppose these changes	This form is TOTALLY UN-satisfactory. I am NOT in favour of some of the changes BUT I am COMPLETELY IN FAVOUR of others. I WILL TRY TO EXPLAIN AS YOUR FORM DOES NOT ALLOW THE OPTION. YES _GREAT I am in complete favour with the limitation of all powered craft on the Clutha river between Albert town bridge and the outlet i.e. this change- "(a) Between 1 December and 31 March no powered vessels may operate in this area, unless the powered vessel satisfies one of the following exceptions:....." This is fantastic news! Well done. BUT NO TERRIBLE- I STRONGLY OBJECT TO THE FOLLOWING!!!! I object to the uplift of the 5 knot speed limit on the Clutha river between the Albert Town bridge and the outlet of Lake Wanaka at any time of year or any time of day or night Between 1 April and end of November. I still submit that There should be a 5 knot speed restriction on this stretch of the river all times outside of the ban between 1 December and 31 March.

An individual	Graham Walmsley	I oppose these changes	The proposal in its current form is an unacceptable compromise and safety should not be compromised. Whilst the proposal correctly identifies safety as a prime concern the proposal, in its current form, has failed to address some of the high risk areas and will heighten the risk on these sections. First and foremost a 5 knot speed limit should apply to all high risk areas with no uplifting. That should be a given as it is common sense. Arbitrarily dividing the river at the Albert Town bridge does not adequately define low and high risk areas. The stretch of water for 4-500 meters DOWNSTREAM of the Albert Town bridge to the Hawea confluence has urban housing on one side and camp grounds on the other. This stretch of river one of the MOST HEAVILY USED areas between the outlet and the luggage bridge with swimming, picnicking, fishing and bridge jumpers common place. This stretch of water is narrower (70-75m) and has deeper slower moving water so is attractive to passive users. Unfortunately it is also where commercial jet boat operators choose to execute hamilton turns at the start of, and end of, each trip (regardless of whether swimmers are in the water). Any detailed assessment would conclude it is obviously a HIGH RISK section of the river. Furthermore closure of the Upper Clutha as proposed will put more pressure on this stretch of the river - SHIFTING THE PROBLEM AND HEIGHTENING THE RISK on a small stretch of the river. At a minimum a 5 knot limit should apply at all times down to at least the Hawea confluence and ideally this should apply down to the Cadrona river where the last house is. In addition to safety issues the proposal means that residents, walkers, campers and cyclists using the stretch of river downstream of the bridge will have to endure disturbance from powered vessels late (9-10PM) into evenings in the summer. The proposal to remove the timing of the speed uplift downstream of the bridge is unwarranted, the current 5 knot speed limit is effectively a 'curfew' on powered boat trips. Under the current 5 knot speed limit most boats are off the river by 5-5:30 pm allowing people returning from work some peace and quiet into the evenings. Permanent uplifting wouldn't just mean recreational vessels operating late into summer evenings, whilst the majority of the resource consents for commercial vehicles are time bound not all are. Go -Jets for example could operate up to 100 trips late into the evenings under one of their old resource consents[RM040018B] which allows trips during daylight hours. Other users should have some period of the day where the river is free of the disturbance from motorised craft. Address these two issues and i am very supportive of a temporary ban upstream of the bridge.
An individual	Malcolm Smith	I am in favour of these changes	Whilst I do not agree with the view that there is a serious risk to the safety of river users on the Upper Clutha section (ATown bridge to Outlet) over the summer period, I appreciate that there is far greater use of this section by both powered vessels, non-powered vessels, swimmers and others. This greater usage has the potential to create greater conflicts. I also consider that the greater usage substantially stops at the ATown bridge - many users get off the river at the bridge about the existing ramp and beside the reserve land on the true left. It follows that potential conflicts will be significantly lesser below the ATown bridge. Beyond the summer months any potential conflict is significantly diminished, and I consider there is no need for any restrictions on any part of the Clutha River above Lake Dunstan. Given the above, I support the above proposal (an amendment to the earlier proposal) on the basis that it is a reasoned compromise to the use and enjoyment of the Upper Clutha by powered vessels to alleviate potential water safety concerns over the identified period. Malcolm Smith
An individual	Darryl Thorburn	I oppose these changes	- Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." - how many collisions or near misses between boats and passive users has there been up to now? I don't know of any. - there is a much higher risk of collisions on Lake Wanaka during these peak holiday times than on the Clutha River, I know of 2 families that are afraid to waterski on the lake during peak times due to irresponsible powerboat (outboard) users.
An individual	Greg Siddells	I am in favour of these changes	I support the proposed changes as they deliver a compromise between a total ban and sensible use of this river. I have boated, canoed, and rafted this river and this part of the river for a number of years. Because the river is wide, free flowing and free of major obstructions with good visibility both on and below the water, safety issues have never been and issue. Navigating past other water users has always been courteous and friendly. This river provides a useful link between Lake Dunstan and Wanaka which could be compromised by any bans on powered craft.
An individual	Lance Jennings	I oppose these changes	My family has spent many holidays based in Albert Town, enjoying the serenity of the area and the amazing recreational resource of the Clutha River; swimming, kayaking, rubber ring riding etc. My family opposes any Bylaw changes that impact on the safety of these recreational activities on the river between the outlet and Luggate and impact on noise levels in the area from powered craft at any time.
An individual	Vaughan Ingram	I am in favour of these changes	Sorry to see the demise of most boating in this area on one our largest rivers. I believe our rivers should be used by all and not influenced by a small minority who have financial interests in the surrounding real estate. I have not power boated the river, but have kayaked it many times with no problems from any powered craft. Vaughan Ingram Immediate Past President -JBNZ Canterbury Branch
An individual	Wayne Duffy	I am in favour of these changes	As being an active jet boater for 30 years and a current JBNZ member for about the same have enjoyed boating this section of river for many years and desire for myself , family and friends to continue doing so The section in question under the QLDC navigational safety plan from Albertain bridge to the Red Iron bridge which has an existing uplifting for some time now really has nothing to do with navigational safety or by the small minority vocal group (some resident ,mostly absentee ) that want this section prohibited but for there own self interest now that they reside there , this section of river is ideal for fishing and another safe opportunity to boat with family when ever the main lake is to rough to do so, the river is deep & wide with plenty of visibility and abled to be shared safely with other river uses , I support the proposed changes knowingly as a compromise re the outlet to Albertain bridge section to keeping the existing uplifting between Albertain to Iron Bridge section , and object to any changes from smaller outside influences Wayne Duffy SDM
An individual	Susie Fogden	I am in favour of these changes	- Proposed amendment to the Navigation Safety Bylaw 2018 - In support however the length of restriction on powered craft is of concern. - Section 1.2 - In support of as would be to advantage of all river users as the majority of powered vessels head do
An individual	Conor Beaton	I oppose these changes	
An individual	Logan Wallace	I oppose these changes	I feel that unrestricted access to the river is provided as it has in the past home owners new of the activity when the built their houses. Access for recreation should be of most importance to protect the rights of the public
An individual	Rory Devine	I am in favour of these changes	As the owner of a small jet boat I think the changes are a good compromise. I like to take friends down the river when the lake is rough. I have noticed more river users but believe that the clutha has good visibility and width to spot other users

An individual	Adrian Camm	I oppose these changes	The proposed change would be a step in the right direction but does not go far enough. Adding a reduced speed zone of just few hundred metres would make a big difference to safety on the river. Ending the current mixing of high-speed motorised craft and swimmers has to be a the right thing to do. With the amount of traffic in this area there will sooner or later be a bad accident and we'll be left wishing we'd acted now. There needs to be either a complete ban on motorised craft or a 5 knot speed limit in all the areas where there are commonly swimmers and I support that part. However the Albert Town Bridge is an arbitrary marker for the bylaw to use. Swimmers and passive river users simply float past it and the river downstream of the bridge sees a lot of these users. The Cardrona / Clutha confluence would be a much better marker. This needs to cover both commercial and non-commercial craft. There's a further environmental point which this bylaw change could address; noise. Many jet boats and jet skis are very noisy machines and many of them are being operated here for profit. The proposal as it stands would allow an increase of their use during the evenings. At present both residents and users of the riverside tracks can look forward to a bit of peace in the evenings. To implement a change which will degrade the environment in this lovely area would be a failure of stewardship. Let's not worsen things for the quiet majority.
An individual	Nicole	I oppose these changes	
An individual	Shelley Donald	I am in favour of these changes	I am in favour of boats being on the Clutha River. Safety is a big think now days and can see the idea behind having a ban on powered vessels however there has never been an issue before as both boats and swimmers etc have shared the water. I am against the ban and if it does get put into place believe the ban to be too long. Having no restrictions downstream does make sense and will mean more boats will go downstream in winter aswell.
An individual	Johno Donald	I am in favour of these changes	I am against the ban of powered boats and the proposed restrictions are too long. Having no restrictions downstream is a much better idea as there was no real safety reason a boat shouldn't be allowed on the river later. Both boats and passive users have shared this river for years and it should continue that way.
An individual	Barry Harvey	I am in favour of these changes	I am in favour of having no restrictions on the proposal around the Albert Town Bridge down. It is a great idea as the old 5 knot rule did not make much sense especially on summer not allowing boats on the river after 6pm. I am against the ban upstream of the bridge as all users should be able to share this stretch of water as long as they are courteous to each other. If there is a ban is should be a lot shorter than what is proposed.
An individual	Janine Harvey	I am in favour of these changes	I am in favour of having no restrictions on the proposal around the Albert Town Bridge down. It is a great idea as the old 5 knot rule did not make much sense especially on summer not allowing boats on the river after 6pm. I am against the ban upstream of the bridge as all users should be able to share this stretch of water as long as they are courteous to each other. If there is a ban is should be a lot shorter than proposed.
An individual	Melissa Morden	I am in favour of these changes	
An individual	Sarah & Shane Stevenson	I oppose these changes	I do not agree to closing off the river to powered boat users. The river is for the use of all users and has been enjoyed by both powered and passive users for years. The proposed change downstream of the bridge is a good change allowing better times for boaters in summer months. From the bridge upstream I do not agree with the complete ban, the current 5 knot restrictions with speed uplifting works well for all users and does not stop one group from using this section of river.
An individual	Rowena And Peter McBain	I am in favour of these changes	
An individual	Ben Purvis	I oppose these changes	It Is a great recreational activity that should be available and enjoy by the pubic
An individual	R L Hystek	I am in favour of these changes	I want to be able to use the river to float down with my children without being hit by more jet boats.
An individual	Casey	I oppose these changes	I don't support the banning of boats and I think that the river should be able to be used by everyone and anyone.
An individual	Cole	I oppose these changes	I don't support the banning of boats and i think that the river should be able to be used by everyone and anyone.
An individual	Christine Baker	I am in favour of these changes	I do not support the banning of water vehicles but I do agree that between Christmas and New Years there should be a limit of traffic.
An individual	Paul van Klink	I am in favour of these changes	I support these proposed changes Paul van Klink 30/08/2018
An individual	stew lyders	I oppose these changes	can not agree with proposed changes as an active member of jbnz my stance is as our organisation are doing their best to keep rivers open and safe after holidaying in the area for many years nz is not for the chosen few but everybody
An individual	Josh perkins	I oppose these changes	I think it should stay as it stands today
An individual	rebecca sandmeyer	I oppose these changes	I feel that the river and lake should be able to be used by everyone, both tourists and adventure seekers alike looking to experience boating in the area. It is a very valuable piece of the tourism industry for Wanaka as well, and abolishing it would be detrimental to many local businesses. Thank you!
An individual	Hudson Weathington	I am in favour of these changes	Just as many people swim and kayak below the bridge as above the bridge. I think that there should at least be a speed limit below the bridge in Albert Town. Above the bridge the commercial jet boats make just as much noise and wake as private jet boats. Commercial jet boats are eroding the river bank with tight turns close to the bank. These tight turns close to bank are dangerous and can wash a fisherman or swimmer off the bank. My friend got swept off the bank into fast flowing water from the wake of a commercial jet boat. I propose no jet boats of any kind above the bridge year around, or below it.
An individual	hank weathington	I am in favour of these changes	When I was a 4 year old kid a jet boat splashed me off of the shore into the water and I almost got washed away by the current! Can you make it so the community can have six moths jet boat free for each year so we can enjoy our summers safely. from HANK fisher weathington
An individual	Morgan Weathington	I am in favour of these changes	Thank you for the hard work that has gone into these amendments of the Navigation Safety Bylaw. I would like to see these changes be extended even further to promote safety on the upper section of the Clutha River and below the Albert Town bridge to the last house of Albert Town. I would like to see the river above the bridge jet boat free year round, please. Passive river users are in the river year round and therefore if we agree passive river users and jet boaters do not mix, then this should be a year round consideration, not just for 4 months. I would also like to see speed and activity restrictions placed on the jet boats below the Albert Town bridge, as many children are in the water, as soon as its warm enough, at the Hawea/Clutha junction. I am in favour of a 5 knot speed limit from below the bridge to the last house in Albert Town, with boats restricted to the centre of the river. Thank you for your consideration and your time. Kind regards, Morgan Weathington
An individual	Janine Joseph	I am in favour of these changes	I also suggest a reduced speed limit and restrictions on manoeuvres such as 'hamilton turns' or 'donuts' downstream of the bridge to the most downstream Albert Town resident.

An individual	Andrew McLean	I am in favour of these changes	I am in support of clause 1.1 a) It is fantastic to have a stretch of the river recognised as a safe space for passive river users during these summer months. However I would like to see the timing extended to include November and April for a power craft free zone. April often has Easter holidays, and my family and visitors to the area like to swim, kayak and fish the river during this month. My primary concern and reason to support this (clause 1a) is safety. As a boat owner I know that our powered craft are indeed powerful and capable of great speed. In busy summer months we are at risk of colliding with passive river users, especially as the river gets busier with swimmers etc as Wanaka grows. As a powered boat owner, I feel that the Lake, and the River between the Albert Town Bridge and the Red Red bridge afford plenty of area for us to use the boat, without needing to encroach on the first part of the Clutha River. I oppose clause 1.2 A permanent speed uplifting shall apply between the Albert Town Bridge (GPS -44.68, 169.19) and the Red Bridge (-44.73 to 169.28) as specified in Schedule 2. Powered craft performing manouvers/ moving at unrestricted speed late evening and early morning is not necessary and is likely to negatively affect the attraction of the Clutha River for Anglers, and reduce the tranquility for those dwelling in Albert Town downstream of the bridge. In addition I would propose that a 5knot speed limit in the area of the boat ramp near Albert Town, down to where the Cardrona River meets the Clutha,. This is appropriate for the safety of both a) the passive users like kayakers, floaters and swimmers that use the Clutha River in the area around the AT bridge and the part of Albert Town downstream of the bridge b) the safety of other powered craft users. In the height of summer I have seen powered craft users queued up to launch/ reload their boats or jetskis. This is not the place to have an open speed limit due to the risk of craft-craft collision.
An individual	Oliver stirling	I oppose these changes	
An individual	Malcolm Sincock	I am in favour of these changes	Lets have a section of the river that is quiet, peaceful and safe for ourselves and our families. Clean, green NZ at least in this little bit.
An individual	Richard Bell	I am in favour of these changes	I live on the bank of the Clutha, below the Red Bridge and in the summer often boat all the way up to Albert Town and beyond. I also kayak and canoe frequently from the Outlet back to home. These proposals seem very sensible for the summer months and contain some straightforward common sense. The Clutha is an excellent river for recreational activities of all kinds and sensible measures like these make sure the resource is fairly used and shared by all parties.
An individual	Johnny McLean	I oppose these changes	We strongly oppose the proposed changes on the Navigation Safety Bylaw. We are property owners in Albert Town and are frequent users of the river in question. One of the main reasons for purchasing property in this area was for the accessibility of the river so that we can share valuable time with our family and friends pursuing recreational activities. One of the concerns for the implementation of this bylaw was safety however this river has excellent visibility with unimpeded lines of visibility. As boat uses we have always had adequate time to see kayaker's, swimmers and rafters and take appropriate measures to safely pass them without interrupting their purpose for using the river. Due to the depth of the river, it is safe to stop anywhere along the river should the need arise. According to the Queenstown Lakes District Council the purpose for this bylaw change is because some people are concerned about safety. We think it is more than this, though it is not mentioned, that some property owners are annoyed and frustrated about the noise level. The river was here well before any houses were built and quite frankly, what do you expect if you build/purchase a house near a river. Lake Wanaka can be known to be quite rough due to high winds. It is on these days that it becomes a safety issue for jet boater's to be out on the lake. The Clutha River provides boaters and their families a safer boating experience away from the harsh elements. We believe there needs to be further consultation around the proposed 5 knot speed limit, but only between the Outlet and the Albert Town bridge.
An individual	Stacee Robertson	I oppose these changes	
An individual	Paul de Haan	I am in favour of these changes	I and my family have used this waterway above and below the Albert Town Bridge and intend to use it in the future . Please do no allow a minority to control the river.
An individual	Kylie Davidson	I oppose these changes	Keep some things for the true blue Kiwi Battler Rather than some yuppie with his Million Dollar Veiw
An individual	matthew tansey	I am in favour of these changes	* I support this bylaw change as it is better than no access for powered vessels at all. I feel in the future better access for powered vessels should be given and maybe this can be looked at a year down the track during the review. * Having boated the river for many years i have always found jet skis ,swimmers, kayakers and jet boaters etc to be most courteous to each other and have never seen any problems or dangerous situations during this.The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. * I do wonder if the Albert Town Community Association that is pushing for restrictions on powered vessels is falsely using safety concerns as a reason for the restrictions. I would like to think these people are happy to share the river with everyone,not out to start excluding various groups and activity's . * The Resource Management Act states "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." * This proposed bylaw amendment contravenes the Resource Management Act by restricting access to and along the Clutha River. * My understanding is that the Resource Management Act decides what you can do and the Navigation safety bylaws are the "how you do it' part' . Its seems the Council maybe over reaching its authority deciding the "what you can do part" by applying restrictions that effectively exclude powered vessels from using the river during certain months except for a 2 hour window of time.
An individual	Jacob Stirling	I oppose these changes	This river has been a great place to enjoy with friends and family, jet boating is something I've grown up with and we have often used the Clutha river on days that the lake has been to rough to boat safely for a jet boat. I also enjoy being able to boat down the river to enjoy the fishing, swimming holes etc. I see this as a way of life for New Zealanders and feel strongly that this should continue for future generations.
An individual	Jonty Stirling	I oppose these changes	I think that the Clutha river needs to remain for jet boaters ans its a great area to go when the lake is to rough, we have also boated the river a lot during the summer and enjoyed the great swimming holes, fishing and picnic areas.
An individual	Logan Stirling	I oppose these changes	The Clutha river has been enjoyed by our family for many years, the jet boating is fantastic and should be able to be enjoyed along side canoeing, paddle boarders, swimmers etc. The river is a safe place for jet boaters when the lake is too rough, we've always enjoyed the being able to boat the river to fish, swim and picnic.
An individual	Tony Moore	I oppose these changes	Why shut off this beautiful place to a few that wish to enjoy and share it with others often elderly that cannot row or kayak and would not be safe doing so. All parts of New Zealand should be free for New Zealanders to view no matter how they travel to do so!
An individual	Julie Jones	I am in favour of these changes	I support this proposal on public safety grounds but wish the restrictions on Jetboat use to be slightly extended from that proposed. I believe that the saftey of the rapidly increasing numbers of passive users on this small section of the river needs to be addressed urgently. These numbers will contiune to grow as the community expands and visitor numbers increase. The passive users may not be aware of the navigation rules that apply, and can be found on both sides of the river. Whilst this is an issue that may need to be addressed by an education programme, the easist and quickest way to rapidly improve the safety of the majority of users is to restrict the access to this one small section of the river to jetboats. Passive use is year round but starts in earnest when the weather warms in November and runs through to the Easter holidays. Therefore I believe that the closure period should start on 1st November and run until 30th April to ensure tht it includes the Easter holidays. I also question the whether the allowed time for the rest of the year should be as late as 6pm, as this will result in boats travelling at speed on this section of the river at twillight or in the dark during the winter months. Spotting other users is especially difficult in twillight conditions.
An individual	Patrick Dillon	I am in favour of these changes	As a member of Jet Boating NZ I think this change is very pro-active for all users to enjoy the river. The river is wide / deep enough to accomodate all users at the same time meaning the environment with councils proposal restriction is best outcome for everybody.

An individual	Nathan Weathington	I am in favour of these changes	<p>Although I am in favour of the proposed amendment in general, it does have some flaws that must be addressed. First, commercial jet boats should not have a different set of safety bylaws. This appears to go against the Maritime Transport Act. It would make sense if this is a only a temporary solution until council can amend the two relevant resource consents at their annual review. Commercial drivers on our roads must obey the same safety regulations as private drivers, and for good reason. If not fixed, this would set a horrible precedent. If there is a motor craft free section and time it should apply to everyone. Commercial jet boats travel the Upper Clutha area more frequently than private boats, and with their repetitive, excessive wake are doing considerable environmental damage in the name of entertaining their clients. They are destroying nature so their clients can enjoy nature; doesn't make much sense. While fishing on the Deans Bank, the commercial jet boats swamp me and my kids frequently, sometimes multiple times a day. On each pass you can clearly see the bank eroding into the river. Many times the boat drivers never see me or my sons. It was suggested we should wear brighter colours by the commercial boat drivers. Safety orange perhaps? This implies there is clearly a danger between people on the shores of the Clutha and the commercial boats. Is it my responsibility to not get run over by a commercial jet boat while on the shore of the river? It seems the responsibility should be on the boat driver and our safety bylaws. If our Harbour Master enforced the current resource consents (centre line travel, etc), this would not be allowed or an issue. Second, the proposed motor craft free time should be extended to year round. With increased growth in the area, passive use on the upper Clutha is now year around. If safety is the number one concern, this is the best option. Lastly, removing all restrictions below the bridge is an accident waiting to happen. With people floating under the bridge and with one of the kid's swimming hole in the area, having no regulations of any kind is a very bad idea. Time restrictions were put in place to prevent jet boats traveling at excessive speeds during low light, this should remain the same. The proposed amendment would allow jet boats to travel at any speed at any time in a RESIDENTIAL area. Again, this is a bad idea. The Clutha is a huge river, and council should not split Albert Town at the bridge. The relevant area below the bridge is only an additional few hundred meters and council should provide a solution to ensure the safety of our community: 5 knot speed limit down to the Cardrona River and boats must travel the centre line down to the Cardrona. We just need to remove the high speeds and manoeuvres that make it more difficult to see swimmers. This is a very dangerous situation below the bridge. The proposed amendment if not fixed will lead to an accident below the bridge, my question is why? Is this to appease the commercial operators? The Jet Boat Association? Our Harbour Master? These groups might have priorities other than safety, which is understandable. However, it is council's job to write bylaws that protect all the members of our community. I understand that compromise will be needed, but surely we can come up with a new compromise that does endanger our residents. Again, we are only talking about an additional few hundred meters of a 338 km river.</p>
An individual	Jeff Grant	I am in favour of these changes	<p>Jeff Grant. Submitter.( please note i am currently in the UK +447898686850) I submit as an individual and acknowledge I am also a Director of Lakeland Adventures Wanaka Limited a family owned tourist business based in Wanaka and operate a resource consent for the Clutha river. I also support the submission on behalf of Lakeland and note the Company appreciate the Council staff consulting with the Lakeland Adventures to understand the financial and practical impact these changes will have on the operation going forward if adopted. The consultation summary document in part 8 states that; " The perceived problem is fundamentally a navigation safety issue: collision risks between passive users and powered vessels using a river. The risk affects both recreational and commercial users of the Clutha River" This statement acknowledges that the changes are being made on a "perceived problem" and not on a quantifiable risk I make the following observations in regard to the Upper Clutha River part of consultation process 1. There is no evidence provided of how much of a risk there is to either passive users or powered vessels tat would support these proposed changes 2. No assessment of the perceived problem has been commissioned or what is the cause of the risk other than powered vessels are to be impacted by the change based on no documented evidence of the risk they cause 3. There is no report or study outlining the level of near misses or accidents leading to a measurement of increased risk requiring amendment to the Navigational Safety Bylaw 4. No evidence or reports that set out that powered vessels are the problem 5. No reports or historical incident reports showing an increased risk to passive users on the river 6 Any evidence or report from the Harbour Master or Deputy Harbour Master setting out in their professional assessment a need to implement changes because of the risk being provided. My observations of 30years of summers in Wanaka that there is an equal risk "or preceived problem" in both Glendhu bay and Roy's bay during the peak period of Summer but no proposal to ban powered vessels in these areas Therefore I contend Council must be careful in coming to conclusions based on an argument from one side or the other based on peoples perception of an issue . On the proposal I support the the intent but ask the Council to consider in clause 1.1(a) That the Council consider the period of 1st December to 30th January as the restricted period as if there was any risk it would be in the the true peak period for the biggest concern being primary and secondary school students. February and March do not pose any greater risk than most other months of the year. clause 1.1(b) I support 5 knot zone as outlined clause1.2 I support permanent uplifting between Albert town and the Red Bridge</p>
An individual	Lance Simons	I am in favour of these changes	<p>I mostly support proposed changes as I believe everybody should be able to comfortably enjoy NZ's outdoor recreations and sometimes compromise by all involved is necessary to achieve this. I do feel however that proposal 1.1 i clause (A) "only operate between 10am and 12pm" is a little restrictive and that 10am - 2 or 4pm could be somewhat fairer. The Clutha is a big river allowing plenty of room for all to enjoy safely.</p>
An individual	Michael King	I oppose these changes	<p>I believe that the river should be allowed to be used by all recreational crafts, I myself have kayaked, paddleboarded and swam down the Clutha and have never had any problems with boats. Everyone should have the freedom to enjoy the river however they want.</p>
An individual	Morgan Easton	I oppose these changes	<p>To whom it may concern, I, along with my family strongly oppose the "navigation safety bylaw proposed changes" We are farmers in North Otago and for the past 35 years Wanaka has been the destination for our family to get away from the farm to enjoy family time and holidays. A highlight of these holidays to Wanaka has been jet boating Central Otago rivers including the section of the Clutha river upstream of the Luggate red bridge. Having lived overseas and now being back on the farm we regularly have visitors from overseas come and stay with us at our family bach in Albert Town, the first thing we do with all of the guests are take them for a jet boat ride from the Albert Town bridge to the outlet, its such a great example of how beautiful NZ is, and its a fabulous experiences for them to take a ride in a jet boat, a great NZ invention. We also now have young children and this is a highlight for them when we go to Albert Town, to boat the river and to run out onto the lawn to watch the jet boats go past. We also use the Clutha river as our access point for a days boating on the lake, where we can launch at the Albert Town boat ramp rather than use the already stretched infrastructure in Wanaka during the busy summer months We follow the current regulations for boating this section of the Clutha, and feel that we have a right to continue to jet boat this section over the river over the summer months Please feel free to contact me if required. Kind regards Morgan Easton</p>
An individual	Ross Bailey	I am in favour of these changes	<p>As I travel to this area at least once a year and use this part of the river for boating and fishing I support the changes as there is no problems with visibility,the river is deep and it provides a place we can use when the lake is rough. Ross Bailey QIK</p>
An individual	KARNE STIRLING	I oppose these changes	<p>As a family we enjoy boating the river when the lake is too rough for a jet boat, we enjoy being able to fish down the river by boat, this has never caused an issue for other river users, I'm sure we can all enjoy the use of the river.</p>
An individual	Phil Stirling	I oppose these changes	<p>I hope that the river will always continue to be open to jet boaters. This is a great river to enjoy when the lake is too rough and a great place for families to enjoy. We have often boated the Clutha enjoying the fishing the swimming holes.</p>
An individual	Ben O'Malley	I oppose these changes	<p>This stretch of river has been boated for decades at all times of the year. Over that time more houses have been developed and sold along the river edge. They have built or purchased those homes knowing full well that they are located near a river and that river users include motorized boats. For home owners now to claim noise effects is ridiculous and a classic case of reverse sensitivity. Removing this recreational opportunity for many for the benefit of a few home owners would be unfair</p>

An individual	Matt Easton	I oppose these changes	I am writing in opposition to the proposed bylaw changes which will prohibit powered boats on the Clutha River between the Red Bridge and Lake Wanaka. I have fond memories of spending summer holidays both on and in the water in the Lakes District region, in particular this stretch of river which provides us access to the lake from the boat ramp access at Albert Town. These days, I count myself lucky to be able to visit Albert Town 2-3 times a year. Our extended family is spread out, but this is a meeting place for our families, and even if it is only once or twice we manage to get out on the boat, I look forward to our (much shorter these days) summer break in Albert Town. Friends from around NZ and the world have joined us in Albert Town and we always look forward to taking them out on the boat to enhance their experience of a particularly spectacular stretch of river - far more scenic than downstream of the Red Bridge. The proposed changes will mean that the current and future generations are unnecessarily unable to enjoy what we have had the opportunity to enjoy during the height of summer. I would suggest there are other ways to improve the ability for both people in and on the water to access this particular stretch and I would encourage the council to seek these out.
An individual	Paul Molloy	I am in favour of these changes	I have a jetboat and am a regular user of the Clutha River from the outlet and from the launching ramp adjacent to the Albert Town Bridge. We have lived in Wanaka for 11 years and have jet-boated the river over the last 10 years during peak mid-summer periods and during periods of quieter activity over autumn winter and spring. Normally we are boating the river with friends and other jetboaters from out of the region. None of us have ever witnessed or heard of any navigation or safety issues or near misses in all that time. Our group are also regular boaters of the Matukituki, Makarora, and Wilkin Rivers. By comparison the Clutha is relatively easy boating with steady flow and few obstacles and excellent line of sight both ways. The number on non-motorised "passive" users obviously peaks over a short period mid-summer and in my opinion do not constitute an unacceptable safety risk. Boating in any form inherently involves risk and obviously more users adds to that. I am against any unreasonable limits on jetboating the river as it is the best way for a large number of people to access and enjoy the river anywhere from the outlet to Lake Dunstan. We have taken a significant number of overseas guests down the river as it is a safe and enjoyable option for them to appreciate the region. We often choose to boat the Clutha in summer when the lake is too windy for safe boating, and know a lot of other people do the same. It is one of the great things about Wanaka. A consequence of population growth and increased tourist activity is greater use of the resource. I am fundamentally opposed to rules that favour visitors over residents. Having access to the rivers here is a fantastic asset to the region, and that lifestyle benefit must be maintained, by the regulatory authorities. I am not a member of any boating club or organisation and are making this submission as an individual. I am concerned that the resource is managed sensibly and that existing use is not unreasonably compromised. Therefore I support the Proposed Navigation Safety Bylaw but am opposed to any suggestion that navigation restrictions extend further downstream.
An individual	Brad Maguire	I am in favour of these changes	I also feel there should be no boats at all in the section of the river
An individual	Kay George	I oppose these changes	While I appreciate the effort (in this proposal) to manage powered boats between the Outlet and the Albert Town bridge, the issue I have is that it is still allowing powered boats on this stretch of the river. Limiting powered vessels with resource consent to operate with restriction only for the last two weeks in January, in my opinion, is not taking into account how busy this area is and what you have heard people asking for. This is a very busy area all summer, especially by the bridge where the jet boats tours enter/leave. Let this stretch of the river be power vessel free. Let everyone enjoy safe river activities ALL summer without fear of being hit by a jet boat. Let powered vessels enjoy operating in our massive lake where they can limit the risk of hitting someone and disturbing wildlife and environment. Last summer I witnessed many close calls with boats and swimmers/tubers. The noise pollution travels back to the far end of Riverside (i.e. across all of Albert Town). The jet boats like to do their 360's just on the other side of the bridge where people are jumping off the bridge and playing. It is simply not safe for both swimmers and powered vessels to be in the same area with such limited space. Protect the wildlife and environment and create a safe area that is power boat free for local families and visitors to enjoy. This is what the majority has asked for, this is why we live here... please listen.
An individual	Gina Dempster	I am in favour of these changes	Our family appreciates that QLDC has listened to the way that the community values the non-motorised recreational value of the Clutha River. We feel that the proposed changes will make the river safer and more enjoyable for everyone during the summer months. We believe the proposed changes will help set Albert Town apart as a place where fishing, swimming and non-motorised boating (kayaking and paddle-boarding) are the best in the world. What visitor wouldn't want to come and experience the river in it's natural peaceful state? It is truly a world class experience. In a world where global warming is having an impact, this proposal will support recreation and tourist experiences which don't rely on fossil fuels. So well done councillors and council staff! Quinn and Jem (aged 15 and 12) and their friends regularly jump off the Albert Town bridge in the summer, as do many other kids, teenagers and adults. We are concerned that making the river below the bridge accessible to boats without speed restrictions has major safety implications. For that reason, we ask that QLDC also impose a 5 knot speed restriction below the Albert Town bridge to the last house to ensure the safety of swimmers, floaters and kayaker. We also think the existing speed restriction on the downstream section of the river (from the Albert Town bridge to the Red Bridge) after 6pm should remain to keep noise at a reasonable level for residents and other users of the river, and to ensure safety for other users of the river. Thanks very much for your attention Gina, Logan, Quinn and Jem
An individual	Andrew Cochrane	I oppose these changes	I do not support the ban of powered vessels on the clutha River
An individual	Samantha Edgar	I oppose these changes	I do not support the ban of powered vessels on the clutha River
An individual	Michael Baer	I oppose these changes	I do not support the ban of powered vessels on the clutha river
An individual	Julia Grant	I am in favour of these changes	We have spent many summers in Wanaka and used the Clutha River both my boat and for swimming. We have never had an issue with sharing the river with other users and believe any changes made to the bylaws should not include a ban of any user.
An individual	Olivia Grant	I oppose these changes	i can't support the ban of powered vessels on the clutha river as i think everyone should be able to access the river and share it safely
An individual	Toni Maguire	I am in favour of these changes	It is sensible to ban powered craft from the upper stretches of the river for safety reasons but also to allow quiet enjoyment for passive users along the river. The area is a fantastic natural asset sought out by both locals and visitors for its beauty and peacefulness. The needs of just a few power boaters should not outweigh the wishes of the bulk of the community nor the desire of a large number of visitors to, quietly be in nature, an experience that is increasingly rare. I do not think the 5 knot speed limit should be lifted during the other months of the year again just for the sake of a few jet boats as it effectively means no speed controls on powered craft on that stretch outside of the summer months. The uplift seems completely inconsistent with the move towards managing and protecting the river for passive users. Why uplift at all? Who is driving that idea? It is not what the community wants at all.
An individual	Terry Wilson	I am in favour of these changes	
An individual	Adam Fitzgerald	I am in favour of these changes	The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space.
An individual	Rhiannon Heslop	I oppose these changes	The river is there to be enjoyed by all and is a fun and popular activity, especially in the summer months. These changes would limit the recreational use of the river by the general public, which I feel is unfair as it should be possible for everyone to enjoy it when they get the chance.



An individual	John Wellington	I am in favour of these changes	I support the changes on safety grounds but wish them to be amended as follows. The period of closure should be extended at both ends to reflect the pattern of increasing usage by passive recreational users. This closure period should start on 1st November and finish on 30th April. Warm or even hot weather in November, means that "floaters" and other recreational users are often on the river at this time. Passive use is a year round activity, but peaks between November and Easter. As Easter can often be in April, the proposed uplifting at the end of March is too early, and thus should be extended to the end of April. The period of uplift for the rest of the year should be amended to 10am to 4pm. The proposed 6pm finish would mean that the boats would be travelling on the river at twilight or in the dark for the winter months which again has safety implications, especially if trying to see and avoid passive users on the river. There is increasing passive use of this section of river as these activities become more popular, and as the local and visitor population increases. This section of river between the two communities of Wanaka and Albert Town, with transport connections to either end, together with easy access to the true right bank via the outlet track, make this section of river ideal for passive recreation users. Many of these passive recreational users may not be familiar with boat navigation regulations, and there may be a case for public education around this issue, but this again increases the safety risk and potential conflict between users. Given the number of passive users on this section of river and the fact that jetboats have pretty much unrestricted access to all rivers, it seems reasonable that this small section of one river have restrictions that improve the safety of the majority of users.
An individual	Kay Collins	I oppose these changes	There are too many passive users now on the river to allow unrestricted jet boat usage. The speed limit below the A Town bridge must be an enforced 5 knots only, as far as the last house on the river. The existing speed restriction on the downstream section of river from the A Town bridge to the Red bridge at Luggage should remain after 6pm to allow other users to enjoy the river in the evenings without the noise of jet boats, jet skis etc.
An individual	Aidan flett	I am in favour of these changes	
An individual	Andrew	I oppose these changes	
An individual	Andy	I am in favour of these changes	The proposal allows us to enjoy using the river and is safe for all other users. The river is wide with excellent visibility so there is no significant safety argument I would hate to lose the ability to continue using this fantastic resource.
An individual	Amie Thomson	I oppose these changes	Access to all or access to none
An individual	Matt Cleaver	I oppose these changes	This is a great bit of water that I have used as I have learned to jet boat. The area is wide and deep and in my view a great learning spot. To take away access removes a spot we as a family have used for years. The area in question is not in my view a risk area. The river access should remain.
An individual	Maurice Butler	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Byron Campbell	I am in favour of these changes	A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking.
An individual	Brian Snell	I oppose these changes	There must be a 5 knot speed limit on all areas of the Clutha below the Albert Town bridge as there are many users of this area of the Clutha and it is a high safety risk area. All existing speed limits on the Clutha to the RedBridge at Luggate should remain as many people use this part of the river for picnics, walking and general relaxation on our beautiful evenings and do not want jet boats screaming up and down for the pleasure of a few at the disturbance of many.
An individual	Blair Christmas	I am in favour of these changes	This proposal is reasonable for all users
An individual	blue richardson	I oppose these changes	we have camped at albert town for 30 years the river is for everyone and is wide enough to accomadate boats
An individual	Brent Scammell	I oppose these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An individual	Brittany Spark	I oppose these changes	I oppose these changes
An individual	Bryce	I oppose these changes	Leave it how it is.
An individual	Kevin Blair	I oppose these changes	
An individual	Craig abernethy	I oppose these changes	
An individual	Daniel	I oppose these changes	Stop the fun police from letting people enjoying themselves. Let boaties boat
An individual	David lewis	I oppose these changes	We need to keep our land and waterways accessible to who ever wants to use them. Thanks.
An individual	Danielle Murdoch	I am in favour of these changes	
An individual	Emma Gilroy	I am in favour of these changes	The river is for ALL users not just a few! It is not correct that long time users of the river are trying to be removed by new users who have been aware of all users when they became residents. Safety is very important and so I agree with the current changes. I think individuals who do not behave should be removed and it should not be a punishment for considerate and respectful users of the river.

An individual	Steve monopoli	I am in favour of these changes	
An individual	Fraser	I oppose these changes	
An individual	Graeme Davidson	I oppose these changes	As a born and bred Kiwi jet boater why do you think you should take my rights to my water ways away?
An individual	Hamish Templeton	I am in favour of these changes	I have previously jetboated the Clutha River & this particular section of the river. I intend to boat this river with 4 other boats & 14 in Nov18.
An individual	Hamish Plunkett	I oppose these changes	
An individual	Bruce Hebbard	I am in favour of these changes	I agree with the proposal to limit powered craft on the Clutha River between 1st of December and and the 31st of March between the Outlet Camp and the Albert Town as far as it goes (I would like the area extended to the confluence of the Cardrona River) Outside those times I would like added that the speed of all powered craft be restricted to 5 knots when passing non powered craft or swimmers at all times. This is in line with the current by law for lake users and is listed below: 9 Speed of vessels 9.1 Except where the bylaw specifically provides otherwise, no person may, without reasonable excuse, propel or navigate a vessel (including a vessel towing a person or some object) at a proper speed greater than five knots within: (a) 50 metres of any other vessel or floating structure or person in or on the water; This will further protect the recreational users in non powered craft or swimmers in the times outside the proposed powered craft ban. I am not opposed to a well advertised, uplifting of the proposed by law for a short one off event e.g. jet boat sprint. I ask the panel adopt the proposed bylaw in total and seriously consider the other proposals in this submission.
An individual	Hedley Wilton	I am in favour of these changes	Its a good compromise to and represents the interests of all parties equally rather than one louder lobby group. I support the JBNZ decision.
An individual	Helen Clarke	I am in favour of these changes	
An individual	Paul Roff	I am in favour of these changes	
An individual	John Robertson	I am in favour of these changes	Fucked if i know. If i can jetboat from cromwell to wanaka im happy. Dont really understand all this crap. And if i cant i still will but ill remove my jbnz stickers.
An individual	Josiah Roe	I am in favour of these changes	It's aboir safety and preserving the nature of the Clutha. Jet boats are loud and obnoxious with crazy turns that make a mess of the natural environ. Keep that stuff way south!
An individual	James Rogatski	I oppose these changes	
An individual	Keith Murray	I oppose these changes	I don't believe the proposed changes address the safety issue adequately. The busy time of year for passive users of the Upper Clutha is from 26 Dec to end of Jan. There is no logical sense in having a start time of 15 Jan. It would be helpful if the information specifies how many resource consents are currently issued. It is stated this is a 'small number'. Why not give the actual number and be open about things. Small could be anything from 1-10.
An individual	Kate Wynn-Williams	I am in favour of these changes	I agree with the proposed limitations, but believe the restrictions should be extended to beyond the Albert Town Bridge. The areas above and below the bridge are not noticeably different with respect to noise pollution for residents and potential hazards to swimmers and non-powered water craft. Many boats are launched at the bridge, and could continue to operate with noise and potential hazard to water users below the bridge. I believe the restriction should be extended to a point further downstream.
An individual	Neame	I oppose these changes	Clutha River Access Restrictions There are no navigation and safety issues that restrict motorised craft on the Clutha River. Jet boating NZ has more than 3500 members. During the Christmas holiday period a large number of our members holiday in Wanaka & Albert Town Area. It is not only our members but also friends and family that use the river via the member's boat that is an additional 3 or 4 people per boat. The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as Kayakers, rafters, swimmers. The river is deep and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. The river is in most places in one main channel with a substantial flow and has a width of greater than 50 metres. A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe experience. The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide open space. Note you have boated this waterway in the past. Or you intend to boat it in the near future-this applies to north Islanders if it is the case. The Resource Management Act says. The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers. Les Neame
An individual	Lisa	I oppose these changes	
An individual	Kristine Logan	I am in favour of these changes	It is well overdue, that there are areas of passive recreation on rivers. It is an area that is walked, riden, floated, fished and swum by many thousand people a year. Boats are an intrusion in this spectacular place. Boats have trailers and can be launched above and below this section of river, it is not diminishing boaties ability to access rivers, but rather enhancing so many more people's environmental experience.
An individual	Lynda Walsh-Pasco	I oppose these changes	The waterways should be available to all users at all times. Speed limits may be required but it should be able to be open to all users.
An individual	Vicki wise	I am in favour of these changes	
An individual	Marc Bridgman	I am in favour of these changes	I am a strong supporter of continued access to New Zealand waterways by all craft including powered. This bylaw is a compromise but an important one for all New Zealanders for the future. The section of the river is a safe, deep waterway, ideal for new boaters, visitors and locals, and provides excellent fishing access by jet boats, which is the best method of transport. I have jet boated that section in the past, and intend to boat it again in the future, and wish to preserve the right do to so for future boaters as well.
An individual	Matthew clark	I am in favour of these changes	
An individual	isaac mccleary	I oppose these changes	its not fair and equal to everyone.
An individual	Meg Timu	I oppose these changes	
An individual	Millan	I oppose these changes	
An individual	Natalie Gousmett	I am in favour of these changes	We frequently holiday with our family in Albert town and have done so for decades, this restriction over the summer will be beneficial for our safety on the river for us and our children
An individual	Ashleigh O'Connor	I oppose these changes	

An individual	isiah ranginui	I oppose these changes	
An individual	E Duncan reveley	I oppose these changes	I am against lifting the speed limit of boats below the Albert Town bridge because of the noise. We have a house in Wexford Street and it would not be pleasant to hear jet boats roaring up and down the river.
An individual	Sean Cooney	I am in favour of these changes	I believe this is an agreeable compromise
An individual	Heather Thorne	I am in favour of these changes	I believe the Clutha River from the bridge to the outlet is a special area for passive recreation, walking, swimming, kayaking and the marked increase in boating activities both commercial and recreational has reached a point where the noise created by boats is becoming extremely intrusive. I have witnessed an incident where a group of school students were kayaking near the camp ground and a commercial jet boat operator went by and capsized students into the river. The potential was for a very serious outcome. During summer we regularly swim with our grandchildren at the swimming hole above the bridge and at times the wash of the boats mean little ones can be swept off their feet. Ideally I would like to see a total ban on all powered vessels but this is a step in the right direction.
An individual	Simon Bartlett	I oppose these changes	Areas lie this are a joy to visit and as a New Zealander is a privilege to show others. Safe responsible jet boating in this area brings a lot of revenue to the area and is essential to the economy
An individual	Paul Smith	I am in favour of these changes	I have been involved in jet boating for nearly 40 years. Over this period I have operated a jet boat in and around the area which is the subject of this proposal several times. I acknowledge this section of river is subject to high usage by a range of interested parties, especially over the summer holiday period. I generally support the view that a speed restriction on this section of the river only, is appropriate outside of the peak use period. I believe there would be no adverse safety effects to other interested parties if the proposal as stated is adopted. On this basis, I can support the proposed changes. Thank you for the opportunity to submit on this matter.
An individual	sophie ward	I am in favour of these changes	I am in support of the proposed changes as they will improve safety for passive users of the river.
An individual	stan & elaine Shaw	I oppose these changes	the 5 knot limit needs to be all the way down to the last house in alberttown not just the bridge as suggested. this is for noise to residents and recreation goes as well as safety to people use the swimming spots down this stretch of the river bank. The speed restriction should stay in place until 6pm or later so all users can enjoy a quiet evening at the river and feel safe when doing so.
An individual	Stew Haugh		I think the river should remain open and without further rules to all river users .Be that swimmers , fishermen jet boaters etc .We are over governed already .It is such a beautiful place to be enjoyed by all .Closing it to jet boats will result in possibly more drownings in the area as i have seen a few rescues over the years on this river which could have gone bad bar the presence of a boat in the area .Let common sense prevail ...
An individual	Taine	I am in favour of these changes	
An individual	Tim Sikma		I am in favour of the oppose new clause 1.1 as it reduces navigation safety risks posed by powered vessels on passive users in the Upper Clutha River. I oppose new clause 1.2 as it increases navigation safety risks posed by powered vessels on all users in the lower Clutha River when there is significantly reduced visibility due to low light and low sun angle.
An individual	Tom lax	I am in favour of these changes	
An individual	Hugh neal	I am in favour of these changes	Keen to boat it at these times
An individual	Kerrod Ward	I am in favour of these changes	
An individual	Robbie Watson	I oppose these changes	The river is a place for recreational activities which include fishing, swimming, boating and sight seeing. I appreciate that the local residents don't like "noisy" power boats on the river but I think if they wish to live so close it's something they will have to learn to live with. Wanaka is known worldwide for its adventure activities which include jetboating. Taking this privilege away from the jetboating community would be a huge mistake.
An individual	Trish wrigley	I oppose these changes	There Must be a 5 knot speed limit past Albert town residential area - to the last house on the river. This stretch is not a lower safety risk, in fact is the reverse. There is a hugely popular swimming hole there. The river teams with bathers in summer!!! Also the noise of jet boats is most disturbing and should not be allowed to extend after 6pm.
An individual	John BARLOW	I oppose these changes	In conformity with the District Plan i submit that all motorised craft be prohibited from the Upper Clutha ie from the Albert town bridge to the outlet of lake Wanaka. There should be a 5 knot speed limit below the Albert town bridge to the confluence of the Hawea river.
An individual	Patrick	I am in favour of these changes	I agree on some of the changes being made to the Navigational Safety Bylaw, However under clause 1:1 (I) (A) It was suggested between the two current commercial operators and a council representative including the harbour master that we would not operate the 2 pm or the 4pm trip through the Outlet. With the times stated in the current proposal this would only allow 1 commercial trip through this area. I have just read in the latest Wanaka Sun, ATCA are now asking for another speed restriction to continue down to the last house ? Which house are they actually referring to as there is also another couple of houses between what I would call the last house and the Red Bridge? To have a speed restriction from the last house up to the Alberttown Bridge is near impossible due to the flow. By trying to slow boats down from the area they are talking about, would create MORE Noise and more boat wake etc, etc. As for Hamilton turns or Donuts, this does not create more noise than any other boat on the plain. I believe they have no idea about boats and boating in general when making senseless statements.
An individual	Mark, Mark	I oppose these changes	,

An individual	Kathie Duncan	I oppose these changes	I and my husband have enjoyed NZ rivers (which are world renowned) for years - through trout fishing, camping, walking tracks, rafting, tubing and snorkelling. We more recently own a jet boat and have been enjoying the ability to explore NZ rivers that we could not previously access. This is often with the Jet Boating NZ Association which we have found to be very responsible and supportive of its members. It is most disappointing when we are limited access to rivers that other people have access to, be they in a different craft or living nearby or walking. Even worse is having people who own property but do not live there, trying to limit other users from their neck of the woods. We should all have equal access to the same places. The Resource Management Act was supposed to be an enabling Act, where any issues are only minor or could be mitigated. In regards to the Clutha River, there are no Navigation and safety issues that restrict motorised craft. Many of the Jet Boat club members holiday in the Wanaka & Albert Town Area. They are a friendly lot and the boat will also share the river with friends and family - so the club (3500 members) becomes representative of heaps of people. The river is deep and wide with good visibility that enables other river users to be seen and treated with courtesy. As a fisherman with a license, this enables my husband to access fishing which is more than often not accessible from a bank. Living in Auckland, but having been born in the South Island, we need to make the most of these opportunities, whether in the North or South Island with friends with jet boats We are also keen picnickers' and love getting to remote places. We have plans to visit all these places as my husband is now retired. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers., I and my husband have enjoyed NZ rivers (which are world renowned) for years - through trout fishing, camping, walking tracks, rafting, tubing and snorkelling. We more recently own a jet boat and have been enjoying the ability to explore NZ rivers that we could not previously access. This is often with the Jet Boating NZ Association which we have found to be very responsible and supportive of its members. It is most disappointing when we are limited access to rivers that other people have access to, for example, jet boat businesses, or owners of local property who may not even live nearby. I think we should all have equal access to the same public places. The Resource Management Act was supposed to be an enabling Act, where any issues are only minor or could be mitigated. In regards to the Clutha River, there are no Navigation and safety issues that are restrictive for motorised craft. Many of the Jet Boat club members holiday in the Wanaka & Albert Town Area. They are a friendly lot and the boat will also share the river with friends and family - so the club (3500 members) becomes representative of heaps of people. The river is deep and wide with good visibility that enables other river users to be seen and treated with courtesy. As a fisherman with a license, this enables my husband to access fishing which is more than often not accessible from a bank. Living in Auckland, but having been born in the South Island, we need to make the most of these opportunities, whether in the North or South Island with friends with jet boats We are also keen picnickers' and love getting to remote places. We have plans to visit all these places as my husband is now retired. Safety is paramount, and the river is still a good choice when the lake has large waves on some windy days. Please continue to make and keep this river available to jet boaters and other craft - and so fulfill the law and the spirit of the RMA, which is to provide "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers.
An individual	Chip Thomas	I oppose these changes	Jet boating provides access to rivers all around New Zealand. Its as much a part of our culture as pavlova and consistently being great at rugby. The Clutha is an easy boating river and is a very safe river for all users. Its deep and wide and there is a clear line of site that allows users to see each other in good time.
An individual	David Emmerson	I am in favour of these changes	Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers
An individual	Gordon Brander	I oppose these changes	Safety is the prime concern. Councillors need to understand that the Upper Clutha River has a multiplicity and increasing number of 'passive users' unlike the Matukitki, Shotover or Kawarau which latter 2 most Councillors are more familiar with. The Clutha is accessible along its length from the Outlet to the Red Bridge with a walking track which the other rivers do not have. This access has lead to increased use not just by fishermen but by swimmers, drift divers, flotation tube users, canoeists and rafters. Allowing continued conflict of these activities with power boats such as jet skis and jet boats is an accident waiting to happen with the likelihood of loss of life. Another factor is the jet boat ride on the Clutha is rather boring with an absence of rapids unlike the Wilkin, Matukituki, Shotover and Dart. It is not a great tourist attraction and being closed would be no loss. Power boats cause noise which is a nuisance to Albert Town residents . Ideally power boats should be totally prohibited from the outlet to the Albert Town bridge. If this is not possible it should be restricted under 1.1 (a) to be between 1 October and 31 May no powered vessels may operate in this area..... This is the fishing season for the famous Deans Bank fishing sector. I do not wish to see a loss of life on the Upper Clutha River...safety is paramount.
An individual	Tony Barrett	I am in favour of these changes	i think this would be a good comprimise for all.
An individual	Jason Brownlee	I am in favour of these changes	
An individual	Mark Kelly	I oppose these changes	I boat the river on a regular basis, my family and friends often boat up or down the river depending on weather and picnic, swim and use the river for what it is. It is a river for all the community. boats, kayaks, jet skis. this river is part of the reason we live in this area, its a natural amenity that should be open for everyone to use. Yours Truly Mark Kelly
An individual	Chris Albers	I am in favour of these changes	
An individual	Dave	I oppose these changes	The river is for all users,
An individual	Louise Sincock	I am in favour of these changes	The area is a high use area for Passive river users and only area readily accessable to the Wanaka public

An individual		john souter	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers."
An organisation	New Zealand Federation of Freshwater Anglers Inc.	Rex N Gibson	I oppose these changes	This submission is on behalf of the New Zealand Federation of Freshwater Anglers Inc. Re: Changing use of the Upper Clutha Background: The Federation represents the voice of freshwater angling clubs, and various like-minded individual members, across New Zealand. Feedback from members across various regions has shown that the Upper Clutha region, particularly from the Wanaka Lake outlet to the mouth of the Hawea River, is considered an iconic fishery attracting numerous local and international anglers to the Upper Clutha region. The Federation's Executive members have received numerous comments expressing alarm at the possible extension of intrusion by powered boats into this area. We have already submitted on this issue and stand by all comments made earlier. The Federation believes that your latest proposed amendment does not meet enough of the recreational and safety issues involved. The therefore suggest the following. Proposals: 1.The Council enforce the appropriate District Plan provisions which prohibit the use of powered craft in the Upper Clutha River forthwith. 2.Retain speed restrictions below the Albert Town bridge. 3.Extend boat speed restrictions until 30 April to cover the influx of visitors over Easter; especially when Easter falls in April. This extension would provide and extended window for the safe use of the Upper Clutha River during a high use period for passive activities. It would also mitigate nuisance, boat wave wash, noise pollution and disruption to the activities of those on or in the river and the wider environs. 4.The current proposed Navigation and Safety Bylaw 2018 amendment falls short of the objects of ensuring the health and safety of passive users of the Upper Clutha River as the time period 1st December to 31st March does not include the full period of high River usage. As a minimum this time frame should be extended 1st December to 30th April (see above). The Upper Clutha River is widely used for passive activities beyond the 31st March. 5.Those residents and river users immediately below the Albert Town Bridge should be protected from "nuisance". This can be achieved by a simple amendment to the Bylaw to include the words "below the last residence on the Lower Clutha River beyond the bridge", or "below the downstream limit of the mouth of the Hawea River", in references to the speed restriction. Note the Marine Transport Act 1994 states that the Council may make a Bylaw to regulate and control the use or management of vessels and to prevent nuisances of persons and things on the water. Angling is one of several recreational pursuits which (a) attract considerable numbers of New Zealand resident and international visitors to the region, (b) place people on or in the water in the areas discussed above. We ask that the safety of these persons be paramount and that full consciousness be given to the potential economic damage which could be done by any incident or increase in their safety risk caused by failure to remedy the issues raised by the Federation and any of its member clubs including specifically the Upper Clutha Angling Club. Yours faithfully, Rex N. Gibson QSM, M.Sc.(Distinction), Dip.Ed.Man.
An organisation	LakeLand Adventures Wanaka Ltd	Michael Donald	I am in favour of these changes	My name is Michael Donald and am the operations manager of Lakeland Adventures Wanaka Limited. We are the holder of a Resource Consent which allows us to operate commercial jet boats on Lake Wanaka and the Clutha River 365 days and year with up to 10 trips per day. This operation has existed for several years prior to resource consent being issued in 1994 conducting basically the same trip as seen today. In regards to the updated proposed amendment to the Navigation Safety Bylaw 2018 we have some comments. Section 1.1(a)(i) - As a current holder of resource consent by QLDC we agree to not operating on the Upper Clutha section of the river from 1pm onwards with no more than 2 trips daily between 15th January and 1st of February (this gives us the ability to operate both our 10am and 12noon trips and leave the afternoon free). We agree to the above under the condition that an agreement can be reached between council and us that we can operate trips from the Albert Town Bridge boat ramp at no extra cost (boat launching, loading and unloading of passengers). Section 1.2 - We completely support this and I believe this will be to the advantage of all river users as most powered vessels will head downstream by default (all year round) due to the speed uplifting. This should result in less traffic on the upper section of the river. Schedule 2 - In part we support this. Having timed speed uplifting is still to the advantage to all users. It provides time where all user can access/use the river while also providing exclusive times for passive users (before 10am and after 6pm). The problem I do have with Schedule 2 the duration of the proposed restriction on powered craft. I believe it to be too long and should line up more with school holidays where majority of the passive traffic comes from (being the start of December through to the end of January.) I completely agree the busiest period is during December and January but outside these months activity on the Upper Clutha river completely drops and the proposed restriction on powered craft should reflect this. Further Safety I would also like to add the following in regards to safety. The main submissions around the Navigation Safety Bylaw 2018 has been the concerns around passive users (mainly swimmers) being in close proximity to powered vessels. With the proposed changes the activity around the Albert Town Bridge boat ramp is obviously going to increase as this is the only access point for powered vessels. To increase safety around this congested area I would suggest swimming not be allowed in proximity to the boat ramp to improve safety especially as there is a dedicated swimming area a few hundred metres upstream.
An organisation	KeelowCraft Boats	Paul Cross	I am in favour of these changes	As a company that builds Jet Boats we use the stretch of water between Albert Town and the Red Bridge a lot. This section of river is a safe and navigation able piece of water with plenty of visibility and space in all weather and river conditions. Also on windy days when we need to deliver or demonstrate a boat we use this stretch as it is generally unsafe to use Lake Wanaka. We have many clients that use the Albert Town boat ramp to access the Upper Clutha River for fishing and other recreation activities. It would be a shame for the Clutha River to be taken away from people as it is a good safe river for boaters to navigate due to its deep nature and wide open spaces. We hope the correct decision is made for the majority not the minority. Regards. Paul Cross KeelowCraft Boats Gore, NZ
An organisation	JBNZ	Damian Pulley	I am in favour of these changes	
An organisation	Riverview Terrace Lodge	James McElrea	I am in favour of these changes	Quieter neighbourhood

An organisation	Go Jets Wanaka	Patrick & Tracey	I oppose these changes	Hi I am Patrick Perkins one of the directors of "Go Jets Wanaka". We operate 2 Jet Boats on the "Clutha River"and hold a Resource Consent which is one of the very first consents issued. We have reluctantly agreed on a closure in which conditions of our operation will need discussed further with the council on how it's going to effect our operation. We do not agree on a closure from the 1st of December, through to the 31st of March, as this is too long. The majority of passive users on the River is during Christmas/School holiday period. A closure from mid December through to the end of January would be more than sufficient. We also do not agree with the ATCA suggestion on continuing the restrictions to the Cardrona Confluence. Reasons being 5 knots up from this area is sometimes not achievable due to the Rivers level and flow. The noise of boats trying to get up from the Cardrona River to Alberttown would cause more disruption than what we currently have today? Not to mention the wake. If this proposal is to go ahead the use of Alberttowns boating ramp is going to cause a significant bottle neck due to recreational boaters now having no other option than to launch at Alberttown with only the one ramp!!! Due to the increased traffic at the Alberttown boating ramp, I suggest swimming should not be permitted below the bridge as isn't this all about safety?. Let's not forget the Hawea River is "power craft free" with many many areas for swimming and recreational use. I feel this is now totally out of control, what's next road closure times for cyclists, so they feel safe when biking on our roads. I would like to know how this is going to be enforced and the cost of all this procedure to the rate payer, just for a swim area ? Seems way over the top when there has been no major issues to date and the majority of the rescues in the River have been passive users getting into trouble. Not involving a powered craft but requiring a powered craft to save them. A little ironic they want to ban them!!!
An organisation	Jet Boating New Zealand	Gary McGregor	I am in favour of these changes	I support the changes for the reasons stated below: There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - I intend to boat this river it in the near future. Thank you for considering my submission. Reagrds Gary McGregor
An organisation	Jet boating Southland	Wayne Duffy	I am in favour of these changes	I have boated this river in question for last 30 years & want to continue to do so , as so for my children to continue also , personally the status quo would have been better , but if we have to trade off the outlet to Alberttown bridge section in favour of keeping the section between Alberttown bridge and Red iron bridge at Luggate as a permanent uplifting , then I would support this submission, This river is for all to enjoy, not just a select few whom decide to reside at and then try to stop existing boating activities that have been part of the district plan 1998 , Furthermore this latest consultation process that has a small minority of residents opposing the current district plan and wanting changes has nothing to do with navigational safety , but more to with there own self interest
An organisation	Nz jet boating association	Tony Philpott	I am in favour of these changes	There are no Navigation and safety issues that restrict motorised craft on the Clutha River. - Jet Boating NZ has more than 3,500 members. During the Christmas Holiday period a large number of our members holiday in the Wanaka & Albert Town Area. - It is not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat - The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers - The river is deep, and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. - The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. - A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. - On windy days the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and families a safe boating experience. - The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space. - Note you have boated this waterway in the past, or you intend to boat it in the near future - this applies to North Islanders, if it is the case. - The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." Memb
An organisation	Jet Boating New Zealand Inc	Eddie McKenzie	I am in favour of these changes	Jet Boating NZ Inc is submitting on behalf of their 3,500 members. Jet Boating NZ Inc objectives are: 1.To co-ordinate Jet Boating on a national basis 2.To encourage safe Jet Boating principles and practices 3.To promote and protect the rights of jet boaters and Jet Boating New Zealand Inc 4.To establish and maintain harmonies relationships with other water users The Clutha River has been open for motorised boating for decades and Jet Boating NZ supports the proposed change to the QLDC Navigation and Safety by-law as a compromise as it allows unrestricted motorised boating from the Albert Town Bridge to the Red Bridge. The Clutha River allows our members safe boating for the following reasons: -During the Christmas Holiday period, a large number of our members holiday in the Wanaka & Albert Town Area. -It not only our members but also friends and family that use the river via the members boat that is an additional 3 or 4 people per boat -The visibility is excellent with unimpeded lines of sight in all river flows. This enables adequate time for skippers to see, identify and take appropriate action to protect the safety of other users such as kayakers, rafters, swimmers -The river is deep and boats can stop to assess the situation at any time. Boats can also proceed at displacement safely. -The river is in in most places in one main channel with a substantial flow and has a width of greater than 50 metres. -A jet boat provides the best access for fishing, as well as other recreational opportunities such as swimming and picnicking. -On windy days, the large waves in the lake are a safety issue for jet boats and the Clutha River provides for new boaters and family's a safe boating experience. -The Clutha River is a good safe river for new boaters to learn skills due to its deep nature and wide-open space -The Resource Management Act says "The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers." -There are no Navigation and safety issues that restrict motorised craft on the Clutha River
An organisation	Nz jetboating	Aaron Paddon	I oppose these changes	
An organisation	Jet boating NZ	Geoff Clarke	I oppose these changes	I think the NZ jet boating should have boating access to all rivers. Boats are not just for crusing up and down rivers but also as a tool/vehicle to get to far away and away places to camp/fish/raft/kayak and enjoy this great country. By way of example my own boat's noise level is less than 70 decebels hence no threat to peace and quiet. The general public should also have access if following best boating rules and guide lines.

An individual

Rick Boyd

I oppose these changes

SUBMISSION ON PROPOSED AMENDMENT TO THE NAVIGATION SAFETY BYLAW 2018

A. Introduction Oxford dictionary (on-line) definition: Safety: The condition of being protected from or unlikely to cause danger, risk, or injury. Section 33C of the Maritime Transport Act 1994 (MTA) specifies QLDC's functions (and in my submission, responsibilities) in relation to the delegation it holds from Otago Regional Council. 33C Functions of regional councils For the purpose of ensuring maritime safety in their regions, regional councils may regulate (a) the ports, harbours, and waters in their regions; and (b) maritime-related activities in their regions. Section 33M of the MTA specifies QLDC's powers to make bylaws - and obviously those powers are limited to the functions Parliament has granted it under 33C. 33M Navigation bylaws (1) For the purpose of ensuring maritime safety It is my submission that the proposed bylaw amendment fails to do either. Section 33C is a strict statutory obligation - Councils regulatory functions under the MTA may only be directed at ensuring maritime safety. As the MTA does not define safety, should QLDC face court action (e.g., judicial review) the Courts will usually turn to the dictionary definition. Section 33M makes it clear that QLDC's responsibility in making bylaws must (only) be directed at maritime safety. Thus its proposed Bylaws can only have the purpose of ensuring maritime safety. No other powers are granted or implied. QLDC has a clear obligation to demonstrate exactly how the proposed bylaw will achieve this purpose. It has not done so.

B. Relevance of Bill of Rights Act 1990 (BRA) The so called 'analysis' of the implications of sections 5 and 18 of the BRA on the proposed Bylaw has to be commended as extremely creative if nothing else. However, it is a gross misinterpretation of the law, section 8 is quoted incompletely and completely out of context, and is either ignorant or deliberately mischievous in its intent. The public (and ratepayers) deserve a better quality of policy analysis. In full and in context, section 8 of the BRA reads: 18 Freedom of movement (1) Everyone lawfully in New Zealand has the right to freedom of movement and residence in New Zealand. Section 18 is about freedom of movement within New Zealand - in simple language the right to go to or reside or be in any place. A bylaw that may uplift or not uplift a speed restriction does not affect freedom of movement on the River under section 8 of the BRA. Freedom of movement (in New Zealand) is not affected by a speed limit or restriction on the use of a powered vessel. The proposed Bylaw only affects the speed that a vessel may lawfully travel or whether a powered vessel may be operated on the river - it stops no one from being on the river. It is no different than the speed limit imposed on vehicles on our roads or a vehicle weight limit restriction on a bridge that mean overweight vehicles cannot use it. The BRA argument in the Statement of Proposal (SOP) is a complete red herring as well as being an outrageously incorrect interpretation of the law. It is my submission that for the above reasons, any reference to the BRA in the context of what vessels may do or not do under the proposed Bylaw is not relevant. There is no lawful power under the MTA that in any way affects rights under the BRA.

C. Wrong Starting Point In my submission, the process QLDC has adopted for its navigation safety review was flawed from the beginning. It started with a poorly conceived proposal in 2017 to uplift speed limits without public consultation and has only got worse since then. Council should have commenced the process with a full and proper consultation with the community. Its failure to do so has made the process both expensive and complicated when it need not have been. It is clear that 33C and 33M of the MTA are about maritime safety. Those are the only words used in these provisions. Safety is about being protected from danger, risk, and injury. Para 13 of the SOP refers to 'perceived navigation safety risks'. It is unclear why these are considered 'perceived'. They are most certainly real. Risks clearly exist from the operation of powered vessels travelling in restricted space on the Clutha River where passive recreation occurs - swimmers, paddlers and the like. Nowhere in the SOP does Council objectively identify or evaluate exactly what the risks might be (or not). It provides no data. Council could easily have collected data on recreational use on the Upper or Lower Clutha by undertaking some simple observations or counts prior to developing this proposal. One would hope that Council would assume some responsibility for assessing exactly what the risks might be, risk to whom, and the degree of such risk. But whether from indifference or pre-determination it has not done so. Rather than starting by consulting on a proposal, Council needed to first consult the community on the safety and risks issues raised by the community in the 2017 bylaw review to understand them better. Then Council should have collected information (e.g., counts, passive, vessels etc) on the use of the River - including during potentially busy and not-so busy periods - to investigate the nature and degree of risks. This would have allowed Council to objectively assess how it might minimise or eliminate such risks including developing a proposed navigation safety bylaw that would address those risks (if any). Only then consult on the proposal (or options). Surely Council has experience in doing just that in the process it adopts in-house as an employer for meeting its health and safety responsibilities under the Health and Safety at Work Act. Exactly the same process needs to be followed for the navigation safety bylaw proposals. The public has received no balanced or objective identification or evaluation of the risks, the potential harm they pose and the measures that may need to be taken, or not, to minimise and/or eliminate those risks.

The majority of the SOP 'rationale' and discussion of the reasons for its proposed amendments is pure conjecture (see para 20 - there are no numbers on passive recreational use to back up the contention that a 'Summer' prohibition would 'significantly' reduce the risk of collision - exactly what is 'significantly' and how was this measured for example). It is pure and simple fluff. The bulk of the SOP is devoted to defending the proposed amendment based on the proportion of the community that is for or against. Council's 'defence' of the proposed bylaw includes the completely flakey BRA discussion.

D. Specific Responses to the draft Bylaw provisions.

1. I do not support proposed bylaws 1.1 and 1.2. Council needs to undertake a formal risk assessment in relation to the operation of powered vessels amongst passive recreational users on the Clutha River in order to develop an effective and appropriate bylaw. It has clearly not done so. Similarly it has also failed to adequately assess the risks of allowing vessels to travel at speeds greater than 5 knots at all times of day on the Lower Clutha River. Its proposed Bylaw therefore is fundamentally flawed.

2. What I propose Under the circumstances, it is my submission that the following rules should apply, at least until a formal risk assessment is undertaken.

Upper Clutha a. The use of powered vessels should be prohibited throughout the year (rather than seasonally), with the exceptions as proposed in the draft Bylaw for the Harbourmaster, resource consent holders, etc. No factual information is provided in the SOP for a seasonal prohibition. There is no explanation whatsoever for the choice of the seasonal dates in the proposed Bylaw.

b. The number of special events involving the operation of powered vessels authorised under Clause 31 of the 2018 Navigation Safety Bylaw should be limited to not more than 6 annually, each of not more than 24 hours duration.

Lower Clutha The current timed uplifting should remain in place. The proposal for a permanent uplifting has no factual basis, nor is there any assessment of the risks it poses- it is pure conjecture that there is lower navigation safety profile, especially at night.

3. Matters needing clarification The Council's proposed 1.1 bylaw references the timed upliftings in Schedule 2 of the 2018 Bylaw that would apply 1 April to 30 November. It is not made clear whether the timed upliftings would apply to vessels operating under a resource consent in the period 1 December to 31 March. - Schedule 2 would appear to require consequential amendment - this is not addressed in the proposal and should have been for clarity and comment. - Clause 1.1 (a)(i)(A) proposed bylaw states a time of 10am to 12pm when powered vessels may operate. This is clearly wrong and meant to be 12am (noon). This basic error demonstrates the poor quality and lack of professional oversight of the entire proposal.

E. Inconsistency with District Plan/Proposed District Plan The District Plan/Proposed District Plan 21.5.44 contain a strict prohibition on the use of 'motorised craft' on the Clutha River - with exceptions of up to 6 jet boat race days per year. The definition of motorised craft (Chapter 2, Proposed District Plan) and not under appeal, is: Motorised craft Means any boat powered by an engine. There is no ambiguity in 21.5.44 or in the definition - a motorised craft is clearly a powered vessel and under the Proposed District Plan such craft (vessels) may not be used (i.e., operated) on the Clutha River - both Upper and Lower. Not only should the Navigation Safety Bylaw support the provisions of the District Plan, the terminology and definitions (motorised craft/powering vessel) should be the same. Council needs to sort this mess out. Clearly the right hand does not know what the left hand is doing.

F. Dissapointment Need I say more.

An individual

Dave Vass

I oppose these changes

The restrictions on the upper river are inadequate for safety and disregard amenity values. I disagree with the uplift proposal on the lower river. 20 yr Albert town resident, regular river user in many ways. Owner, Deep Canyon, canyoning adventures - development of safety plans, relevant safety qualifications etc.. Member Otago Conservaton Board. I have addressed what I see as areas relevant to the bylaw proposal under various headings. The summary of my submission is at the end. Hope it helps..! Risk analysis. The Council is to be applauded for removing private powerboats from the river over summer, however it does still not seem to understand the fundamental law in the navigation laws governing the interaction of passive users and power boats on the river - that there are no regulations regarding proximity of swimmers etc and speed of vessels [powerboats] as there are everywhere else [ie; the lake]. The result is that it is entirely incompatible that powerboats share this section of river, in the way that they do, with passive users. As powerboats need speed for steering in the confines of the river, the only way to avoid the chance of a certainly disastrous collision is to remove either power boats or swimmers. Given that swimmers cannot be removed, powerboats need to be. It bears repeating that the only hazard on the river, outside of natural existing ones, is that created by power boats - they are entirely the problem here. Without power boats all other river users are safe. Few risk management situations are so clear-cut as to their solution, as this one. Risk management theory suggests that in situations where the outcomes are likely to be severe [as here], avoidance of the situation is the preferred option if possible, which it is. With this proposal, the council is applying instead a strategy of mitigation rather than avoidance, which is inappropriate due to the likely severity of the outcome of an incident - an incident that anyone can see is a distinct possibility. Given that this hazard is recognised in the proposal already, thought should be given to removing the risk entirely, by making this section free of powerboats, preferably all of the time. At the very least, an entirely powerboat free summer period of four months minimum is the only way to achieve an acceptable safety outcome. This has advantages in providing a clarity of purpose so that everyone understands the reasons for the rules and consequently an ease/efficacy of enforcement, not to mention perceptions of fairness. Some really quick maths.. One return trip in a powerboat from the outlet to the Albert Town bridge would see 20 - 50 people in the water during the busy period [average 35]. One company does six trips/day. Another company does the same. This equals 420 boat/person interactions/day, even on the proposed reduced regime. Even at much lower rates, this is still plenty of potential for disaster. Given the lack of speed and proximity regulation on the river - need I say more? Restricted times for commercial operators in summer. The busiest time of year for other users, is over the holiday period. The holiday period starts at Christmas and goes through until mid January. The proposal to have a two week window of much reduced hours immediately after this [Jan 15 - Feb 1] period is poorly timed for effectiveness and insufficient for safety. To allow unrestricted use for commercial operators over the rest of the summer does not provide for the safety needs of passive users during this period. This is the most likely time for an accident to occur [see maths above] - and it can only be addressed properly by further restrictions. Although the chances of a collision are reduced by the proposal, they are still high for the busiest period of the year and the consequences of an occurrence the same - likely death. Allowing only commercial operators to continue, assumes that they are generally more 'responsible' than the general public and while this probably has some basis, through driver training, the conditions of their permits etc, it cannot be guaranteed that they are immune to a mishap. The river is a dynamic place - an accident is likely to happen at some stage. Peace and Quiet - Amenity values.. The bylaws don't just affect safety issues and there were many submissions around amenity values. According to Paragraph 19 of the Statement of Proposal, the bylaws may also be used to address noise and nuisance issues. This is a golden opportunity for council to address amenity values on the river corridor. To suggest, as the proposal does, that safety is the only issue is an oversimplification - many submitters mentioned peace and quiet or similar as an important component of their submissions. Council mitigates the effects of noise and noisy vehicles in particular, through all sorts of restrictions, including location-wise [trail bikes for example]. Why should the river, especially the residential bit of it, be any different? Again, this a relatively simple situation, where one defined and distinctive group, create all the problems - and they are a minority. How about, as this proposal does, instead of catering to a small group of users who have a negative impact on pretty much all the widely accepted values of a river environment as well as other users, the QLDC embrace the notion that a powerboat free upper river is actually a major asset on lots of fronts and plan accordingly? Let it become the place you go for a safe swim and a quiet picnic, fishing, a quiet walk or bike ride; a respite from the increasing busyness of Wanaka. A powerboat free upper Clutha would be a great thing! Permanent timed uplift on lower river This proposal as it stands, means that Albert town residents below the bridge will have to put up with a whole heap of noise - probably more than ever before. It will aggregate power boat activity, commercial and private, in the area of the Albert Town boat ramp. More noise is generated around ramps than anywhere - boats are in the vicinity for longer getting organised, loading, unloading and driving boats up onto trailers. Powerboats have a habit of going round and round in circles to warm up their engines near the ramp and many of them are ridiculously noisy [eg; GoJet but lots of private boats also].

A time restricted uplift on the AlbertTown to Red Bridge section allows for passive enjoyment of the surrounds and river morning and evening. [Eg: uplift from 10am - 5pm/6pm in summer]. This especially benefits anglers and evening strollers, not to mention the residents that live on this section of the river, many of them full-time and who surely have a right to a reasonable level of peace and quiet. If the proposal is adopted or not, consideration should be given to mitigating the effects on adjacent Alberttown residents by providing better ramp facilities at the Red bridge. Power boat activity is going to move down the river now anyway, due to the upper river being closed. Why not make the hub of this activity away from Albert Town entirely - at the Red Bridge? Alternatively, or as well, thought could be given to a new ramp downstream near the Cardrona confluence [at the far end of the Albert Town reserve] with that being the upstream limit for powerboats. Both of these options would move all that noise [which is substantial and will be increasing over time] away from a residential area. No more consents/Fairness I support the idea that the council no longer issue new permits for powerboat activity on the upper section of the river. The idea of the council no longer offering concessions to existing operators though is no doubt a difficult one. However there is another issue of fairness; the one of fairness to private power boat users is likely to come up [ie; 'how come they can when I can't..?'] which smacks of a corporatisation of public waterways for the use of commercial interests. I am unsure how the commercialisation of a waterway works through the bylaw, however, removing those commercial interests probably gets rid of that problem.. While difficult, I feel that all concessions for the upper river should cease upon their expiry and operators can move downstream. There may be other options to explore such as give the existing operators 'first digs' on rafting/paddleboard/passive concessions. Make it work! Source of proposals I have noticed over the years that proposals to 'uplift' something or other on the Clutha - a time, place or speed restriction - are seldom asked for by any particular sector of the community but seem to come from the council, presumably via the harbourmaster, itself. In fact, this particular consultation has arisen through an overwhelmingly negative public response to the latest proposal from the harbourmaster, to uplift the last remaining speed restriction on the upper Clutha. I think it is relevant to ask the following of the council: Where has the request for the lower river uplift come from - who has asked for it? This is relevant because again, this proposal to uplift seems to originate from the Council/Harbourmaster [it was part of the last proposal]. I have been to a couple of hearings on this issue and I have never seen a submission to 'uplift' tabled or attributed to anyone. There have certainly been many more objectors to these uplifts and many of them have put their name on, and spoken to, their submissions. Therefore: What is the basis for making an uplift the proposed option [again]? Can the harbourmaster explain why is it needed? I would also ask, given that the intent of navigation safety bylaws is to increase or at least maintain safety levels, how does this proposal not negatively impact on river safety given that: 1 - powerboats are the only source of [created] hazard and 2 - allowing an increase in powerboat activity [ie; unrestricted hours], in an environment of increasing use from both powered and passive users, can only have a negative effect on safety. Put another way; allowing for more use of powerboats, especially in the unrestricted legislative environment of the river, will not make it safer - quite the opposite. So again I feel the need to ask, how is it that the arbiter of safety on our waterways - the QLDC - has come to proposing this uplift? Summary of submission. I support the proposal to restrict powered use of the upper river, but think it should be extended to a complete ban on all powerboating at all times for reasons primarily of safety, noise and nuisance effects on river users and the residents of Albert Town, but also on the grounds of fairness and clarity. If this is not accepted, I support the upper river being entirely powerboat free for the proposed summer period [Dec 1 - March 30] as a minimum. Whatever proposal comes to pass, consents for operators on the upper river should not be renewed upon expiry and the situation would become one of no powerboats from then on. Ie; a 'wear-in' period towards no power boats on the upper river. I do not support the proposal to uplift the speed restriction on the lower river. There needs to be a period of peace and quiet for river users and residents and reason would suggest that powerboat activity should only occur during the hours of 10am - 5pm or thereabouts. It just seems fair. Yours sincerely, Dave Vass



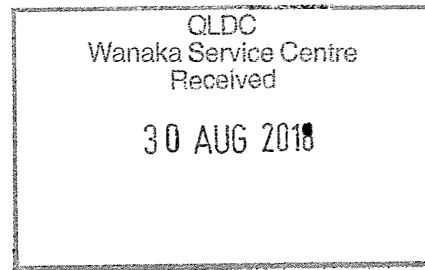
An organisation    Albert Town                    Jim Cowey or                    I am in favour of these  
Community                    Nathan Weathington changes  
Association

Executive Summary: The Albert Town Community Association seeks the following decision from the Queenstown Lakes District Council on the Navigational Safety Bylaw Amendment: 1. Accept 1.1 (a) (ii) (iii) (b) of the proposed amendment. However, we continue to plead for year around removal of powered vessels from the Albert Town Bridge to Lake Wanaka. At the very least, Council should extend the jet boat free period to include the busy summer months of November and April, which includes Easter weekend. 2. Refuse 1.1 (i) - Commercial motorised craft should be required to follow the same safety bylaws as private craft. If accepted, 1.1 (i) should be reviewed with the annual commercial jet boat Resource Consent evaluations and amended when permitted. If accepted, we would also ask the commercial jet boats to voluntarily avoid the Clutha River upstream of the Albert Town bridge from December 1st - March 31st (or new dates). 3. Refuse 1.2 - A permanent speed uplifting downstream of the bridge arbitrarily splits Albert Town at the bridge and increases the dangers just downstream of the bridge. We ask that you leave current time restrictions in place and amend the bylaw to include a 5 knot speed limit at all times from the Albert Town Bridge to the most downstream resident, thus restricting Hamilton Turns and other dangerous and noisy manoeuvres inside a residential area. The Albert Town Community Association would like to commend council for their hard work on this issue. Council has listened to our community and this amendment is a step in the right direction. This amendment better aligns our Navigational Safety bylaw with the current District Plan as it applies to this section of the Clutha River. 4-44 "The Council considers there is an incompatibility between motorised craft and passive activities on the upstream stretch of the river. DOWNSTREAM OF ALBERT TOWN, the Clutha River is large enough and the pressures for use less intense, so that a wider variety of uses can be accommodated." However, the ATCA continues to plead for a powered vessel restriction throughout the year about the Albert Town bridge. At the very least, we should extend this power craft free period to include the busy summer months of November and April (Easter). Although there might be logistical limitations at this time, we encourage council to eventually remove 1.1 (i) A & B. We should not have two Safety Bylaws, one for commercial jet boats and one for private boats. Commercial resource consents must abide by Safety Bylaws, but in this case we are allowing safety exceptions for the resource consents by writing the resource consents into the bylaw. Hopefully this is only a temporary solution. This could be rectified at the annual review of the Resource Consents for both commercial jet boat operations. Once both resource consents have been amended, 1.1 (i) could be removed. In the mean time we would also ask the commercial jet boats to voluntarily avoid the Clutha River upstream of the bridge from December 1st to March 31st (or new dates) See Current Resource Consents: Edgewater 21 (i)(ii)(iii) and Lakeland 24 (i)(ii)(iii) "The conditions of this consent may be reviewed within 10 working days of each anniversary of the date of the consent, if, on reasonable grounds, the consent authority finds that: (i) there is or is likely to be an adverse environmental effect as a result of the exercise of this consent, which was unforeseen when the consent was granted (iii) there has been a change in circumstances such that conditions of the consent are no longer appropriate in terms of purpose;" If the commercial jet boats insist on continuing to access the Clutha above the bridge during this powered vessel free time period (at least until council can review and amend their resource consents) we ask council to clarify and fully enforce the conditions of the resource consents which include the following: 1. All jet boat drivers shall maintain a centre line course at all times. From daily observations, this appears to be violated on every trip upstream from the bridge. If commercial jet boat drivers followed all restrictions of their current resource consents, there would be no entertainment value for clients above the bridge. 2. Monitoring of the exercise of the consent has revealed that there is or is likely to be an adverse effect on the environment. See environmental damage and erosion from close turns just above the Albert Town Campground, also a violation of the centreline restriction above. 3. Number of trips per day/year. It is unclear if anyone is monitoring, recording or enforcing this restriction. 4. Noise restrictions. It is unclear if anyone is monitoring, recording or enforcing this restriction. Although the proposed amendment removes jet boats from above the bridge, the removal of all time and speed restrictions below the bridge is an accident waiting to happen. Allowing boats to travel at unrestricted speeds at all times of the day would allow a boat to travel at 100 kph in low light conditions through a residential area where passive river use is the norm (including a kid's swimming area). Council is only 600 meters away from a solution to this issue that will last for years to come! We ask council to implement a 5 knot speed restriction (as to land) from the Albert Town bridge to the most downstream Albert Town resident. Or put another way, "boaters are to make way through the residential area between the Albert Town Bridge and the Cardrona River confluence with the minimum possible noise and disturbance to the residents and other river users". We also ask that time restrictions downstream of Albert Town remain. Current time restrictions (10am-6pm Summer and 10am-4pm Winter ) were originally implemented to ensure jet boats traveling at excessive speeds would not be on the Clutha River during low light, low visibility situations. Our daylight hours have not changed, and therefore neither should the time restrictions. It is important to note that paragraph 4-44 of our District Plan does not split Albert Town at the bridge, and neither can this bylaw. According to the Maritime Transport Act 1994, this is not allowed:

33M (2) (d) (ii) Navigational bylaws may not be inconsistent with the Resource Management Act The Council's own Operative District Plan, which was overseen by our elected officials and drafted with considerable public consultations, discusses the uniqueness and value of this specific section of the Clutha River in detail. There are many guidelines in the Operative District Plan on how to manage this area, these guidelines also include noise pollution and environmental protection standards which are not covered by this bylaw. However, these standards are directly and negatively impacted by parts of proposed bylaw. And again, our 'environment' does include the safety of our people and aesthetics according to the RMA. In conclusion, Council is to be commended for their hard work on a dangerous issue. The proposed amendment is an excellent example of forward planning based on the issues we face today. However, this proposed amendment needs further edits if it is to truly reflect the desires and safety of our entire community. First, extend the motor-craft free time period to be year around, or at the very least include the months of November and April. Second, Council should quickly work to have one set of bylaws for both private and commercial craft. If not rectified and removed, this would set a horrible inconsistent and contestable precedent. Lastly, it is crucial we have some form of speed restrictions below the Albert Town bridge. Keep in mind this is only 600 meters of the 338km long Clutha! This could be remedied in several ways, but in general should be: "boaters are to make way through the residential area between the Albert Town Bridge and the Cardrona River confluence with the minimum possible noise and disturbance to the residents and other river users". Thanks again for your hard work. Nathan Weathington or Jim Cowie can speak on behalf of ATCA at the hearing.

I'm:	Org:	Name:	Stance:	Please explain your stance on the Navigation Safety Bylaw change:
An organisation	Go Jets Wanaka	Susie Fogden	I oppose these changes	Hi I am Patrick Perkins one of the directors of "Go Jets Wanaka". We operate 2 Jet Boats on the "Clutha River" and hold a Resource Consent which is one of the very first consents issued. We have reluctantly agreed on a closure in which conditions of our operation will need discussed further with the council on how it's going to effect our operation. We do not agree on a closure from the 1st of December, through to the 31st of March, as this is too long. The majority of passive users on the River is during Christmas/School holiday period. A closure from mid December through to the end of January would be more than sufficient. We also do not agree with the ATCA suggestion on continuing the restrictions to the Cardrona Confluence. Reasons being 5 knots up from this area is sometimes not achievable due to the Rivers level and flow. The noise of boats trying to get up from the Cardrona River to Alberttown would cause more disruption than what we currently have today? Not to mention the wake. If this proposal is to go ahead the use of Alberttowns boating ramp is going to cause a significant bottle neck due to recreational boaters now having no other option than to launch at Alberttown with only the one ramp!!! Due to the increased traffic at the Alberttown boating ramp, I suggest swimming should not be permitted below the bridge as isn't this all about safety?. Let's not forget the Hawea River is "power craft free" with many many areas for swimming and recreational use. I feel this is now totally out of control, what's next road closure times for cyclists, so they feel safe when biking on our roads. I would like to know how this is going to be enforced and the cost of all this procedure to the rate payer, just for a swim area ? Seems way over the top when there has been no major issues to date and the majority of the rescues in the River have been passive users getting into trouble. Not involving a powered craft but requiring a powered craft to save them. A little ironic they want to ban them!!!
An individual		Chris Van Beers	I oppose these changes	I AM LED TO BELIEVE THERE ARE NO SAFETY RESTRICTIONS ON THIS WIDE EASILY BOATABLE RIVER SO LEAVE IT BE FOR EVERYONE TO USE AT WILL -I WISH TO BOAT THIS RIVER IN THE NEAR FUTURE WITH MY FAMILY AS IT IS REKNOWN TO BE A SCENIC SAFE RIVER TO JETBOAT- THANKS CHRIS VAN BEERS

**Queenstown Lakes District Council,  
Level 1,  
11 – 17 Church Street,  
Queenstown.**



Attention – Jade Weinbrecht

### **Proposed Navigation Safety Bylaw Amendment 2018**

This submission is on behalf of the Upper Clutha Angling Club – Circa 70 members.

#### **Executive Summary**

Council acknowledges that the existing Navigation Safety Bylaw does not meet the changing use of the Upper Clutha River and environs or the expectations of residents and passive river users.

The rationale for change to the existing bylaws has been well canvassed in previous formal and informal consultations and does not require further elaboration.

Whilst safety issues are paramount other considerations are also important.

Council have addressed in part the safety issue under the Maritime Transport Act 1994 33 M but their proposed amendment falls short in tenure.

Section 33 M (1) (a) and (c) of the Act provides that Council may make a Bylaw to regulate and control the use or management of vessels and to prevent nuisances of persons and things on the water.

The proposed amendments by council do not address section 33 M (1) (a) and (c) of the Maritime Transport Act in any form.  
Residents below the bridge will be subject to significant nuisance.

#### **Suggested Remedies**

The most effective solution relating to powered craft in the Upper Clutha River would be for Council to enforce the appropriate District Plan provisions which prohibits the use of powered craft on the Upper Clutha River.

Powered craft could operate in the lower Clutha River and beyond but with speed constraints to ensure those residents immediately below the Albert Town bridge would be protected from nuisance by the uplifting of speed limits.

Such a proposal would not impinge the NZ Bill of Rights Act 1990 with the balance of the River available for the operation of powered craft. The river is 300 km long. Council recognize in Clause 7, in the Summary of Statement of Proposal that the Lower Clutha River in particular is seen as attractive for boating because it is wide, has better visibility than the Upper Clutha River and is easily navigable.

## Alternative amendment to the current Council proposal

1.1 (a) 'Between 1st December and 31st March no powered vessels may operate in this area unless the powered vessel satisfies one of the following exceptions'....

The Upper Clutha River is widely used for passive activities by a large influx of people during the warmer months whether Easter falls in April or otherwise. The prohibition of powered vessels should, as a minimum, commence on the 1 November and be extended to 30th April.

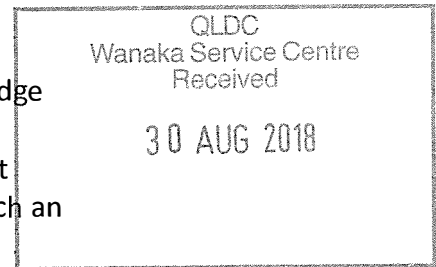
This extension would provide an extended window for the safe use of the Upper Clutha River during a high use period for passive activities. It would also mitigate nuisance, boat wave wash, noise pollution and disruption to the activities of those on or in the river and the wider environs.

Under the proposed clause

1.1 (a) Only operate between 10 am and 12pm? (assumed to be 12 noon) (b) not exceed more than 2 daily trips (single or return trips) ?

These issues require clarification.

1.2 A permanent speed uplifting shall apply between the Albert Town bridge (GPS – 44.68, 169.19) and the Red Bridge (- 44.73 to 169.28) as specified in schedule 2. The speed uplifting should be redefined to be below the last Residence on the Lower Clutha River beyond the bridge. Such an amendment would be totally appropriate under the Maritime Transport Act 1994 33 M (1) (a) and (c) of the Act.



## Conclusion

The Navigation and Safety Bylaw 2018 amendment falls short of the objects of ensuring the health and safety of passive users of the Upper Clutha River as the time period 1<sup>st</sup> December to 31<sup>st</sup> March does not encapsulate the full period of high river usage. The preferred solution is for total prohibition of powered craft but as a minimum this time frame should be extended 1<sup>st</sup> November to 30<sup>th</sup> April.

## Addendum

The Addendum covers the relevant sections of the **Proposed District Plan** and the continuing sections (under appeal) of the **Operational District Plan**. Both support **the prohibition or limits powered craft** in the Upper Clutha River.

### ***Operational District Plan (sections under appeal) thus still relevant***

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

**Policy 21.2.12.2** *Enable people to have access to a wide range of recreational experiences on the lakes and rivers, based on the identified characteristics and environmental limits of the various parts of each lake and river.*

**Policy 21.2.12.3** *Avoid or mitigate the adverse effects of frequent, large-scale or intrusive commercial activities such as those with high levels of noise, vibration, speed and wash, in particular motorised craft in areas of high passive recreational use, significant nature conservation values and wildlife habitat*

places with nesting and spawning areas, the intrinsic value of ecosystem services and areas of indigenous fauna habitat and recreational values.

**Proposed District Plan**

**21.5.44 Recreational and commercial boating activities**

*The use of motorised craft on the following lakes and rivers is prohibited, except where the activities are for emergency search and rescue, hydrological survey, public scientific research, resource management monitoring or water weed control, or for access to adjoining land for farming activities.*

*21.5.44.1 Hawea River.*

*21.5.44.2 Commercial boating activities on Lake Hayes.*

*21.5.44.3 Any tributary of the Dart and Rees rivers (except the Rockburn tributary of the Dart River) or upstream of Muddy Creek on the Rees River.*

*21.5.44.4 Young River or any tributary of the Young or Wilkin Rivers and any other tributaries of the Makarora River.*

*21.5.44.5 Dingle Burn and Timaru Creek.*

*21.5.44.6 The tributaries of the Hunter River.*

*21.5.44.7 Hunter River during the months of May to October inclusive.*

*21.5.44.8 Motatapu River. 21.5.44.9 Any tributary of the Matukituki River.*

*21.5.44.10 Clutha River - More than six jet boat race days per year as allowed by Rule 21.5.38.*

**PLEASE NOTE WE WISH TO ATTEND AND SPEAK TO OUR SUBMISSION**

G. O. Poole  
President  
UPPER CLUTHA ANGLING CLUB



*30th August 2018.*

QLDC  
Wanaka Service Centre  
Received

30 AUG 2018

**Queenstown Lakes District Council,  
Level 1,  
11 – 17 Church Street,  
Queenstown.**

Attention – Jade Weinbrecht

### **Proposed Navigation Safety Bylaw Amendment 2018**

This submission is on behalf of the Upper Clutha Angling Club – Circa 70 members.

#### **Executive Summary**

Council acknowledges that the existing Navigation Safety Bylaw does not meet the changing use of the Upper Clutha River and environs or the expectations of residents and passive river users.

The rationale for change to the existing bylaws has been well canvassed in previous formal and informal consultations and does not require further elaboration.

Whilst safety issues are paramount other considerations are also important.

Council have addressed in part the safety issue under the Maritime Transport Act 1994 33 M but their proposed amendment falls short in tenure.

Section 33 M (1) (a) and (c) of the Act provides that Council may make a Bylaw to regulate and control the use or management of vessels and to prevent nuisances of persons and things on the water.

The proposed amendments by council do not address section 33 M (1) (a) and (c) of the Maritime Transport Act in any form.

Residents below the bridge will be subject to significant nuisance.

#### **Suggested Remedies**

The most effective solution relating to powered craft in the Upper Clutha River would be for Council to enforce the appropriate District Plan provisions which prohibits the use of powered craft on the Upper Clutha River.

Powered craft could operate in the lower Clutha River and beyond but with speed constraints to ensure those residents immediately below the Albert Town bridge would be protected from nuisance by the uplifting of speed limits.

Such a proposal would not impinge the NZ Bill of Rights Act 1990 with the balance of the River available for the operation of powered craft. The river is 300 km long. Council recognize in Clause 7, in the Summary of Statement of Proposal that the Lower Clutha River in particular is seen as attractive for boating because it is wide, has better visibility than the Upper Clutha River and is easily navigable.

## **Alternative amendment to the current Council proposal**

1.1 (a) 'Between 1st December and 31st March no powered vessels may operate in this area unless the powered vessel satisfies one of the following exceptions'....

The Upper Clutha River is widely used for passive activities by a large influx of people during the warmer months whether Easter falls in April or otherwise. The prohibition of powered vessels should, as a minimum, commence on the 1 November and be extended to 30th April.

This extension would provide an extended window for the safe use of the Upper Clutha River during a high use period for passive activities. It would also mitigate nuisance, boat wave wash, noise pollution and disruption to the activities of those on or in the river and the wider environs.

Under the proposed clause

1.1 (a) Only operate between 10 am and 12pm? (assumed to be 12 noon) (b) not exceed more than 2 daily trips (single or return trips) ?

These issues require clarification.

1.2 A permanent speed uplifting shall apply between the Albert Town bridge (GPS – 44.68, 169.19) and the Red Bridge (- 44.73 to 169.28) as specified in schedule 2.

The speed uplifting should be redefined to be below the last Residence on the Lower Clutha River beyond the bridge. Such an amendment would be totally appropriate under the Maritime Transport Act 1994 33 M (1) (a) and (c) of the Act.

## **Conclusion**

The Navigation and Safety Bylaw 2018 amendment falls short of the objects of ensuring the health and safety of passive users of the Upper Clutha River as the time period 1<sup>st</sup> December to 31<sup>st</sup> March does not encapsulate the full period of high river usage. The preferred solution is for total prohibition of powered craft but as a minimum this time frame should be extended 1<sup>st</sup> November to 30<sup>th</sup> April.

## **Addendum**

The Addendum covers the relevant sections of the **Proposed District Plan** and the continuing sections (under appeal) of the **Operational District Plan**. Both support **the prohibition or limits powered craft** in the Upper Clutha River.

### ***Operational District Plan (sections under appeal) thus still relevant***

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

**Policy 21.2.12.2** *Enable people to have access to a wide range of recreational experiences on the lakes and rivers, based on the identified characteristics and environmental limits of the various parts of each lake and river.*

**Policy 21.2.12.3** *Avoid or mitigate the adverse effects of frequent, large-scale or intrusive commercial activities such as those with high levels of noise, vibration, speed and wash, in particular motorised craft in areas of high passive recreational use, significant nature conservation values and wildlife habitat.*

**Policy 21.2.12.5** *Protect, maintain or enhance the natural character and nature conservation values of lakes, rivers and their margins, with particular regard to*

*places with nesting and spawning areas, the intrinsic value of ecosystem services and areas of indigenous fauna habitat and recreational values.*

**Proposed District Plan**

**21.5.44 Recreational and commercial boating activities**

*The use of motorised craft on the following lakes and rivers is prohibited, except where the activities are for emergency search and rescue, hydrological survey, public scientific research, resource management monitoring or water weed control, or for access to adjoining land for farming activities.*

*21.5.44.1 Hawea River.*

*21.5.44.2 Commercial boating activities on Lake Hayes.*

*21.5.44.3 Any tributary of the Dart and Rees rivers (except the Rockburn tributary of the Dart River) or upstream of Muddy Creek on the Rees River.*

*21.5.44.4 Young River or any tributary of the Young or Wilkin Rivers and any other tributaries of the Makarora River.*

*21.5.44.5 Dingle Burn and Timaru Creek.*

*21.5.44.6 The tributaries of the Hunter River.*

*21.5.44.7 Hunter River during the months of May to October inclusive.*

*21.5.44.8 Motatapu River. 21.5.44.9 Any tributary of the Matukituki River.*

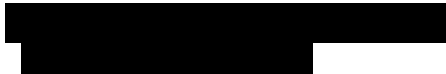
*21.5.44.10 Clutha River - More than six jet boat race days per year as allowed by Rule 21.5.38.*

**PLEASE NOTE WE WISH TO ATTEND AND SPEAK TO OUR SUBMISSION**

G. O. Poole

President

UPPER CLUTHA ANGLING CLUB





Queenstown Lakes District Council

10 Gorge Road

Queenstown, 9300

Attention – Jade Weinbrecht

## **Proposed Navigation Safety Bylaw Amendment 2018**

Submission from Ian Cole – individual and long term Wanaka resident

### **Background**

I have been a long time member of the Upper Clutha Angling Club, [28yrs], an elected councillor of Otago fish and Game [24 yrs] and current chairman of the Clutha Fisheries Trust

1] The “Upper Clutha” [this submission refers to that section of river immediately upstream from Albert Town Bridge to the outlet of Lake Wanaka] has long been recognised as a special part of the Clutha Rivers 300km length. The UCAC and Fish and Game have historically recognised those values and sought to protect the “peace and serenity” of this rather unique unmodified large river landscape. It is highly regarded by both local, national and international anglers alike. It is recognised as being a “special place” which should be protected.

As well as angling this reach and its shores are increasingly used by a dynamic range of recreational activities. Water activities include swimming, floating, paddle boarding, diving as well as powered and unpowered boating. It should be noted that some activities are very compatible to one another while others, notably powered motor-craft, by their very nature, are intrusive to that peace, serenity and, indeed, safety that other recreationalists seek to enjoy and value in this section of river

2] Surveys of anglers suggest angling effort to be very high between the Lake Wanaka’s outlet and Lake Dunstan. Within that stretch of river, the “Upper Clutha’s” intrinsic natural features have historically

afforded good habitat for sports fish. This, coupled with good meaningful access on both sides of the river enhances its popularity as a fishery

3] Council acknowledges that the existing Navigation Safety Bylaw does not meet the changing use of the Upper Clutha River and environs or the expectations of residents and passive river users. I would endorse council's acknowledgement

4] However, to date, I am perplexed at the process embarked on by council to address this issue. 2017 recommendations by the harbour master to uplift 5 knot restrictions in the name of simplification of regulations and to increase boating safety under a Navigational Safety Bylaw Review were alarming

Resulting submissions received indicated that there were a significant number [ 90% +?] that were opposed to power boating in the "Upper Clutha". After a misleading "on- line" survey on QLDC's web site, where only limited options were given, there then appears to be a dramatic swing to only 28%? opposed to power craft in the "Upper Clutha"

Are council able to provide details of respondents to this latest survey coupled with residential addresses?

5] The current proposed amendment [3/8/18] fails to reflect concerns for all recreational users of the "Upper Clutha" section of river and the community's aspirations for medium to long term management of power craft on the river. Clearly, within our regions natural resources, facilitation of powered motor craft needs to be identified, embraced and subsequently planned for by council. 21.5.44.1 of the Proposed District Plan appears to be in conflict with the proposed amendment

It is useful to note that many Southland rivers facilitate recreational powered craft but on identified and limited days of the year.

6] So it is with some concern that I note the current proposed amendment recommends a 24/7 permanent speed uplifting between Albert Town Bridge and the Red Bridge. This totally ignores residents' concerns and the wellbeing of all other river users, on or off

the water. How this can be perceived as a responsible council decision reflective of community consultations? Furthermore, it is beyond comprehension that such a proposal is deemed to be in the name of a Navigational Safety Bylaw Review.

It is utterly irresponsible on the part of council to even contemplate, let alone propose, a total uplift of all speed limits in this section of river for 24hrs a day and 7 days a week.

If that is the level of enlightened forward thinking management of our areas “future recreational resource planning” by QLDC community representatives and QLDC staff then the community should be concerned, deeply concerned.

### **Decisions sought**

7] **Interim** The “Upper Clutha” has no powered craft between Nov 1<sup>st</sup> – May 1<sup>st</sup> [ with noted exceptions of authorised personnel and or existing resource consent operators between the hours of 10am – 4pm] and that it retains a 5 knot speed limit outside of those months [ with noted exceptions as above] That this remain in effect until the QLDC urgently address the review Rule 21.5.44 of the District Plan, with the opportunity for public input.

8] **Interim** That the current “status quo” be retained below the Albert Town Bridge to the Red Luggate Bridge. That this remain in effect until the QLDC urgently address the review Rule 21.5.44 of the District Plan, with the opportunity for public input

### **Addendum**

The Addendum covers the relevant sections of the **Proposed District Plan** and the continuing sections (under appeal) of the **Operational District Plan**. Both support **the prohibition or limits powered craft** in the Upper Clutha River.

*Operational District Plan (sections under appeal) thus still relevant*

*21.2.12 Objective - Protect, maintain or enhance the surface of lake and rivers and their margins.*

*Policy 21.2.12.2 Enable people to have access to a wide range of recreational experiences on the lakes and rivers, based on the identified characteristics and environmental limits of the various parts of each lake and river. Policy 21.2.12.3 Avoid or mitigate the adverse effects of frequent, large-scale or intrusive commercial activities such as those with high levels of noise, vibration, speed and wash, in particular motorised craft in areas of high passive recreational use, significant nature conservation values and wildlife habitat.*

*Policy 21.2.12.5 Protect, maintain or enhance the natural character and nature conservation values of lakes, rivers and their margins, with particular regard to*

*places with nesting and spawning areas, the intrinsic value of ecosystem services and areas of indigenous fauna habitat and recreational values.*

*Proposed District Plan 21.5.44 Recreational and commercial boating activities*

*The use of motorised craft on the following lakes and rivers is prohibited, except where the activities are for emergency search and rescue, hydrological survey, public scientific research, resource management monitoring or water weed control, or for access to adjoining land for farming activities.*

*21.5.44.1 Hawea River. 21.5.44.2 Commercial boating activities on Lake Hayes. 21.5.44.3 Any tributary of the Dart and Rees rivers (except the Rockburn tributary of the Dart River) or upstream of Muddy Creek on the Rees River. 21.5.44.4 Young River or any tributary of the Young or Wilkin Rivers and any other tributaries of the Makarora River. 21.5.44.5 Dingle Burn and Timaru Creek. 21.5.44.6 The tributaries of the Hunter River. 21.5.44.7 Hunter River during the months of May to October inclusive. 21.5.44.8 Motatapu River. 21.5.44.9 Any tributary of the Matukituki*

*River. 21.5.44.10 Clutha River - More than six jet boat race days per year as allowed by Rule 21.5.38.*

I wish to be heard in support of my submission

Ian Cole

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

31<sup>st</sup> August 2018

## **RE: Queenstown Lakes District Council resolve to adopt the new Navigation Safety Bylaw 2018**

To whom it may concern.

The proposal which we whole heartedly support is a good start to managing the river so all users can do so without undue risk.

We commend the council for this practical start.

The reference to a “perceived problem” in terms of a very real risk of an accident between a passive user and a powerboat between the outlet and Albert Town is perhaps a little cynical. Perceived problems are what the entire Health & Safety industry talks about and inaction on this front once someone has highlighted concerns is no longer an excuse. From our family’s observations we believe there is a very real danger of a fatality in the future if the situation remains unaltered. From a family who has experienced a death of a young member we believe the risk is too great not to take the measures you are taking.

The environment in this region is changing quickly and the concept of retaining freedoms we have all known in the past is now unrealistic.

We believe the council has shown a willingness to address this issue. I also commend the NZ Jet Boat Association for playing their part in recognising conditions on the river have changed.

The intrinsic value of the outlet to Albert Town section of the river is to experience it in its natural state. Although our primary concern is the risk to health and safety we believe past historical use should not remain unchanged considering the very large majority of today’s users. As the district plan has alluded this piece of river should eventually become a motorised boat free area. We believe over time this will have a greater appeal to locals and visitors than what we would categorise as a very tame and boring motor boat experience.

We hope the new proposal is adopted without change.



David Ellis

[REDACTED]

On behalf of the Ellis Family who have been living on the riverbank at Albert Town for the past 68 years.

## Rebecca Pitts

---

**From:** Jade Weinbrecht  
**Sent:** Friday, August 31, 2018 4:23 PM  
**To:** Rebecca Pitts  
**Subject:** FW: Jet boat access to Clutha river [#490FDP]

---

**From:** Giz Tahuri  
**Sent:** Friday, 31 August 2018 3:28 PM  
**To:** Jade Weinbrecht <Jade.Weinbrecht@qldc.govt.nz>  
**Subject:** FW: Jet boat access to Clutha river [#490FDP]

Hi Jade,

Please find below submission for the Navigation Safety Bylaw.

Thanks ☺

Ngā mihi,

Gizela Tahuri

---

**Gizela Tahuri** | Senior Customer Services Advisor  
Queenstown Lakes District Council  
P: +64 3 441 0499  
E: [gizela.tahuri@qldc.govt.nz](mailto:gizela.tahuri@qldc.govt.nz)



---

-----Original Message-----

**From:** Stewart Anderson [REDACTED]  
**Sent:** Friday, 31 August 2018 2:45 PM  
**To:** Queenstown Events Centre Reception  
**Subject:** Jet boat access to Clutha river

Submission to the access of the Upper Clutha River by Jet boats.

I would like to express my wish that the Upper Clutha river should stay open to jet boats.

I have boated that area off and on for 40 years without upsetting any one.

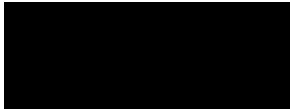
We as a group have always had consideration for other river users, such as fishermen, swimmers or other boaters etc In my experience the vast majority of jet boaters are also fishermen and understand the need to give plenty of consideration to those persons who are fishing the river.

We have at times given excellent help to fishermen on the river to make their day more enjoyable.

We instil in our members rules designed largely to give great consideration to all other river users so that we all might enjoy this wonderful recreational pursuit.

Regards

Stewart Anderson



Sent from my iPad

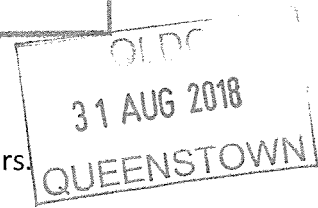


**Queenstown Lakes District Council,  
Level 1,  
11 – 17 Church Street,  
Queenstown.**

Attention – Jade Weinbrecht

**Proposed Navigation Safety Bylaw Amendment 2018**

This submission is on behalf of the Upper Clutha Angling Club – Circa 70 members.



**Executive Summary**

Council acknowledges that the existing Navigation Safety Bylaw does not meet the changing use of the Upper Clutha River and environs or the expectations of residents and passive river users.

The rationale for change to the existing bylaws has been well canvassed in previous formal and informal consultations and does not require further elaboration.

Whilst safety issues are paramount other considerations are also important.

Council have addressed in part the safety issue under the Maritime Transport Act 1994 33 M but their proposed amendment falls short in tenure.

Section 33 M (1) (a) and (c) of the Act provides that Council may make a Bylaw to regulate and control the use or management of vessels and to prevent nuisances of persons and things on the water.

The proposed amendments by council do not address section 33 M (1) (a) and (c) of the Maritime Transport Act in any form.

Residents below the bridge will be subject to significant nuisance.

**Suggested Remedies**

The most effective solution relating to powered craft in the Upper Clutha River would be for Council to enforce the appropriate District Plan provisions which prohibits the use of powered craft on the Upper Clutha River.

Powered craft could operate in the lower Clutha River and beyond but with speed constraints to ensure those residents immediately below the Albert Town bridge would be protected from nuisance by the uplifting of speed limits.

Such a proposal would not impinge the NZ Bill of Rights Act 1990 with the balance of the River available for the operation of powered craft. The river is 300 km long. Council recognize in Clause 7, in the Summary of Statement of Proposal that the Lower Clutha River in particular is seen as attractive for boating because it is wide, has better visibility than the Upper Clutha River and is easily navigable.

### Alternative amendment to the current Council proposal

1.1 (a) 'Between 1st December and 31st March no powered vessels may operate in this area unless the powered vessel satisfies one of the following exceptions' ....

The Upper Clutha River is widely used for passive activities by a large influx of people during the warmer months whether Easter falls in April or otherwise. The prohibition of powered vessels should, as a minimum, commence on the 1 November and be extended to 30th April.

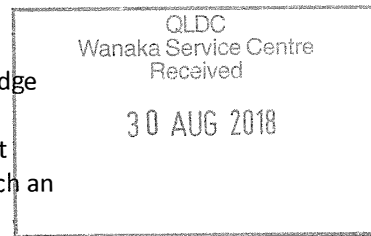
This extension would provide an extended window for the safe use of the Upper Clutha River during a high use period for passive activities. It would also mitigate nuisance, boat wave wash, noise pollution and disruption to the activities of those on or in the river and the wider environs.

Under the proposed clause

1.1 (a) Only operate between 10 am and 12pm? (assumed to be 12 noon) (b) not exceed more than 2 daily trips (single or return trips) ?

These issues require clarification.

1.2 A permanent speed uplifting shall apply between the Albert Town bridge (GPS – 44.68, 169.19) and the Red Bridge (- 44.73 to 169.28) as specified in schedule 2. The speed uplifting should be redefined to be below the last Residence on the Lower Clutha River beyond the bridge. Such an amendment would be totally appropriate under the Maritime Transport Act 1994 33 M (1) (a) and (c) of the Act.



### Conclusion

The Navigation and Safety Bylaw 2018 amendment falls short of the objects of ensuring the health and safety of passive users of the Upper Clutha River as the time period 1<sup>st</sup> December to 31<sup>st</sup> March does not encapsulate the full period of high river usage. The preferred solution is for total prohibition of powered craft but as a minimum this time frame should be extended 1<sup>st</sup> November to 30<sup>th</sup> April.

### Addendum

The Addendum covers the relevant sections of the **Proposed District Plan** and the continuing sections (under appeal) of the **Operational District Plan**. Both support **the prohibition or limits powered craft** in the Upper Clutha River.

#### ***Operational District Plan (sections under appeal) thus still relevant***

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

***Policy 21.2.12.2*** Enable people to have access to a wide range of recreational experiences on the lakes and rivers, based on the identified characteristics and environmental limits of the various parts of each lake and river.

***Policy 21.2.12.3*** Avoid or mitigate the adverse effects of frequent, large-scale or intrusive commercial activities such as those with high levels of noise, vibration, speed and wash, in particular motorised craft in areas of high passive recreational use, significant nature conservation values and wildlife habitat.

***Policy 21.2.12.5*** Protect, maintain or enhance the natural character and nature conservation values of lakes, rivers and their margins, with particular regard to

*places with nesting and spawning areas, the intrinsic value of ecosystem services and areas of indigenous fauna habitat and recreational values.*

**Proposed District Plan**

**21.5.44 Recreational and commercial boating activities**

*The use of motorised craft on the following lakes and rivers is prohibited, except where the activities are for emergency search and rescue, hydrological survey, public scientific research, resource management monitoring or water weed control, or for access to adjoining land for farming activities.*

*21.5.44.1 Hawea River.*

*21.5.44.2 Commercial boating activities on Lake Hayes.*

*21.5.44.3 Any tributary of the Dart and Rees rivers (except the Rockburn tributary of the Dart River) or upstream of Muddy Creek on the Rees River.*

*21.5.44.4 Young River or any tributary of the Young or Wilkin Rivers and any other tributaries of the Makarora River.*

*21.5.44.5 Dingle Burn and Timaru Creek.*

*21.5.44.6 The tributaries of the Hunter River.*

*21.5.44.7 Hunter River during the months of May to October inclusive.*

*21.5.44.8 Motatapu River. 21.5.44.9 Any tributary of the Matukituki River.*

*21.5.44.10 Clutha River - More than six jet boat race days per year as allowed by Rule 21.5.38.*

**PLEASE NOTE WE WISH TO ATTEND AND SPEAK TO OUR SUBMISSION**

G. O. Poole  
President

UPPER CLUTHA ANGLING CLUB



*30th August 2018.*

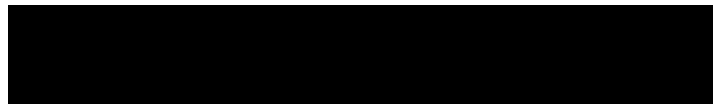
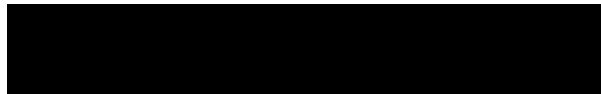


**SUBMISSION ON PROPOSED AMENDMENT TO THE Q.L.D.C. NAVIGATIONSAETY BYLAW 2018**

**To** Queenstown Lakes District Council

By email:

**Name of submitter:** Katherine McNabb                      Nicholas Hamilton



**We strenuously oppose the proposed amendment to the Navigation Safety Bylaw 2018 amendment clause 37, Schedule 2 and Maps 8-9**

**We support the status quo, as in the current Navigation Bylaws**

It is 60 plus years since the introduction of jet boats to the rivers of New Zealand, jet boating appears to be static in terms of growth of boat numbers on rivers. I undertook research in 2003 and 2004 and again 10 years later in 2014 to 2016 find out what was happening in the jet boat building sector. I have recently revisited that research to bring it up to date. The indications are that boats have continued to be built at around 60 per year. Natural attrition takes place with boats being lost due to either accident or old age. The Marine Industry Association does not have much information regarding jet boats as the manufacturers are often small and are often not members of Marine Industry Association. The Marine Industry Association report that there was an increase 5,000 trailer power boats between 3.5 and 8.5 meters in length. Jet propelled craft are highly manoeuvrable, able to stop within their own length and have a reverse thrust that no other propulsion has, however they are very costly metre for metre alongside other boats. Below from the Maritime NZ recreation page of their web site.

The total number of recreational vessels owned in New Zealand is currently estimated to be about 960,000, with more than half of these being kayaks/canoes and power boats less than 6 metres in length.

Kayaks/canoes are the most popular recreational vessel (with 10% of respondents saying they owned or used a kayak or canoe), followed by power boats under 6m (7%) and dinghies (6%).

### **Boaties in New Zealand**

#### **Location**

The largest proportion of New Zealand's recreational boaties live in the upper North Island - 24% live in Auckland, 9% in Waikato, 7% in Bay of Plenty and 5% in Northland.

There are also relatively large numbers of recreational boaties in Wellington/Wairarapa (12%), Canterbury (11%) and Otago (9%)

Ramp surveys completed in Wanaka on behalf of Maritime NZ the latest being 2015, show that over 90% of the boats in the area were from outside Wanaka and were only in the area for a short period of time. These percentages are consistent with other areas with significant holiday destinations e.g. Environment Waikato

As above the 960,000 (source Maritime NZ) boats in private ownership of which around 8,000 or some estimates up to 10,000 ,being jet boats. Therefore jet boats represent somewhere between 0.08% and 0.1% of boats in private ownership. The number of jet boats on our waters does not appear to be increasing in line with the nearly doubling over other types of boats in the last 10 years. The advent of the chart plotter/satellite navigation and trailer boats that are 25% -30% cheaper than new jet boats of the same size, has also reduced the numbers that may have entered the market. There is no empirical data regarding either numbers of jet boats being manufactured or being seen on the water.

There is a perception that some private boaters (non club or commercial) create an added risk on rivers. Our experience is that we are now seeing the third generation of one family driving jet boats and that many of the boaters we encounter are vastly experienced, having both many years' experience, on a wide variety of rivers and a some have undertaken formal boating education. These skippers are only likely to represent a 20% of the membership of Jet Boating NZ or similar boating club.

## NAVIGATION

Wherever shipping and boating takes place in the world, the operation of vessels is managed by Rules of the Road at sea. In New Zealand these rules apply to all craft on all waters at all times. These rules give effect to the *Convention on the International Regulations for Preventing Collisions at Sea: 1972*, to which New Zealand is a party.

Until the beginning of the 19<sup>th</sup> century wooden sailing vessels were so slow that there was no need for much in the way of navigation rules. However with the arrival of steamships collisions became more frequent and this led to the gradual introduction of regulations. The first of these regulations were passed on 7<sup>th</sup> July 1838 by the United States Congress.

In 1846 the British passed a law that required steam vessels to pass port to port and in 1848 added the requirement for steam vessels to show red and green sidelights plus a masthead light. In 1894 the collision regulations became part of the Merchant Shipping Act and so on through until our own Maritime Transport Act 1994 Maritime Rules Part 22 which came into force 1998 replacing the Shipping Regulations of 1988.

Subsection 1 of the Maritime Rules Part 22 refers to the conduct of vessels in any condition of visibility:

### ***Maritime Rules Part 22 Collisions Regulations***

#### **22.5 Look out**

*Every vessel must at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make full appraisal of the situation and the risk of collision*

#### **22.6 Safe Speed**

*Every vessel at all times must proceed at a safe speed so that proper and effective action to avoid a collision can be taken and the vessel can be stopped within a distance appropriate to the prevailing circumstances and conditions.*

## **22.9 Narrow channels**

- (1) *A vessel proceeding along the course of a narrow channel or fairway must keep as near to the outer limit of the channel or fairway which lies on its starboard side as is safe and practicable.*

Further to the international collision rules, we have **Maritime Rules Part 91**, which is the model by law for the regions of New Zealand. This rule came into force on 21 March 2003 and replaces the Water Recreation Regulations 1974. This rule is an enlargement of the rules for all waters in New Zealand and is used with the International Collision Regulations Maritime Transport Act 1994 Rule 22. Local bylaws cannot be inconsistent with Maritime Rule Part 22 or Maritime Rule Part 91.

### **Maritime Rules Part 91**

#### **91.17 River Safety Rules**

*A person in charge of a vessel on a river must*

- (a) *Ensure that the vessel keeps to the starboard (right) side of the river channel:*  
*and*
- (b) *If going upstream, give way to any vessel coming downstream; and*
- (c) *Not operate the vessel unless river and weather conditions permit safe operation of the vessel*

The Rules of the Road at Sea apply to *all* craft on all waters at all times, powered and unpowered. Unpowered vessels, kayaks, stand up paddle boards, rafts, dinghy's are required stay to the starboard side of the river or narrow channel whenever possible.

To say the boating is "unregulated" is simply incorrect. There are numerous rules and regulations governing the operation of all classes of vessels

A boat skipper's responsibility is compliance with these "Rules of the Road at Sea". . Skipper responsibility regardless of the waterway is the first and foremost consideration, whether the vessel is commercial or private, powered or unpowered. Vessels on rivers fall into just two classes of vessel precedent i.e powered (non specific) and unpowered, the former must always give way to the latter.

If a private skipper does not know how to proceed when encountering a commercial vessel, a trained commercial skipper should possess the knowledge (as per Rules 22 & 91) to make a full appraisal of the situation and manage his/her boat and possible risk of collision accordingly.

Private boats do not have to automatically give way to a commercial boat except within the rules, just as on a road a private car does not have to give way to say a bus except where required by the road rules.

Collisions on all waters are rare. However, from time to time boats hit objects rather than each other.

Registration, licensing and boat names do not contribute significantly to saving lives at sea, only with identification after an event. Studies in other jurisdictions confirm this. Education and constant management by the Authority who has the jurisdiction is proven to work. It is the role of the managing authority to be out on the water or around it at entry points (such as ramps and marinas) to work with boaters of all types. While boating organisations have a role to play in education of their own members, it must only be undertaken by those who hold suitable qualifications only (see Rule 91.21 Appointment of Safe Boating Advisors) e.g. Boat Masters or above. Those qualified by experience may not necessarily have the understanding of the wider legislative and safety environment.

Likewise informal consultation about jet boating and river matters have no credence if the authors have no maritime qualifications e.g. I.L.M., S.R.L., Boat Masters. Only formal consultation where there is the empirical data used to make a decision, e.g. boat counts, and accident and incident reports.

The process for an 'uplifting' of the 5 knot rule is laid out in the Q.L.D.C. Navigation and Safety by laws, Part 6, Administrative Provisions.

#### *6.5 Permanent Speed Upliftings*

*6.5.1 A person may apply to have any speed limit prescribed by this Bylaw uplifted from waters specified in the application, by application in writing to the Council.*



6.5.2 *An application under subclause 6.5.1 must not be granted unless the Council is satisfied that:*

- (a) The application has been publicly notified; and*
- (b) The affected persons have had a reasonable opportunity to comment on the application; and*
- (c) The applicant has provided evidence of the consultation undertaken with the affected persons and any navigation safety concerns arising from the consultation process; and*
- (d) The applicant has provided evidence of any measures taken to address any concerns raised by affected persons; and*
- (e) Uplifting the speed limit will not unacceptably increase the risk to navigation safety or endanger persons using the waters that are the subject to the application.*

6.5.3 *The council must consult with the Director of Maritime Safety before granting any application made under subclause 6.5.1 and must notify the Director of Maritime Safety when it grants such an application and must give public notice of the speed uplifting.*

## **KEY ISSUES**

### **Are the provisions unreasonable?**

The provisions at issue are apparently directed towards water safety of river users. There is no evidence or analysis in the draft bylaw proposal of any specific incidents, never the less the proposed provision cuts across the rights currently enjoyed by all boaters using the upper section of the Clutha River.

Section 33M (1) Maritime Transport Act states that a regional council is empowered to make bylaws

Before commencing the process for making a bylaw, a local authority is required to:

7.1 Determine whether a bylaw is the most appropriate way of addressing the perceived problem; and if so

7.1 Whether the proposed bylaw is the most appropriate form of bylaw;

7.3 Whether the bylaw gives rise to any implications under the New Zealand Bills of Rights Act 1990

.

#### **Data based decisions or hearsay**

Informal consultation about jet boating and river matters have no credence if the authors have no maritime qualifications e.g. I.L.M., S.R.L., Boat Masters. Only formal consultation where there is the empirical data used to make a decision, e.g. boat counts, accident and incident reports.

The use of anecdotal evidence to make such a substantial change to a system is troubling. Empirical data must be the only basis for making change for safety. Perception that something is dangerous is just that, perception only. When examined, a view of boating behaviour by a trained person and using the legal framework may show that the boater was behaving in a lawful manner.

***Just because you don't like the behaviour doesn't make it wrong.***

It is a requirement of the Maritime Transport Act Section 31 that all accidents, incidents and mishaps are reported to Maritime New Zealand (sits above reporting to the Harbour Master) as soon as is practicable after the event. There is an on line system for doing so. The accidents reports, which are the empirical data, received from Maritime NZ show that there have only been 11 jet boats incidents on rivers with uplifted regulations reported since 2009, and that they were all single boat accidents. This equals 1.6 incidents a year. These statistics are collected to be studied to look at education of the boating public first and foremost. Legislative change takes many years and requires a focus on saving lives and a cost benefit to the public of New Zealand. A request has been filed under the Official Information Act for all accident and incident reports on the Upper Clutha, records only available from 2009. It is anticipated that the information will be available at the hearing, 11<sup>th</sup> September 2018

The Albert Town ramp has been used for commercial boat launching for at least 30 years.

The lower Waimakariri River is arguably the most boated piece of river in the country. Braided and without the wide sections of excellent visibility as found in the Clutha. Up to 40 boats can access the river over a day on a busy weekend. This lower section of river is also used by jet skiers, kayakers,

swimmers, four wheel drivers, motor bikers, walkers with their dogs swimming. We have boated with swimmers jumping into our jet streams as we go past as they find it fun. Jet boats have used this section of river since 1954 and even though the conurbation of Christchurch has grown to nearly half a million, this stretch of river multiple uses present no problems. No recorded incidents of powered craft versus unpowered craft or swimmers

### **Online comments**

Have no rigour and are just comments with there is no accountability to produce data or qualification. Often these comment processes are used by those that don't like an activity and have no understanding of the jurisdictional issues and wish to vent. While the activity has been taking place since the 1950's on the Upper Clutha River and was accepted in the District Plan and accommodations made for time restraints, there seems to be a specious move by some residents to rid the river of something they don't like. Promulgating bylaws following an anonymous online survey seems to be at best unwise but sits outside proper process.

***Has the Q.L.D.C fulfilled the requirements of the Local Government Act 2002 Section 83, Special Consultative Procedure?***

### **Using legislation for a collateral purpose**

The current navigation and safety bylaw regime is consistent with the District Plan and reflects a thorough consultation process with the introduction of the R.M.A. **Any changes to the Navigation Bylaw e.g. prohibition of boating must be consistent with the District Plan and have gone through a full planning process. To use the Navigation and Safety Bylaw to manage 'effects' is ultra vires**

The two decisions from the Environment Court KAWARAU JET V QUEENSTOWN WATER TAXIS demonstrate clearly that the Resource Management Act is about the activity and attempts to use it for safety did not persuade the court. The court was clear that Navigation and Safety Rules were there to manage the traffic. The reverse is equally true as in this situation where it would seem that those that don't like motorised boating are supporting a prohibition of same using Navigation and Safety Bylaws

***Commercial craft and recreational craft are not distinguished in an uplifting regime. Upliftings are about exceeding 5 knots, steering rules and not the activity.***

There is no mechanism in the maritime legislation which allows for commercial craft on an uplifted river to be allowed to boat when motorised boating is prohibited. If the Bylaw is changed to prohibit motorised craft, **it would prohibit all motorised craft, recreational and commercial could not be limited to just one or two operators.** Prohibition belongs in the District Plan.

Exemptions for the use of a river by motorised boats to travel at over 5 knots can be obtained on a case by case basis using the ability to obtain a Special Reserved Area permit (see Maritime Rule 91) usually used for an event of a short duration i.e. one day at a time. There is no mechanism to exempt two commercial operators on long term basis on a non-uplifted river, let alone where motorised boating is prohibited for a period every year.

Schedule 2 of the proposed Navigation bylaw quite clearly states the speed uplifting between Lake Wanaka Outlet to Albert Town Bridge as applying from 1 April to 30 Nov between the hours of 10am and 6pm. This is inconsistent with Part 5 para 35 (a) (i) and (ii), which would allow powered commercial vessels (and other specified craft) from 1 Dec to 31 March, at which time it is unclear whether the river either has a 5knt speed restriction in place or a 'no powered vessels' requirement. This would be a prohibition for any vessel, as virtually all waterways permit vessels to travel at speeds of up to 5knts without restriction.

If this clause were to be enacted, QLDC would effectively be giving sole commercial rights to said stretch of river, similar the Shotover Jet empowering Act 1978 (Harbours Act) for vessels in the Shotover gorge.

A river either has a speed uplifting or is restricted to 5knts, covering all craft. Navigation Bylaws may specify navigation restrictions e.g. Kawarau river Zoological Gardens, but must also be compatible with permitted activities as per the District Plan

THERE IS NO MECHANISM TO DEAL WITH EXEMPTION FROM A PROHIBITION FOR ALL CLASSES OF MOTORISED VESSELS.

THERE SEEMS TO BE CONFUSION WITH REMOVING UPLIFTINGS AND PROHIBITION. MOTORISED BOATS MAY TRAVEL AT 5 KNOTS WITH THE REMOVAL OF THE UPLIFTING. IT DOES NOT PREVENT THEM FROM USING THE RIVER. HOWEVER NO VESSELS CAN USE A PROHIBITED AREA, Ref KAWARAU RIVER BELOW ARROW JUNCTION

Attachment 1, QLDC Email.

**From:** Charlie Evans <Charlie.Evans@qldc.govt.nz>

**Sent:** Monday, 13 August 2018 10:39 AM

[REDACTED] plication - Kawarau Jet Services Holdings Ltd (RM150546)

Good morning Katherine,

Thank you for your email.

The processing planner for this application has advised that there is nothing that would preclude the applicant for applying for another consent, however it couldn't be approved because of prohibition under the Navigation Bylaws. Therefore he thinks that there is a low chance of this happening.

I hope this information helps.

Kind Regards

Charlie

---

**Charlie Evans** | Planning Support | Planning & Development

Queenstown Lakes District Council

DD: +64 3 450 0355 | P: +64 3 441 0499

[charlie.evans@qldc.govt.nz](mailto:charlie.evans@qldc.govt.nz)

---

We reserve the right to speak to our submission and to produce additional material at hearing.

Katherine McNabb and Nicholas Hamilton

## QUALIFICATIONS AND EXPERIENCE OF THE SUBMITTERS

KATHERINE MCNABB

I have the following relevant experience and qualification in navigation and safety matters

I have been recognised as an expert witness in the Environment Court since 2002. My specific area is the interface of the Resource Management Act and navigation and safety rules in jet boating.

I have been sailing/power boating since 1960 and a commercial skipper since 1995 (see Q.L.D.C.)

My experience includes, keelers (commercial and recreational), jet commercial and recreational, and passenger craft up to 24 metres. Includes owning a commercial jet business and a charter yacht.

Areas of experience include inland, coast and offshore both islands. For the last ten I have been back in the Marlborough Sounds. This area comprises 1/6<sup>th</sup> of New Zealand's coastline with an extraordinary variety of craft and conditions. I also spend three months in Wanaka each year.

Royal Coastguard Boating Education Tutor 10 years including foundation level recreational through to commercial certifications, preparation for Part 35 qualifications and the Certificate in Domestic Marine Operations course for Skipper Restricted Limits.

I hold the following qualifications

- Maritime NZ Inshore Launch Master which includes any craft up to 24 meters to 20 nautical mile limit.
- High speed endorsement for Maritime NZ Inshore Launch Master.
- Local Launch Operator Maritime NZ
- Royal Yacht Association International Certificate of Competency for Sail, up to 200 tonnes and 60 nautical miles from safe haven.
- Royal Yacht Association International Certificate of Competency for Power up to 10 metres and 60 nautical miles from safe haven.
- Royal Yacht Association Coastal Skipper, Yacht

- Radar Operators Certification
- MROC Radio Operators Certification
- Boat Master CBES
- Licence to Operate a Jet Boat, Q.L.D.C. 1995
- I am a Maritime NZ safe Boating Advisor and have been since 2004
- Coastguard Boating Education Board Member since 2011
- CBES curriculum development committee
- National Certificate in Adult Education 2016
- National Rivers Officer for Jet Boating NZ 1999-2004 (under the name Jameson)
  - Jet Boating NZ (formerly NZ Jet Boat Association) National Rally Lady Hamilton trophy 2003, runner up 2000, 2001, 2002, 2004, 2005
  - Jet Boating NZ First Team National Rally 2003
  - Autographic Best Presented and Prepared Boat National Rally 2002, 2003
  - Canterbury Jet Boater of the Year 2004
  - Cant Branch NZJBA Lady's trophy Rally Series, 2002,2003,2004,2005,2006
  - Cant Branch NZJBA Waimakariri Ladies Challenge 2002, 2003, 2004,2005

#### NICHOLAS JOHN HAMILTON

- 2014: Commercial Jet Boat Licence (river)
- 2001: M.S.A. Authorised Person. Commercial Jetboating. Rule 80 (Checks and company audits)
- 1997: M.S.A Commercial Launch Master. Nelson Polytech
- 1987: Restricted R.T Operators Certificate.



1987: M.S.A Local Launch Master. Queenstown

1982: Local Authority Licence (Queenstown) for Commercial Jetboat operations.

1982: Christchurch Polytech, Supervisors Course.

**Current:** Winter 2015, 2016, 2017 shuttle bus driver, lift operator, Porters ski area

**October 2014 – March 2016:** Casual Commercial jet boat driver, Waimak Alpine Jet, Waimak Gorge, Springfield

**September 2005 – 2012:** Set up and operated Nelson Sailing Adventures, Tasman Bay Area. Commercial charter operation

**Feb 2000- April 2000** Twin Rivers Jet Ltd, Queenstown.

1 of 2 senior boat drivers, daily operations and customer services.

**Nov 1999- Jan 2000** Queenstown Rafting Ltd, Queenstown

Coach driver for rafting clients, on Skippers Canyon/Shotover River and Kawarau River.

**July 1999- Nov 1999** Tourism Holdings Ltd. Queenstown

Front desk at Queenstown Airport, Marketing, and Ground crew

**March 1999 - June 1999** Medraft Tourism, Antalya, Turkey

Operational organizer for Jet boat company

**Nov 1998-March 1999** Tourism Holdings Ltd, Queenstown & Mt Cook bases

Front desk and ground crew

**Oct 1997- Nov 1998** Helijet Ltd Queenstown.

Jet boat driver, Senior driver, Operations Manager, on Kawarau and Shotover Rivers

**Jan 1997-Oct 1997** Nelson Polytech followed by overseas travel.

Sat and passed CLM at Nelson Polytech, followed by 3 months traveling in Australia

**Sept 1987-Aug 1997** Helijet Ltd Queenstown

Jet boat driver rising to Senior driver on Kawarau and Shotover Rivers

**Aug 1990-Oct 1992** Paraflyght N.Z.

Operations Manager, Skipper. On Lake Wakatipu

**Feb 1989-April 1990** Walter Peak Tours,

Launchmaster. On 20mtr Catamaran and Fiordlander class vessels on Lake Wakatipu

**Feb 1988-Oct 1989** Hydrofoil Cruises, Queenstown

Launchmaster. On 40ft, 17passenger Hydrofoil

**Sept 1982-Sept 1987** Kawarau Jet Services,

Owner-Operator. Commercial jetboat operation on Lake Wakatipu and the Kawarau River

### **Skills & Accomplishments**

For the last 23 years I have been involved with the tourist industry in Queenstown Nelson and Canterbury.

Firstly with my own business as an owner/operator of Kawarau Jet Services, then Nelson Sailing Adventures Ltd, then more recently as an employee. In my own business and the one I managed I covered everything from marketing to staff training to engineering. As an employee I have further been involved with marketing, driver training, safety management and the monitoring staff performance in these areas.

was gained.

Since 2008 I have been an expert witness in the environment court in Queenstown in relation to commercial jet boating safety on the Kawarau and Lower Shotover rivers.

### **Vessels Employed On.**

M.V. Tiger Lily 1. (Walter Peak Cat) 19m. 2x 8V92T

M.V. Cecil Peak. 15m. 2x8V72

Hydrofoil Meteor 111. 11.8m. 1x375hp Chrysler Marine V8.

Para 1. 27ft. Cairns Custom Craft 2x 175hp outboards.  
EasyRider Wildcat 350 10.8 metre sailing catamaran  
Numerous commercial jetboats all petrol powered V8's.

Other vessels include: Watertaxi  
13 mtr Sailing Vessel  
15 mtr Powercat

### **Experience**

My Maritime qualifications and experience are as follows:

- Commercial Jetboating from 1982 to 2005. Maritime New Zealand ("MNZ") driver approval, Queenstown Lakes District Council Commercial Skippers licence 1998;
- Maritime NZ tickets held: Local Launchmaster Licence (LLL) 1987 upgraded to Commercial Launchmaster (CLM) 1996;
- Authorised person for jetboating Maritime Safety Rule part 80 2002 to 2005;
- Appointed by MNZ as a Safe Boating Advisor;
- Commercially jetboated the Lower Shotover River, Kawarau River, including the Goldfields area, Waimakariri Gorge, Upper Buller Gorge;
- Total hours commercial boating would exceed 18000 hrs;
- Operating charter sailing catamaran Nelson/Tasman Bay from October 2005 until March 2012.

I have extensive experience in operating commercial jet boats that include:

- Owner of KJet from August 1982 until selling in September 1987. Kawarau River;

- Helijet Adventures 1987 to 1999 on the Kawarau River; and on the Lower Shotover river from mid 1990s until end of 1999;
- Goldfields Jet, Cromwell, 1998 to early 1999;
- Twin Rivers Jets 2000, 2001. Relief driving. Kawarau and Lower Shotover Rivers;
- Waimak Alpine Jet 2002, 2003, 2005. Relief driving. Waimakariri Gorge;
- Buller Experience Jet 2001 to 2006, Relief driving, advisor. Buller Gorge, Murchison;
- Mapua Adventures 2000, 2004/5, Casual driver, Waimea estuary tours;
- MedJet, Turkey, 1999.
- Experience as an expert witness for navigation and safety, especially jet boats
- In depth knowledge of relevant maritime legislation.
- Understands OSH in commercial boat operation

30 August 2018

Queenstown Lakes District Council  
10 Gorge Road  
Queenstown, 9300  
[services@qldc.govt.nz](mailto:services@qldc.govt.nz)

## Submission on the Proposed Amendment to Queenstown Lakes District Council Navigation Safety Bylaw 2018

This submission is made on behalf of the Otago Fish and Game Council.

### Submitter Details

Contact person: Nigel Paragreen, Environmental Officer



*N. Paragreen*  
.....

30 August 2018  
.....

### Introduction and Fish and Game Representation

- [1] The Otago Fish and Game Council (Fish and Game) is the statutory management authority for sports fish and game bird species.
- [2] To fulfil parts of the Council's statutory obligations under the Conservation Act (1987), Fish and Game takes an active role participating planning processes. In this planning process, the relevant statutory functions Fish and Game is seeking to fulfil is:

#### *26Q Functions of Fish and Game Councils*

*(1) The functions of each Fish and Game Council shall be to manage, maintain, and enhance the sports fish and game resource in the recreational interests of anglers and hunters, and, in particular, — ...*

*(e) in relation to planning,—*

*(i) to represent the interests and aspirations of anglers and hunters in the statutory planning process; and ....*

*(vii) to advocate the interests of the Council, including its interests in habitats:*

- [3] In the 2016/2017 year, Fish and Game sold roughly 29,000 licences across Otago to hunters and anglers, meaning the organisation likely represents tens of thousands of individuals in its statutory functions.
- [4] The Clutha River within the Queenstown Lakes District is a popular angling destination identified as nationally significant in the Otago Sports Fish and Game Bird Management Plan 2015-2025. It offers exciting angling opportunities in rural and natural settings with easy access from close population centres. The river is popular with locals and has clear tourism appeal, bringing benefit to the region. Critically, the area referred to as the upper Clutha encompasses the Dean's Bank Fishery, which is an internationally renowned fly fishery. For anglers, the Clutha is a special place which must be protected.

- [5] Surveys of angling effort suggest that the Clutha River from Wanaka to Lake Dunstan since 1995 show very high use. Use in the 2014/2015 period, which is historically very low, still represented over 20% of total angling pressure on the total length of the Clutha (Unwin, 2016).

Angling days per year	2014/2015	2007/2008	2001/2002	1994/1995
	6,670 ± 1,330	20,900 ± 3,220	20,160 ± 2,760	11,440 ± 2,130

(Unwin, 2016)

- [6] This stretch is heavily used by a range of other recreational activities such as swimming, floating, powered boating, unpowered boating and diving. Some recreational activities are complementary, others are incompatible. It's critical that these many competing uses be managed to provide a wide spectrum of recreation opportunities for the benefit of all water users.
- [7] The proposed bylaw both improves and reduces this goal on the Clutha. For the lower Clutha, the status quo would be preferable. For the upper Clutha it is an improvement on the current situation; however, there are improvements which must be made.

#### Decisions sought

- [8] Fish and Game seeks that the Queenstown Lakes District Council ('QLDC') review Rule 21.5.44 of the District Plan, with the opportunity for public input, as a matter of urgency.
- [9] In relation to the proposed bylaw, at least the following amendments be made and that it be reviewed so it is consistent with the above district plan process, should that occur. The reasoning for these changes is set out in points 10-13.

#### *a. On the Upper Clutha River (between the Lake Wanaka Outlet and Albert Town Bridge):*

- i. Between 1 December and ~~31 March~~ **30 April**: no powered vessels may operate in this area, unless the powered vessel satisfies one of the following exceptions:*
- 1. it is expressly authorised to operate in this area by a resource consent issued by the Council, provided that between 15 January and 1 February the powered vessel shall:*
    - a. only operate between 10am and 12pm; and*
    - b. not exceed more than two daily trips.*
  - 2. it is carrying out a permitted activity under the Queenstown Lakes District Plan.*
  - 3. it is being operated by the Harbourmaster or Deputy Harbourmaster for the purposes of exercising his or her functions under the Act or ensuring compliance with this bylaw.*
- ii. Between 1 ~~April~~ **May** and 30 November any powered vessel operating in this area is subject to a 5 knot speed limit (outside of the timed uplifting: 10am – 6pm **during summer and 10am – 4pm during winter**).*
- b. ~~A permanent speed uplifting to be implemented on the Lower Clutha River (between Albert Town Bridge and the Red Bridge).~~ **Retain the status quo on the lower Clutha.***

- [10] *Extension of upper Clutha prohibition:* Easter is a high use period on the upper Clutha for all recreational users. It is exceptionally dangerous for powered boats to be travelling at high speed around high densities of passive recreation users, such as swimmers, floaters or anglers. At a minimum, the prohibition for powered craft on the upper Clutha should be extended past this period, to the end of April.
- [11] *Introduction of winter speed uplifting time restrictions:* Many users prefer recreational activities around dusk. Anglers in particular prefer dawn and dusk because it provides a better chance of catching fish. In winter months, this means anglers will be put in harms way as there is the potential for powered vessels to be operating in low or no light conditions, up to 6pm. Unless winter time restrictions are put into place, there is a safety risk to water users at dusk.
- [12] *Lower Clutha:* Although this stretch is used less than the upper Clutha area, there is still a reasonable level of use by passive recreation users, such as anglers or swimmers. The high level of use across the stretch is demonstrated above in the National Angler Survey results, shown in Figure 1 above. As with the above point, craft travelling at speed in low and no light conditions craft pose a safety risk to those users as they are not easily visible. The status quo, which allows a speed uplifting during daylight hours, is preferable from a safety perspective.
- [13] *Nuisance:* Powered boats can become a nuisance by disturbing other water users. The lack of winter specific timing for the speed uplift on the upper Clutha and timed uplift restrictions at all on the lower Clutha will lead to such disturbances during the evenings, when many water users reasonably expect an experience undisturbed by loud noises. Users disturbed by noise are not only in stream recreation users but also the users of river margins, like walkers and homeowners. For anglers, the loud noise and physical disturbance caused by a craft travelling at speed can spook fish and ruin the chance of a catch. It is reasonable that powered boating be restricted at these key times to limit nuisance for the wider public.

#### Additional policy considerations

- [14] Fish and Game does not agree with the policy analysis provided in the QLDC Statement of Proposal. There are a number of provisions from legislation and local plans which Fish and Game feels were poorly interpreted or not properly considered. These are outlined below:
- [15] *Maritime Transport Act (1994):* Section 33M allows the establishment of bylaws for the purpose of ensuring maritime safety, this is referenced as the section considered by the QLDC in the development of the navigation safety bylaw. Among safety concerns, the prevention of nuisances is mentioned in this section as an objective of such a bylaw. This results in a significantly restricted scope for the bylaw, scope which does not fit with the community's expectation. At the previous bylaw hearing in 2017, I noted anecdotally that the bulk of the submissions in opposition to the speed uplifting were on grounds of safety, nuisance and loss of amenity for existing recreation activities. Fish and Game considers that the proposed bylaw will unreasonably affect angling amenity, as well as the amenity of other recreation activities. However, the restricted scope under the Maritime Transport Act (1994) means that these concerns, and the concerns of a great portion of the community, need not be considered. For this reason, Fish and Game does not consider the bylaw to be an appropriate planning instrument to set this regulation.
- [16] *Consistency with the Resource Management Act (1991) ('RMA'):* Section 33M(2)(d)(i) of the Maritime Transport Act (1994) directs that the bylaw not be inconsistent with the RMA. In considering if the proposed bylaw will meet this section, I briefly consider the purpose and the relevant provisions in Section 7 of the RMA, which are set out below:

<i>RMA Provision</i>	<i>Is the proposed bylaw inconsistent?</i>
<p>5(1) The purpose of this Act is to promote the sustainable management of natural and physical resources.</p> <p>5(2) In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—</p> <p>(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and</p> <p>(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and</p> <p>(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.</p>	<p>Yes – the use of surface the water resource which allows powered vessels to travel at speed during in areas which exhibit high recreational use. As noted above, there are clear safety concerns for the proposed bylaw. The reduction in amenity for many popular activities calls into question the ability of the proposed bylaw to enable the provision of social and cultural well-being.</p> <p>In addition to this, the provision asks for the consideration the reasonably foreseeable needs of future generations. In the Queenstown Lakes District context, population and tourism growth will lead to increased demand for water and river margin based recreation, while the area of waterbodies available for recreation remain the same. Essentially, in the reasonably foreseeable future, surface water will become an increasingly valuable and intensively used resource. As discussed in 7(b), powered boating is not an efficient use of limited surface water resources as it benefits a few at the cost of many, so the bylaw would be inconsistent with 5(2)(a)</p>
<p>7(b) the efficient use and development of natural and physical resources:</p>	<p>Yes – when considering the efficiency of the proposed bylaw, one would look to maximise social utility for the stretch of surface water. Anecdotally, this will likely require a range of broadly compatible recreational activities so that a maximum number of people from across the region can utilise the stretch at once. Powered vessels travelling at high speed benefit a small number of recreational users and significantly impact many widely practiced activities and as such, it is not an activity which I would expect to maximise social utility. Rather, it would benefit a small number of boat owners to the detriment of many other water users.</p>
<p>7(c) the maintenance and enhancement of amenity values:</p>	<p>Yes – existing amenity values will not be enhanced or maintained for many activities on both the upper and lower Clutha. Rather, they will be diminished.</p>

**[17]** *District Plan:* The District Plan provides guidance on the use of surface waters and the use of powered craft on the Clutha River which should also be considered. From the Proposed Plan, Objective 21.2.12 and policies 21.2.12.2, 21.2.12.5, 21.2.12.6 and 21.2.12.9 set out guidance to enable people access to a wide range of recreational experiences, to protect maintain or enhance natural character and to consider adverse effects of commercial boating activities. Many of these policies are subject to appeals, and therefore relevant provisions from the Operational District Plan, which contain stronger language, should also be considered. Fish and Game does not believe the proposed bylaw meets with these provisions, when taken together. It would be a major oversight for the same council’s bylaw and district plan to be inconsistent.

**[18]** In addition to this, Rule 21.5.44 from the Proposed District Plan casts doubt on the legality of the activities regulated by the proposed bylaw.



**21.5.44** *The use of motorised craft on the following lakes and rivers is prohibited, except where the activities are for emergency search and rescue, hydrological survey, public scientific research, resource management monitoring or water weed control, or for access to adjoining land for farming activities.*

- **21.5.44.1** *Hawea River.*
- **21.5.44.2** *Commercial boating activities on Lake Hayes.*
- **21.5.44.3** *Any tributary of the Dart and Rees rivers (except the Rockburn tributary of the Dart River) or upstream of Muddy Creek on the Rees River.*
- **21.5.44.4** *Young River or any tributary of the Young or Wilkin Rivers and any other tributaries of the Makarora River.*
- **21.5.44.5** *Dingle Burn and Timaru Creek.*
- **21.5.44.6** *The tributaries of the Hunter River.*
- **21.5.44.7** *Hunter River during the months of May to October inclusive.*
- **21.5.44.8** *Motatapu River.*
- **21.5.44.9** *Any tributary of the Matukituki River.*
- **21.5.44.10** *Clutha River - More than six jet boat race days per year as allowed by Rule 21.5.38.*

- [19] A reasonable interpretation of this rule may be that motorised craft are prohibited from operating on the Clutha, with the exception of jetboat races. While this rule remains in its current form, the proposed bylaw will be contradictory and current boating activities on the Clutha are in question. This must be resolved as a matter of urgency, otherwise the two documents may create two sets of competing rules for the one activity. Fish and Game proposes that the QLDC undertake a review of the use of powered vessels on the Clutha river at a district plan level, with input from the public.
- [20] In recent years, Fish and Game has asked the QLDC to provide more comprehensive guidance on surface water by developing a non-statutory surface water recreation plan which draws together safety, environmental and social factors to guide decision makers. That this bylaw is inconsistent with other planning documents is a symptom of this lack of guidance. A document of this nature is critical for managing the region's surface water in the years to come as the population and recreation demand grows.

### Conclusion

- [21] The bylaw proposal raises serious safety and nuisance concerns for Fish and Game and should not be adopted by the QLDC in the proposed form.
- [22] The proposal is inconsistent with legislation and planning documents and this must be resolved urgently.
- [23] A non-statutory surface water recreation plan should be developed for the region to guide processes such as this and avoid conflict.
- [24] Fish and Game would like the opportunity to speak to this submission at a hearing.

### Work cited

Unwin, M. J. (2016). *Angler Usage of New Zealand Lake and River Fisheries*. Christchurch: National Institute of Water and Atmospheric Research.

## **SUBMISSION ON PROPOSED AMENDMENT TO NAVIGATION SAFETY BYLAW 2018**

### **J.W. COWIE**

#### **INTRODUCTION**

1. I have been a property owner in Albert Town since 1972 and my family, relatives and friends have been regular passive users of the section of the upper Clutha River from the Lake Outlet to the Albert Town Bridge ever since. We highly value the river and its surrounds for its natural, recreation and intrinsic values. I am also an owner of a 5.8 metre power boat.
2. In October 2017 my wife and I made a detailed submission opposing changes to the Navigation Safety Bylaw 2017 as it applied to the Clutha River, namely the proposed liberalisation of the speed limit for powered craft. However, like many others who submitted at the time we put the case to Council to restrict powered craft on this section of the River primarily for safety reasons, but also for its natural conservation values, which are clearly stated in Section 4 of the QLDC District Plan. In fact, I'm sure it came as a surprise to many, including some Councillors and Council officials, that Section 4 of the Plan makes a very strong case to have the Upper Clutha River made powered craft free.
3. It is therefore heartening to see in the latest proposed amendment 2018 QLDC:
  - has 'listened' to the clear majority of people who submitted in 2017;
  - is going some way to enacting the recommendations in it's own District Plan and
  - is looking to the future by offering some protection to the increasing numbers of passive users of the Upper Clutha and it's environment.
4. I have submitted in favour of the proposed amendment to the Navigation Safety Bylaw 2018, but with the following provisos or qualifications:
  - The period of the proposed powered craft ban, 01 December to 31 March is too short and should include all of April.
  - The commercial operators' exemption to the ban should only be temporary and be phased out over time in accordance with provisions contained in their Resource Consents for review of the consent.
  - The recommendation for a permanent 'speed uplifting' on the section of the River from the Albert Town Bridge to the Red Bridge be reviewed in favour of the status quo.

#### **QUALIFICATIONS TO THE PROPOSED AMENDMENT TO NAV. SAFETY BYLAW 2018**

5. **Proposed Amendment 1.1 (a)**. I fully support a summer ban on powered vessels from 01 December to 31 March, however the period is not long enough because it doesn't include the Easter holidays, the last high-use period of the summer on the River by passive users. The ban should therefore be extended to include April - 01 December to 30 April each year.
6. **Proposed Amendment 1.1 (a) (i)**. While I acknowledge the right of powered vessel Resource Consent holders to be exempt from the proposed ban (above), I believe this exemption should be temporary, until such time as the commercial operators' resource consents come up for review or they voluntarily withdraw from the Upper Clutha. The inescapable fact is that the safety of passive users on the River is compromised when high speed jet boats are operating in the same space,

regardless of the experience and so called professionalism of the operator. Previous NZ-wide accidents and incidents bear this out.

7. **Proposed Amendment 1.1 (a) (i) (A) (B)**. Notwithstanding my comment in the Paragraph 6. I applaud a reduced operating frequency on the River by the commercial operators during this period. Of course any extension to this fortnight period would be welcome especially in January and February.

8. **Proposed Amendment 1.1 (a) (ii) (iii)**. No problem with these exemptions, although I would not like to see any increase in exemptions for purely powered vessel sports events.

9. **Proposed Amendment 1.1 (b)**. OK, except I support a reduction of the 'winter' period to 01 May to 30 November.

10. **Proposed Amendment 1.2**. I am particularly concerned with this proposed amendment and am at a loss as to it's origin and purpose, because it allows powered craft operators uncontrolled access to the Lower Clutha 24/7 and to travel at any speed. Where, in proposing this change, has any consideration been given to:

- the Albert Town residents who live downstream of the Bridge - a stretch of river about 500m - who would now have no protection from noise and disturbance potentially from dawn to dusk, and possibly even longer;
- the people, many of them local residents, who utilise this short stretch of river near their homes for recreation, especially swimming, but also the ambience of a river side walk or picnic;
- the fishers who like to fish undisturbed at dawn and especially dusk along the length of the Lower Clutha; and lastly and paradoxically
- the powered craft operators themselves whose safety on the river would be seriously compromised when travelling at speed in low light or darkness!

11. **In short, this proposed amendment has to be dropped and at a minimum the status quo retained.** However, the residents downstream of the Bridge are deserving of additional consideration, in that powered craft launch at the Bridge and proceed downstream, and under the current Bylaw they are able to travel at open speed, (excluding the seasonal time restrictions). Speed is not the only issue here though - operators often execute turns and sweeps and high speed passes close to the Bridge and riverbank. Aside from noise and disturbance they pose a real safety risk in a highly used area. **There has to be an all-day speed restriction introduced into the Bylaw from the Bridge to at least the last residence on the River.**

12. I am aware jet boaters argue that travelling upstream against the current at a 5 knot speed restriction is impractical and inefficient. If that is the case then the Bylaw should be amended to include wording along the lines of:

- a. The maximum speed limit descending the river from the A.T. Bridge to the last residence on the true right of the River is 5 knots.
- b. Travelling upstream from the last residence on the true right of the River to the A.T. Bridge, all powered craft operators are to travel at the minimum efficient speed and with the minimum possible noise and disturbance.

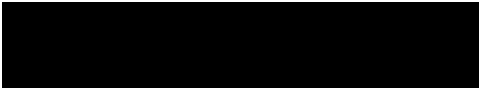
There may of course be a better way to more effectively express the second restriction.

## SUMMARY STATEMENT

13. While I applaud the initiative taken by Council and its officials on proposing this amendment to the current Navigation Safety Bylaw, in particular the ban on powered craft on the Upper Clutha for four months of the summer, I nonetheless have reservations about some aspects of the Amendment and would like to see changes made specifically to three of them, two immediately and the third in due course. They are:

- a. That the period of the ban be increased to include April.
- b. That the exemptions granted to two commercial Resource Consent holders be reviewed in due course with a view to including them in the ban on the Upper Clutha section of the River.
- c. That Amendment 1.2 be removed completely from the proposal, firstly in favour of the current status quo, but in turn that that be modified to include operating restrictions over the approximately 500 metres of the River from the A.T. Bridge to at least the last downstream residence.

Jim Cowie



Dear Mr Webster

Thank you for forwarding to Keith Manch on 6 August 2018 the draft amendment to the QLDC navigation safety bylaw for comment. I note that these bylaws are currently being publicly consulted. This feedback is being provided in accordance with s33M of the Maritime Transport Act, which is aimed at ensuring that Councils do not adopt bylaws that are contrary to national navigation safety legislation.

In that context, there is just one matter that Maritime NZ believes may not be in alignment with the Maritime Transport Act. It is in respect to the requirement that powered vessels are expressly authorised to operate under a resource consent issued by the Council. This appears to be a form of licensing and limits the time and number of trips during a specific date range. In terms of the requirement to be authorised by a resource consent, this may be problematic if it is interpreted as covering commercial as well as recreational vessels. Under s.33M(2)(c) of the Maritime Transport Act a navigation bylaw may not impose licensing requirements in respect of any aspect of commercial shipping operations that is subject to any requirement contained in any maritime rule. The intention of the bylaw is clear, but to whom it applies (that is, recreational or commercial vessels (or both)) is less so. If commercial vessels are covered by the restriction, alignment with the s.33M(2)(c) requirement may need to be met by Council to avoid these bylaws being ultra vires.

Yours sincerely

Louise Dooley  
Principal Policy Advisor

Late Submission (accepted for consideration by hearings panel)

**From:** Neil Sloan  
**Sent:** Wednesday, 19 September 2018 6:31 PM  
**To:**  
**Subject:** Re: Submission

Mostly I agree with the changes.

However I have three points I would like amended.

1. The section of river affected by the changes to the bylaw must include the area down to where the Hawea River enters the Clutha in respect to speed. Numbers of powered boats on the river are only going to increase and it will become a nightmare for those living along the river frontage below the Albert Town bridge. For these boats to drift down to the Hawea confluence would not impinge greatly on the boaties but would be a huge relief to the residents who live there year round.

2. The restriction of journeys on the commercial jet boaters on the Outlet to Hawea confluence also needs to be looked at. Firstly, why can the section of water not be left for passive recreation? All jet boats could operate from the Albert Town bridge and allow this one section of the whole Clutha River to be enjoyed in peace by the huge numbers who frequent this area. This group vastly outnumbers the tourists who ride on the commercial jet boats and many of us live here. Again, here is business profit and motorised transport over riding the wishes of local residents.

My wish is to cut all motorised boat traffic between the Outlet and the Albert Town Bridge.

I understand that concessions have been granted and must be reviewed. In the meantime, the restriction of dates between 15 Jan and 1 Feb seems quite arbitrary. My observations tell me that from Boxing Day onwards people are using this area in large numbers.

I would like the journey times / frequency restriction on commercial jet boats to be widened from 26 December thru to February 1st.

Thanks

Neil

## Attachment D – Overview of submissions

### Overview of matters raised by submitters in favour of the proposal<sup>1</sup>

- 1 Many of the 342 submitters who were in favour of the changes noted that the amendment would make the Upper Clutha River significantly safer in the busy Summer period for swimmers and other passive recreational users. A number of submitters noted that the Upper Clutha River contained popular locations for passive recreational activities by families and children. Submitters considered that the proposed amendment would significantly reduce collision risks between powered vessels and swimmers, kayakers, and passive users of the river. Some submitters described personal experiences involving near misses between powered vessels and passive river users. Submitters argued that the amendment was a fair compromise that would appropriately address navigation safety risks while balancing the interests of different river users.
- 2 Some submitters indicated that the proposed amendment would be more consistent with policies and rules in the Queenstown Lakes District Plan, which refer to the incompatibility between powered vessels and passive recreational users in the Upper Clutha River. Another matter raised was whether existing resource consents authorising access to the Upper Clutha River should be reviewed and the conditions modified having regard to the navigational safety risks in the area. Others referred to matters not closely related to navigation safety such as the peace and tranquillity of the environment, concerns regarding erosion, wash, wildlife, water quality and preventing pollution.
- 3 Approximately 61 submitters supported the proposed amendment but also noted their support for the Bylaw to go further towards reducing risks from powered vessels. This included 16 submitters who wanted the Upper Clutha River to be made completely free of powered vessels all year round. A further 14 submitters wanted the timeframe restricting powered vessels on the Upper Clutha River to be extended for longer (for example, 1 November – 30 April). Other submitters supported extending the geographical area of the prohibition to cover the last residential home just below the Albert Town Bridge. In addition, 37 submitters preferred some level of speed restriction on powered vessels operating in the Lower Clutha River.
- 4 Some submitters referred to operational matters relevant to implementation of the proposed amendment. These include the Council carrying out more enforcement to deter non-compliance, offering more guidance, public education and appropriate signage around the Clutha River to give effect to the changes.

### Overview of matters raised by submitters opposed to the proposal<sup>2</sup>

- 5 Of the 309 submitters who opposed the amendment, approximately 133 submitters preferred the status quo and considered there was no need to change. These submitters argued that the Clutha River was there to be used by all and that there is insufficient justification in terms of navigation safety risks for restrictions to be imposed on powered vessels. A number of those opposed to

---

<sup>1</sup> Given the large volume of submissions this overview is not intended to be an exhaustive representation of every matter raised in submissions.

<sup>2</sup> Given the large volume of written submissions this overview is not intended to be an exhaustive representation of every matter raised in submissions.

the proposal considered that everyone should be able to access the river, to restrict powered vessels went too far, and that this would advantage a minority group. Submitters also argued that the status quo sufficiently addressed navigation safety risks.

- 6 Submitters who opposed the amendment also argued that the Clutha River is a safe place for boating, that visibility on the River is excellent due to its slow moving waters and width and that there have been no accidents or near misses that justify additional restrictions. Some submitters identified the Clutha River as a safe place to take younger children jet boating and the safest river in the District to teach jet boating. Some submitters also indicated that there was a lack of information regarding incidents or the navigation safety risks posed by powered vessels, and that concerns raised by other members of the community only represent perception not reality.
- 7 Some submitters opposed to the proposed amendment raised concerns regarding the purpose of the changes, and consider the proposed amendment to be unreasonable and not for a navigation safety purpose. Submitters also argued that the proposed amendment goes beyond the scope of the Maritime Transport Act 1994 and required an amendment to the Queenstown Lakes District Plan.
- 8 Approximately 29 submitters opposed the proposed amendment because it did not go far enough. Many of the submitters in this group supported restrictions beyond the Albert Town Bridge down to the Hawea / Cardrona confluence to protect residents below the Albert Town Bridge. The submitters also argued that the powered vessel restrictions should be extended.

#### Submissions from organisations

- 9 Two commercial operators (Lakeland Adventures and Go Jets Wanaka) sought to modify the proposed amendment to the Bylaw by aligning the restrictions with the school holidays, on the basis that most passive recreational use occurs during that time. Both operators also said that swimming ought not be allowed close to the Albert Town boat ramp, or below the Albert Town Bridge, due to likely increased traffic around that boat ramp. Another matter raised was the scope and duration of the 2 week limitation period applicable to resource consent holders, and whether single trips or return trips were contemplated.
- 10 A total of 89 members of Jet Boating New Zealand (**JBNZ**) submitted on the proposal, many adopting a pro forma submission. Council staff identified that 61 submissions from JBNZ members were in favour of the proposal and 28 were opposed. Some of the submitters added their own comments, for instance one submitter said although the proposal restricts access as a jet boater, it is an acceptable compromise. Another supported the amendment as it was better than no access for powered vessels at all. A number of submitters from JBNZ referred to the safe and responsible boating practices employed by JBNZ members.
- 11 Representatives of a number of other organisations also made submissions, including the following:
  - a. Jet Boat Southland supported the status quo as offering the best solution and queried whether there were legitimate navigation safety concerns



justifying the restrictions. The organisation noted its support for preserving access to the Lower Clutha River.

- b. KeelowCraft Boats argued the Clutha River is a good safe river for navigation due to its deep nature and wide open space, and is often used when Lake Wanaka gets too windy.
- c. Deep Canyon opposed the proposed amendment because of concerns that the proposed amendment does not remove the risk of collision entirely. The submitter opposes a permanent uplifting on the Lower Clutha River.
- d. Upper Clutha Angers supported the proposed amendment but preferred a total prohibition of powered vessels on the Clutha River, or an extended prohibition between 1 November and 30 April. The submitter raised concern about nuisances caused by powered vessels particularly for residents just below the Albert Town Bridge.
- e. Federation of Freshwater Anglers said the Upper Clutha River is an iconic fishery and argued it would be consistent with the District Plan to prohibit the use of powered boats to mitigate nuisance, boat wave wash, noise pollution and disruption.
- f. AT Community Association argued that powered vessels should be prohibited between 1 November and 30 April, and the prohibition should be extended to the last residence below Albert Town Bridge. The submitter opposed any distinction between commercial and private powered vessels, and the permanent uplifting proposed on the Lower Clutha River.
- g. The Otago Fish and Game Council argued that powered vessels should be prohibited between 1 November and 30 April on the Upper Clutha River, but opposed the permanent speed uplifting on the Lower Clutha River. The submitter proposed that the timed uplifting applicable to the Upper Clutha River should have reduced hours during Winter months, to prevent disturbance of anglers who fish this part of the river at dawn and dusk.

12 Many of the submissions referred above contain significantly more content, and therefore the comments in this report are not intended as an exhaustive summary of each submission.