

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL PROPOSED  
DISTRICT PLAN HEARINGS PANEL**

**IN THE MATTER** of the Resource Management Act 1991 (**Act**)

**AND**

**IN THE MATTER** of the Queenstown Lakes District Council  
Proposed District Plan

**AND**

**IN THE MATTER** of submissions and further submissions relating  
to the Designations Chapter of the Proposed  
District Plan

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**Statement of Evidence of Jeannie Ellen Galavazi on behalf of  
Queenstown Lakes District Council**

**RESERVES**

**7 October 2016**

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## **1. INTRODUCTION**

- 1.1 My full name is Jeannie Ellen Galavazi. I am the Senior Parks and Reserves Planner in the Parks and Reserves Department at Queenstown Lakes District Council (**Council**).
- 1.2 I hold a Bachelor of Parks, Recreation and Tourism Management from Lincoln University (1999). I am a member of the New Zealand Recreation Association and an associate member of the New Zealand Planning Institute. I have worked in the field of parks and planning for 15 years.
- 1.3 I have held the position of Senior Parks and Reserves Planner at Queenstown Lakes District Council since August 2015. Prior to this I was a Parks and Open Space Specialist at Auckland Council (Auckland Regional Council prior to amalgamation) for five years. Before this I worked for Tonkin and Taylor Ltd and Greater Wellington Regional Council as a Resource Management Planner.
- 1.4 During this time I have prepared Notice of Requirements, Outline Plans and Resource Consents for a variety of parks activities. I have also been involved in the assessment of Resource Management Act 1991 (RMA) applications that would affect council owned reserve land. I have been involved in the review of District, Regional and Unitary Plans as they relate to planning provisions for reserve land.

## **2. STATUTORY FRAMEWORK**

- 2.1 As with other requiring authorities the Council can include its own designations (with or without modification) and Notices of Requirement in the Proposed District Plan. Clause 4(6) of the First Schedule to the RMA provides that a Council may include in its proposed district plan any requirement for a designation for which the Council has responsibility in its district.
- 2.2 Clause 9 of the First Schedule provides that the Council must make its decisions on such notices of requirement in accordance with section 168A(3) of the Act, which provides:

- (3) When considering a requirement and any submissions received, a territorial authority must, subject to Part II,

consider the effect on the environment of allowing the requirement, having particular regard to –

- (a) any relevant provisions of –
  - (i) a national policy statement;
  - (ii) a New Zealand coastal policy statement;
  - (iii) a regional policy statement or proposed regional policy statement;
  - (iv) a plan or proposed plan; and
- (b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if –
  - (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or
  - (ii) it is likely that the work will have a significant adverse effect on the environment; and
- (c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and
- (d) any other matter the Territorial Authority considers reasonably necessary in order to make a decision on the requirement.”

2.3 I note that all of the new designations that the Council seeks to be included in the Proposed District Plan are on land that the Council owns. The reserves have either existing buildings or are small reserves where no additional buildings are proposed. The designations simply provide for ongoing operation and maintenance and no changes in use or activities undertaken are proposed, therefore no adverse effects are anticipated. As such, no consideration of alternative sites or methods is required under section 168A(3)(b).

### **3. SCOPE OF EVIDENCE**

3.1 My evidence relates to the new designations that the Council has included in its Proposed District Plan in relation to its reserves assets. My evidence outlines these designations and explains the Council objectives and why the inclusion of the designations in the Plan is reasonably necessary to achieve those objectives.

3.2 I will use the statutory requirements as a framework and will address:

- (a) any relevant planning provisions;

- (b) the Council's objectives for each designation and whether the work and designation are reasonably necessary to achieve that objective;
- (c) any other relevant matters;
- (d) the effects on the environment of allowing the requirement, having regard to the matters already discussed; and
- (e) Part 2 matters that are relevant to the particular designation and the imperatives they impose in the circumstances.

3.3 Where relevant, I also address the submissions and further submissions received by the Council that relate to these new designations as well as the roll over of existing reserves designations. I discuss whether any changes or additional conditions are necessary in order to respond to submissions.

3.4 I note that a number of the reserves that are proposed to be designated by the Council are reserves that are subject to the Reserves Act 1977. There are therefore a number of reserve management plans prepared in accordance with the Reserves Act that are relevant to the Panel's consideration of the new notices of requirement. While these management plans are relevant to all reserves for which they exist, I have made specific reference to particular plans where they are relevant to issues raised by submitters.

#### **4. RESERVES DESIGNATIONS**

4.1 The Council's new reserves designations in the Proposed District Plan include designations for the following purposes:

- (a) Walkways and accessways;
- (b) Recreation reserves;
- (c) Beautification reserves;
- (d) Tree planting reserves;
- (e) Fire stations;
- (f) Education facilities;

(g) Halls and civic offices; and

(h) Public toilets;

4.2 There are also a number of existing designations that have been rolled over from the ODP without modifications. These designations are for the purposes set out above and also for:

(a) Historic reserves;

(b) Cemeteries;

(c) Camping grounds; and

(d) Miscellaneous (such as the Frankton Marina).

## **5. INCLUSION OF NEW RESERVES DESIGNATIONS IN PROPOSED DISTRICT PLAN**

5.1 Over the years leading up to the preparation of the Council's Proposed District Plan, a number of areas of land have been acquired by or vested in the Council as reserve land.

5.2 The establishment of these areas as reserve land has come about from a range of situations, often through new subdivisions where the creation of reserve land has been a requirement of development or a condition of resource consent. Reserves have been established for a variety of purposes, as set out at paragraph 4.1 above.

5.3 The Council would generally include these reserve areas as designations in its District Plan. The intention of doing so is to identify and protect this land from use or activities that would hinder or detract from its use for reserve purposes. It also ensures that the Council can undertake any necessary upgrading or maintenance works to allow for the continued enjoyment of this land as reserves into the future.

5.4 However, because these reserve assets have generally been created in association with subdivision and development, these areas have not been formally identified and protected by way of designations in the Council's District Plan. The Council's objectives are to provide for the ongoing operation, maintenance and upgrades of these assets by way of the inclusion of the designations in the Proposed District Plan.

- 5.5 Designating reserves in the District Plan provides a consistent planning framework through which works associated with the management of the reserves can be undertaken.
- 5.6 Such a consistency would otherwise be missing. There is no generally applied “open space” or similar zone for reserves in the district. Rather, reserves have the same underlying zoning as the surrounding land. This has two consequences. First, similar types of reserve may have different zonings – for example open space parkland may have residential or town centre zonings. Second, those zonings are generally not appropriate for the activities that occur on reserves. In many cases the land zonings would not allow for maintenance, upgrade or construction of existing and future proposed reserve facilities. The designation facilitates these works without the need for the Requiring Authority to seek numerous resource consents. In addition, the land zonings would not appropriately limit the activities that might occur on the reserve land. Designations thus also afford a layer of protection for public land in that external parties must not carry out any works on the reserve without the Requiring Authority’s permission. Finally, they provide the public with a measure of certainty as to the limited nature of the activities envisaged for the future.
- 5.7 The form of the proposed designations, including any necessary conditions, is provided in the Council’s draft Designations Chapter. A detailed explanation of the purpose, potential effects on the environment, alternatives, objectives, necessity and consultation undertaken in respect of each designation is included in Appendix C to the Council’s Designation Notification information.

## **6. COMMUNITY FACILITIES**

- 6.1 Community Facilities includes the following designation purposes: Fire stations, Civic Offices, Local Purpose Reserve (Education and Childcare Facilities), Community Halls, Public Toilets.

### **Objectives for Community Facilities**

- 6.2 The Council’s objectives in designating reserves with purposes that relate to Community Facilities are primarily to accommodate

community buildings and activities that meet the social needs of local communities. In the case of fire stations, they also enable provision for community health and safety.

### **Necessity for work and designations**

- 6.3 These designation purposes enable the ongoing operation of these community activities and their associated buildings and structures, and allow for their maintenance and upgrade where the Council is responsible for such work.

### **Effects on the environment**

- 6.4 The majority of the new designations will not result in works occurring on the subject sites, other than maintenance and minor upgrades of structures and facilities. As such I consider the potential effects on the environment will be insignificant. If a community facility was to undergo a major upgrade an outline plan of works or resource consent application would be submitted that would provide measures for avoiding, remedying or mitigating adverse effects.

### **Part 2 considerations**

- 6.5 This group of designations will enable people and communities to provide for their social and cultural well-being and (in the case of fire stations) for their health and safety.
- 6.6 They also assist the Council in effectively and efficiently managing physical resources in the district.
- 6.7 There are no other relevant matters from section s 6-8 of the RMA that are raised by these designations.

## **7. INFORMAL RECREATION RESERVES**

- 7.1 These areas include the following designation purposes: Local Purpose Reserve (Tree Planting), Local Purpose Reserve (Beautification), Local Purpose Reserve (Recreation), Recreation Reserve, Esplanade Reserve, Local Purpose Reserve (Esplanade), Local Purpose Reserve (Access), Local Purpose Reserve (Walkway), Local Purpose Reserve (Accessway).



### **Objectives for Informal Recreation Reserves**

- 7.2 The Council's objective in designating informal recreation reserves is to provide for open spaces that range from walkways and the beautification of road sides and town entrances to small local parks with playgrounds to larger reserves that protect landscape and ecological values. These reserves can serve visual amenity purposes and/or provide for recreation such as walking, cycling, running, playing and enjoying the environment. Buildings and structures on these reserves are limited to those that support informal recreation and are generally small scale community buildings and structures.

### **Necessity for work and designations**

- 7.3 These designation purposes enable the achievement of the beautification objectives and facilitate informal recreation activities and their associated buildings and structures, as well as the maintenance and upgrade of these facilities where the Council is responsible for the work. They also provide for the protection and enhancement of the natural values. As set out above, without the designation to limit the use of the land, many of these areas would be capable of much greater development (inconsistent with the intent of informal recreation reserves) than would be necessary or contemplated for this type of community resource.

### **Effects on the environment**

- 7.4 The new designations will not result in works occurring on the subject sites, other than maintenance and minor upgrades of structures and facilities such as walking tracks. I consider the potential effects on the environment of such minor works to be less than minor. Any more significant works would require an outline plan of works that would set out how effects would be avoided, remedied or mitigated.

### **Part 2 considerations**

- 7.5 This group of designations will assist the Council to provide for the social and cultural well-being of its people and communities. In some cases, the designations will also assist in the preservation of the natural character of lakes and rivers and their margins, and the

maintenance and enhancement of public access to these areas. Amenity values and the quality of the environment will also be able to be protected and enhanced.

- 7.6 In my opinion these designations will meet the purpose of the RMA by enabling continued operation of management of these reserves in an efficient and sustainable way.

## **8. SUBMISSIONS**

- 8.1 A number of submissions have been received in relation to the Council's reserve designations. I address these submissions below, either by submission or by topic.

### **Submission 282 – Sarah Burdon**

- 8.2 Submission 282 relates to designation 175 (Part of Hawea Recreation Reserve (Motor Park)).
- 8.3 Designation 175 as rolled over from the Operative District Plan only covers part of the land legally described as Section 2, Block II, Lower Hawea SD – Camping Ground).
- 8.4 The land is vested in Council as Recreation Reserve.
- 8.5 The submission seeks that the designation area be extended to cover the entire property.
- 8.6 I agree with the part of the submission that seeks the designation area be extended to cover the entire property as this is consistent with how all other Council owned reserves are treated and allows for the Council as requiring authority to undertake necessary maintenance or upgrade works in accordance with the purpose of the designation.
- 8.7 I do not support the parts of the submission that seek to allow the campground operator (or leasee) to undertake development in accordance with the designated purpose as it is not the requiring authority. Any future development must be agreed with Council (the lessor and requiring authority) as being appropriate for the site and should be subject to a resource consent application if Council is not financially responsible for the works.

### Submission 719 – NZTA

8.8 NZTA in its submission identified that there was an unlabelled designation on Map 33. This designation is shown in the image below:

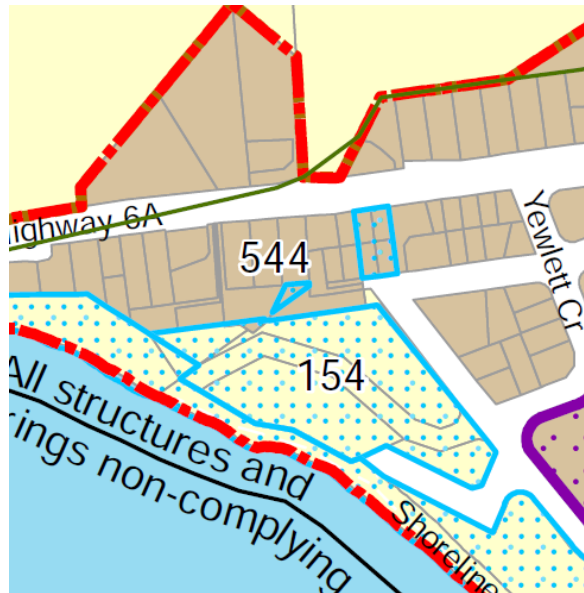


Figure 1: Excerpt from Planning Map 33, Proposed District Plan.

- 8.9 The land is legally described as sections 8,9,16 and 17 of Block XXIV Town of Frankton. It is vested in the Council as Recreation Reserve.
- 8.10 The designation was included in the Operative District Plan and has been rolled over into the Proposed District Plan without amendment. It is part of the designation for the Frankton Motor Park which is clearly identified on Figure 1 as designation 154.
- 8.11 Designation 154 is listed in the table in Chapter 37 of the PDP. The site/ legal description includes the land referred to above.
- 8.12 I consider that an additional notation should be included on the District Plan maps for clarity and to show this area of land is part of designation 154.

### Submission 337 – Radio New Zealand Limited

8.13 Radio New Zealand Limited submitted on designation 560 – Local Purpose Reserve (Repeater Site). It opposed the notice of

requirement as it relates to Radio New Zealand Infrastructure and not Council infrastructure.

- 8.14 I agree with the submission by Radio New Zealand and confirm that the Council is no longer pursuing this notice of requirement.

**Submission 704 – Ross & Judith Young Family Trust (the Trust)**

- 8.15 The Trust seeks that no buildings are permitted within the designated reserves on the Wanaka lakefront between the Log Cabin and Glendhu Bay. These include designations 105, 110, 111 and 113.
- 8.16 Wanaka Watersports Facility Trust (WWFT) has made a further submission opposing the relief sought by the Trust (Further submission 1305).
- 8.17 The reserves along the Wanaka lakefront are vested in Council and are classified as recreation reserves under the Reserves Act 1977. The Council adopted a reserve management plan in October 2014 to identify the objectives and policies for the management, including protection and development, of the Wanaka lakefront reserves. A copy of the management plan is attached as Appendix A.
- 8.18 The preparation of this plan involved a considerable review of all of the 14 reserves that it covers and the level of current and potential future development that might be acceptable in these areas. The management plan was the subject of a special consultative process under the Local Government Act 2002 and the public had the opportunity to make submissions and be heard in relation to those submissions on the management plan.
- 8.19 There are many instances in the district where it has been necessary to construct buildings in reserves to facilitate the intended purpose of the reserves. In this case, the management plan specifically provides for new buildings in certain parts of the reserve. Accordingly, in my opinion there is an expectation amongst the community that there may be buildings constructed on these reserves in the future.
- 8.20 Amending the designation conditions to prevent buildings on these reserves will not achieve the outcome desired by the submitter. Any

party who wishes to construct a building on the reserve for which the Council does not have financial responsibility will require a resource consent. The designation conditions are not in my opinion a matter that is relevant to determining such a consent application.

- 8.21 A restriction on any buildings in these reserves may however result in a significant burden on the Council should it be necessary to construct any buildings (eg. Toilets or changing rooms) to facilitate the use of these reserves for their intended purposes. It would also make these reserves inconsistent with all other recreation reserves.
- 8.22 I agree with Council's reporting officer that the management plan will ensure that the effects of the natural amenity values of the lakeside reserves are appropriately managed and that there is no need for this additional restriction on buildings to be imposed on the designations.
- 8.23 I therefore also agree with the further submission by WWFT.

#### **Glenorchy Airstrip**

- 8.24 The Council as Requiring Authority has sought to roll over the existing Operative District Plan designation for the Glenorchy Aerodrome (239) without modification except to update the title reference for the location of the designation as it was incorrect in the Operative District Plan. There are no conditions on the designation in the Operative District Plan.
- 8.25 The Glenorchy airstrip was historically administered by the Department of Conservation (DoC). In 2013 the reserve on which the airstrip sits was transferred to the Council. The Council now holds this reserve land in trust for the purpose of a local purpose (airport) reserve.
- 8.26 An agreement is in place between the Council and the Queenstown Airport Corporation for maintenance and inspections of the airstrip. This is to ensure that the airstrip is compliant with all Civil Aviation requirements.
- 8.27 The Council has recently adopted a reserve management plan that was prepared in accordance with the Reserves Act 1977 and sets out the objectives and policies for the management and development of

the airstrip. A copy of the management plan is attached as Appendix B.

- 8.28 Two submissions were received in relation to the designation, one from Skydive Queenstown Limited (Submission 23) and the other from the Wyuna Preserve Residents Association (Wyuna) (Submission 744).
- 8.29 The submission by Skydive seeks that the description of the designation is amended to correctly record the reserve classification of the reserve land on which the airstrip sits. The reserve was classified as 'local purpose (airport) reserve' and vested in the Council on trust for that purpose by notice in the New Zealand Gazette 13 June 2013, No. 74, page 1990.
- 8.30 I agree with this submission and consider that the purpose of designation 239 should be amended to be consistent with the reserve classification.
- 8.31 The second part of the Skydive submission seeks that the designation be extended over the entire parcel of reserve land (Section 11, Survey Office Plan 443869). The designation is currently only shown on planning map 25a as the area used as the runway:



Figure 2: Excerpt from planning map 25.

- 8.32 While I accept that it is possible to extend the footprint of the designation through this process, it is not in my opinion appropriate to do so.
- 8.33 The Council does not have any intention to carry out further development under the designation at the Glenorchy Airstrip. The purpose of the designation is simply to provide the necessary planning permission for aircraft to take off and land on the runway. The Council has clearly stated in the management plan that one of the objectives for the reserve is to “ensure that the nature, scale and intensity of the use of the airstrip remain generally unchanged”.
- 8.34 To the extent that there is a need for other infrastructure on the reserve or other activities that require a planning permission that are associated with the use of the reserve as an airport or aerodrome, I consider that it is appropriate for the individual operators to seek a resource consent under the normal RMA process to ensure that the effects of those activity are adequately assessed and addressed. The same will apply to the Council should it at some point in the future need to carry out works outside of the designation footprint but that are consistent with the reserve purpose, such as providing legal vehicle access to the reserve.
- 8.35 I do not consider that a designation is necessary to control the use of the designated land and ensure that aircraft are not obstructed when using the runway. The Council is the owner of the land and will be consulted in relation to any proposal to do anything on the land whether or not a consent is required. I therefore consider that there is adequate protection in place to ensure that the safe operation of the airport/aerodrome will not be compromised by the future use of the reserve.
- 8.36 The Wyuna submission opposes the inclusion of designation 239 in its current form. Wyuna’s concern is that there are no controls on the use of the aerodrome for its designated purpose, in particular no controls on noise or the nature and scale of activities that may occur.
- 8.37 Wyuna also submitted (by way of a late submission) on the management plan for the reserve and records in its submission that it

supports the approach that was proposed in the (then draft) management plan.

- 8.38 Two further submissions were received in relation to the Wyuna submission. Blanket Bay (Further submission 1308) supports the relief sought by Wyuna and Skydive Queenstown Limited (Further submission 1345) opposes the relief sought.
- 8.39 I agree with the Wyuna submission in part. I consider that it is appropriate to impose some controls on the designation. However, those controls should be limited to conditions that are straightforward and not difficult to enforce and should not restrict the nature and scale of activities that have historically occurred at the site. To an extent the current level of operation at the site forms part of the existing environment against which any controls should be assessed.
- 8.40 The Council has volunteered two conditions that should be imposed on the designation.
- 8.41 The first relates to the hours of operation of the airstrip to align with the management plan. That is:
- “Hours of operation (except for emergencies) for all aircraft flight operations shall be between 8am or morning civil twilight (whichever is later) and 8pm or evening civil twilight (whichever is earlier).”
- 8.42 I consider this condition is appropriate as it will ensure that any noise generated by aircraft using the airstrip is confined to the hours specified in the condition. Residents in the area expressed concerns that operators were taking off in the early hours of the morning and disrupting their sleep. Controls on the hours of operation are intended to address this adverse effect.
- 8.43 The second control is proposed in response to concerns by residents regarding the noise of aircraft flying over their properties. The Requiring Authority has volunteered a condition that will require all aircraft operators to follow the “Fly Neighbourly” guidelines:



Aircraft operators shall plan routes and operate their aircraft in accordance with the “Fly Neighbourly” guidelines with an exception being made for emergency or safety reasons.

- 8.44 The Council has imposed similar conditions on resource consents for informal airports in the district.
- 8.45 While it is unclear whether it is possible to control noise from aircraft once they have departed from the runway through the designation, I consider that this is an appropriate condition as it seeks to address the noise effects of aircraft taking off from the airstrip when they are climbing through the airspace and will ensure that the operators are considerate of residents in the area.
- 8.46 Wyuna has also sought a number of additional conditions be imposed on the designation, including a restriction on the number of leases or licences that may be granted for use of the airport. I do not agree that any of the additional conditions proposed by Wyuna are appropriate. In my opinion control over the number of operators that can use the reserve is not a resource management issue and should not therefore be the subject of a condition on the designation. All matters relating to the intensity of use of the airport in this sense are better addressed through the licence and lease regime under the management plan.
- 8.47 The Council is committed to ensuring that any additional licences will not permit use of the airstrip that goes beyond the established current usage. This information has been requested by the Council from the operators.
- 8.48 The evidence of Stephen Chiles is that given the diverse range of aircraft activities that occur on the site, it is difficult to establish an appropriate Ldn level of noise that is acceptable. Instead controls on the number of movements, flight paths and hours of operation may be an appropriate regulatory response. It is also Mr Chiles' view that there is no technical reason why these controls should be imposed on the designation and that noise can be effectively managed through other means such as the reserve management plan.

- 8.49 The licences granted under the reserve management plan will contain maximum numbers of flights that are permitted by each commercial operator. These controls will be influenced by advice from noise experts and the community. It is my opinion that neither the Council, nor the submitters, have sufficient information to justify the imposition of additional controls that would restrict the current and well established use of the airstrip. Any restrictions would have to take into account the level of current authorised use and that information has not yet been collated.
- 8.50 It is in my view premature to impose restrictions on the number of aircraft movements at the airstrip – particularly where the Council does not intend to, nor are residents concerned about, controls on private operators vs commercial operators (for which there is an alternative means of control).

#### **Queenstown Events Centre**

- 8.51 The Queenstown Events Centre (QEC) was designated in the Operative District Plan for the purpose of “Multi purpose indoor and outdoor recreation, cultural and conference complex”. A number of conditions for the designation are included in C.22 of the Operative Plan.
- 8.52 The designation has been rolled over by the Council as requiring authority with some modifications. In summary those modifications were to:
- (a) Delete a portion of land that is presently contained within Designation 29;
  - (b) Include new land within an expanded Designation 29; and
  - (c) Enable future development and use opportunities within the area of land to be contained within the new Designation 29.
- 8.53 A number of submissions have been received on the notice of requirement for designation 29. These are addressed below.
- 8.54 NZTA in its submission identified that there was an inconsistency between the extent of the designation shown on planning map 33 and

the legal descriptions included in the designation in schedule 37.2 of the PDP.

- 8.55 Council's reporting officer has correctly identified where the error lies that creates this inconsistency and has recommended that the blurb below the condition C22 heading is deleted. I agree with this recommendation. I also agree that the boundary of the designation as shown on planning map 33 should be amended in accordance with the recommendation of Council's reporting officer (summarised at para 7.28 of Ms Holden's report). I also agree that it is appropriate to include a note in the designation conditions which confirms that the designation only applies to part of sections 61, 62 and 63 Block I Shotover SD (as included in Appendix A to Ms Holden's report).
- 8.56 NZTA has also sought that the structure plan referred to in the designation conditions be included as part of the designation. I agree with the submission by NZTA and with the recommendation of Council's reporting officer that the structure plan should be included.
- 8.57 NZTA has also sought a number of changes to the conditions of Designation 29.
- 8.58 In respect of conditions 11(b), 12(b) and 13(d), NZTA seeks that the reference to State Highway 6A be deleted as designation 29 does not have any road frontage with State Highway 6A that would require a setback. I agree with this submission and consider it would be appropriate to delete the reference to State Highway 6A from these conditions. The designation only has road frontage along State Highway 6.
- 8.59 In respect of condition 23 of designation 29, NZTA seeks that the sign on State Highway 6 only display messages related to the use of the site. I do not agree that this condition is necessary. The conditions imposed on the use of the sign are intended to address the visual effects and safety effects of the sign. These effects are mitigated through controls on the colour of text, the brightness of the LED lights, restrictions on flashing etc. I do not consider that the content of messages on the sign creates an additional environmental or safety effects that must be mitigated by way of a new condition.

- 8.60 In my opinion, whether or not the content of the sign relates to the use of the event centre does not have any impact on road safety. The sign may be used by the Council to display important messages relating to the district more widely, particularly given its location, that would otherwise be prohibited if the suggested condition is imposed. Accordingly, I do not agree that the condition proposed by NZTA is appropriate and I do not agree with the change to condition 23 recommended by Council's reporting officer, Ms Holden.
- 8.61 NZTA seeks that condition 25 be amended to clarify that any additional signage for a Grant Road entrance to the event centre be on Grant Road and not on State Highway 6. I agree with the submission by NZTA as it accords with Council's intention. I also agree with the recommended changes to condition 25 set out in Appendix A to Ms Holden's report.
- 8.62 NZTA also seeks that an advice note be included in the designation in relation to early engagement with NZTA if events at QEC will likely generate traffic that will impact on the normal operation of State Highway 6.
- 8.63 The Council would always consult with NZTA in respect of major events at QEC and would likely prepare and implement a traffic management plan if the traffic generated by the event is likely to have a significant impact on the operation of State Highway 6. I agree in principle with the advice note as it will encourage best practice and early consultation with NZTA. However, I suggest that it should be amended to refer to significant changes in the operation of State Highway 6:
- "Where events on the site may generate traffic that will significantly change the normal operation of State Highway 6 and/or the safety of road users..."
- 8.64 It would be too onerous to require such consultation for smaller scale events that have only a minor impact on the operation of the State Highway.

- 8.65 The submission by Queenstown Airport Corporation (QAC) seeks a number of additional changes to the Designation 29 conditions.
- 8.66 In respect of conditions 4 and 7, QAC seeks that a new control is imposed to ensure that any rooms containing activities sensitive to aircraft noise are designed to achieve an indoor sound level of 40dB<sub>Ldn</sub> within any Critical Listening Environment. The advice of the Council's acoustic expert is that the condition is appropriate. However, it could be included as a single condition on the designation. I agree with Mr Chiles suggestion and consider that a new condition should be inserted under the "Buildings" subheading of C.22 as follows:

*Buildings containing an Activity Sensitive to Aircraft Noise shall be designed to achieve an Indoor Design Sound Level of 40 dB L<sub>dn</sub> within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 5 of Chapter 36 (Noise) or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.*

- 8.67 QAC also seeks that condition 4 be amended to restrict the use of day care facilities to use by children whose parents are at the time of requiring the childcare facility, using the site for its designated purpose. Given that the Council has agreed to include a condition that requires acoustic treatment of buildings with rooms containing activities sensitive to aircraft noise, we see no need to restrict the use of day care facilities to use by children whose parents are on site. The evidence of Mr Chiles is that buildings can be designed to provide acceptable internal sound levels and therefore a broader range of day care facilities might be appropriate. Accordingly, I see no reason why there should be a restriction on the duration of time that children can remain at the facility.
- 8.68 Notwithstanding the above, any use of QEC for childcare facilities must be consistent with the purpose of the designation. If it is not, resource consent will be required.

- 8.69 In respect of Condition 7, QAC seeks that the provision of community activities must be “directly related or ancillary to” the operation of QEC. I agree with Council’s reporting officer that this condition is not necessary.
- 8.70 The effect of a designation as set out in section 176 of the RMA is that section 9 of the Act will not apply to a work undertaken by a requiring authority under the designation and that the plan provisions will only apply to the extent that the land is used for a purpose other than the designated purpose.
- 8.71 To the extent that community activities are authorised by the designation, they must be consistent with the designation’s purpose. It is not a requirement of a designation that an activity be “directly related or ancillary” to the operation of the use authorised by the designation. In my opinion the amendment proposed by QAC does nothing to address the effects of aircraft noise in relation to community facilities as QAC suggests and does not achieve any resource management purpose.
- 8.72 QAC seeks to impose an additional control on Designation 29 to ensure that activities on the site do not penetrate the Airport’s obstacle limitation surface. The Council agrees that this amendment to condition 10(a), 12(a), 13(f) and 14 is appropriate as set out below:
- No temporary or permanent buildings, structures, facilities or landscaping shall be placed in a position such that it penetrates the take-off climb and approach or transitional protection surfaces for the main runway or the cross-wind runway at Queenstown Airport except where the new object or extension is shielded by an existing immovable object or the penetration is a temporary short term penetration (e.g. construction machinery or equipment) of these surfaces that has been authorised by the Queenstown Airport Corporation Limited ~~unless prior written consent of Queenstown Airport Corporation is obtained.~~
- 8.73 The Council has no intention of carrying out works in accordance with its designation that might compromise the safety of aircraft taking off

and landing at Queenstown Airport. However, where appropriate and approved by QAC, some breaches of the Obstacle Limitation Surface may be appropriate where there is already another immovable object that would screen the new development.

## **9. OTHER MATTERS ARISING FROM SECTION 42A REPORT**

### **Conditions on reserve designations**

9.1 The Council's reporting officer has recommended that conditions be imposed on a number of the new reserves. As set out in paragraph 6.14 of the reporting officer's report, the conditions in Part B of Chapter 27 will apply to those designations listed.

9.2 I agree that it is appropriate to impose the conditions in Part B on the designations listed in the table at paragraph 6.14.

### **Designations 522, 523 and 524**

9.3 Council's reporting officer has identified an error on the planning maps in relation to designations 522, 523 and 524. The legal descriptions of the properties in Schedule 37.2 are correct. However, the sites have not been correctly identified on the planning maps. Figure 1 on page 13 of the Council Officer's report correctly identifies the location of these designations.

9.4 I also agree with the Council's Reporting Officer that it is appropriate to impose conditions on these designations to ensure that the adverse effects of any future development are mitigated.

### **Designation 526, 528 and 529 – Civic Offices**

9.5 The Council has proposed a new designation for the civic offices at Gorge Road. The designation is intended to formally identify the civic offices and enable the Council to carry out any routine maintenance or upgrades to the buildings that may otherwise require resource consent.

9.6 Any specific works would require the preparation and approval of an outline plan at which stage any potential environmental effects can be assessed. In my opinion, the designation for the identification of the

current buildings does not result in adverse effects that would justify the imposition of conditions.

- 9.7 The reporting officer suggests that conditions should be imposed on the designation to ensure that the bulk and location of any future building is in keeping with the Town Centre Zone provisions. I do not agree that this is an appropriate justification for the imposition of conditions. Designations are sought by requiring authorities to allow activities to occur within land use zones that would not ordinarily anticipate such activities. To suggest that the conditions should ensure consistency with the underlying zone would defeat the purpose of the designation.
- 9.8 Should the council decide to undertake further development on this site, the territorial authority will have the opportunity to make changes to an outline plan if it considers the effects of any such development are not acceptable.
- 9.9 The Council has also sought that these three designations be combined into one designation with number 527. I agree that this is appropriate because all three sites are used for the same purpose.

**J Galavazi**

**7 October 2016**



# WANAKA LAKEFRONT RESERVES MANAGEMENT PLAN

October 2014 // Queenstown Lakes District Council

APPENDIX A

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# 1 // INTRODUCTION

## 1.1 // PURPOSE

The purpose of this reserve management plan is to identify the objectives and policies for the management, including protection and development, of the Wanaka lakefront reserves.

There are 14 reserves that are included in this plan, covering an area of approximately 315 hectares.

The lakefront character is a major drawcard for locals and visitors. Access to the lake, its shore and the many recreational activities these support are a key component of life in Wanaka.

This plan supports Council in preserving and enhancing the outstanding natural landscape status that the Wanaka lakefront holds.

Council recognises and thanks the Wanaka community for its extensive engagement in the process to develop this plan.

## 1.2 // VISION

The vision for the Wanaka lakefront reserves is:

*To protect and enhance the amenity<sup>1</sup> and ecological values of the Wanaka lakefront reserves whilst providing opportunities for both land and water based recreation. ]*

## 1.3 // OBJECTIVES

The objectives sought from this management plan are to:

- Recognise the unique character of the Wanaka lakefront reserves and reflect this in the design, maintenance and management of the lakefront reserves
- Manage and maintain areas of the lakefront reserves as formal recreational areas for the enjoyment of the community and visitors
- Manage the impact on the natural amenity values of the lakeside reserves by minimising buildings and positioning them appropriately
- Retain a high level of unrestricted access to and within the lakefront reserves and facilitate formal lake access
- Manage use of the lakefront reserves in a way that sustains the natural biodiversity of the land and the adjacent pristine lake

These objectives are expanded on in Section 5 of this plan. ■

<sup>1</sup> Amenity values are those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes

# 2 // WELCOME TO THE WANAKA LAKEFRONT

As one of New Zealand's fastest growing districts, Wanaka is a desirable place that many people are choosing to live and work in. From longtime residents to recent arrivals, the community has a higher proportion of 15-65 year olds compared to the rest of the Otago region, who enjoy the variety of environments the area has to offer.

Wanaka has also become an ever-increasing popular summer and winter holiday location for many national and international visitors, attracted by the beauty of the surrounding landscape, mountains, lake, and the numerous recreational pursuits that this region offers.

The reserves covered by this plan are located on the southern, eastern and western edges of Lake Wanaka, between Glendhu Bay and the Clutha Outlet. They provide opportunities both to enjoy the beauty of the surrounding landscape

and access recreational activities on the lake. Visitors and locals use the reserves for a mixture of passive and active pursuits, and a range of facilities have been provided by Council and commercial operators to facilitate this.

This section outlines the factors that specifically define the character of the reserves.

## 2.1 // CULTURAL HISTORY – NGAÏ TAHU

Wanaka is one of the lakes referred to in the tradition of "Ngā Puna Wai Karikari o Rakaihautu" which tells how the principal lakes of Te Wai Pounamu were dug by the rangatira (chief) Rakaihautu.

Rakaihautu was the captain of the canoe, Uruao, which brought the tribe, Waitaha, to New Zealand.

Rakaihautu beached his canoe at Whakatū (Nelson). From Whakatū, Rakaihautu divided the new arrivals in two, with his son taking one party to explore the coastline southwards and Rakaihautu taking another southwards by an inland route. On his inland journey southward, Rakaihautu used his famous kō (a tool similar to a spade) to dig the principal lakes of Te Wai Pounamu, including Wanaka.

For Ngāi Tahu, traditions such as this represent the links between the cosmological world of the gods and present generations. These histories reinforce tribal identity and solidarity, and continuity between generations, and document the events which shaped the environment of Te Wai Pounamu and Ngāi Tahu as an iwi.

In 1836, Te Puoho, a rangatira of the North Island Ngati Tama iwi had plans of conquering Te Wai Pounamu, but after a campaign of

attacks, lost his life and the area was abandoned by Waitaha. Wanaka is noted in history to be a place where the last battle between North and South Island tribes occurred. The area was occupied again during the nineteenth century by families of Kati Mamoe and Kai Tahu who came from their coastal bases for seasonal visits.

The name "Wanaka" is considered by some to be a South Island variant of the word "wānanga" which refers to the ancient schools of learning. In these schools, Ngāi Tahu tohunga (men of learning) would be taught whakapapa (genealogies) which stretched back to over a hundred generations and karakia (incantations) for innumerable situations. All of this learning they would be required to commit to memory.

## 2.2 // LANDSCAPE

The landscape in the eastern part of Wanaka Basin, which extends between Lake Wanaka, Lake Hawea and the town of Luggate, is relatively flat and low lying at an approximate level around 400masl. The rugged Harris Mountains extending between Arrowtown and Wanaka can be seen in the background of views to the west, whilst the Grandview Mountains extend to the southeast from Lake Hawea.

The landscape comprises of principally a glaciated terraced valley floor associated with the Clutha River and defined by adjacent foothills and mountain ranges. The occupied valley floor is rural in character and agriculture is the predominant land use, with associated settlements, most notably Wanaka Township. The landscape provides a high level of visual diversity and lends itself to being described in four landscape character areas, based on geomorphological patterns and variations in land cover/use. From west to east:

- Glendhu Bay Recreational Reserve
- Western end of Damper Bay Lakefront Recreation Reserve to Rippon Vineyard

- Rippon Vineyard to the northern end of Bremner Bay Recreation Reserve
- Bremner Bay Recreation Reserve to the Clutha Outlet Reserve

A popular track extends between Glendhu Bay and the Clutha Outlet and connects further with the Upper Clutha track network.

### 2.2.1 // Glendhu Bay Recreation Reserve

Glendhu Bay, together with the adjacent Parkins and Paddock Bays, forms part of an enclosed dramatic mountain and lake landscape of high visual amenity value. The Motatapu and Fern Burn Rivers, located in the hinterland of the bay have comparatively narrow riverbeds, with extensive fluvial terraces. The campground, which is located along the lakeshore, provides a transition between the surrounding pastoral landscape and the lake with its light-coloured gravel beaches.

The interface of the lake and hinterland is dominated by poplars, willows and gum trees, which visually separate the campground area from the road on one side and the lake on the other. The tree clusters form vertical landscape elements within the wide and open setting of the bay and Fern Burn

Valley, framed by Roys Peak to the south and Rocky Mountain, the roche moutonnée to the northwest of the bay. The seasonal colours of these trees are widely appreciated and often recorded in photographs. Overall, this rural setting is of high visual quality and diversity.

The flat valley floor and Fern Burn Fan are intensively farmed and the green pastures of the flats visually contrast with the less intensively grazed mountain slopes surrounding the valley and bay.

The lakeshore is predominantly made up of gravel beaches around the head of the bay, deposited there by streams entering the lake in this area. The Fern Burn and Alpha Burn streams have created fans that protrude into the bay. The Fern Burn Fan is particularly distinctive and forms an important landmark within the bay, together with Roys Peninsula, which visually confines the bay to the north. Black Peak and Mt Aspiring form impressive viewpoints in the distance.

The prominent ridgeline descending from Roys Peak divides the Glendhu Bay visual catchment from Roys Bay and Wanaka town, which gives it a more secluded character. A prominent headland also defines the bay to the southeast, separating Damper Bay from Glendhu Bay.

The shoreline changes between the head of the bay with its extensive gravel beaches to the outer bay, which contains mid-sized rocks and only small pocket beaches. On the pocket beaches large piles of driftwood can be found, which have been deposited at the high water mark by storm waves. A discontinuous band of manuka lines the shore and kanuka scrub and small areas of kanuka forest occupy the lower slopes.

This lower, dense native vegetation cover contrasts with the tall, predominantly exotic trees around Glendhu Bay Campground at the head of the bay. The campground represents the most intense development around the bay with a number of permanent and temporary structures, which can be partially seen through the stands of trees from the outer shores. In particular over the summer holidays the campground is a node of activity, attracting numerous national and international tourists into the area. The sheltered water of the bay is very popular for water sports, such as water skiing, swimming and boating.

## 2.2.2 // Western end of Damper Bay Lakefront Recreation Reserve to Rippon Vineyard

The immediate hinterland of this character area is dominated by pasture on the flats and hummocky topography containing briar rose, mingimingi and matagouri shrubs and kanuka trees. The surface texture created by the topography in combination with vegetation creates an interesting rural appearance and visually contrasts with the steep mountains in the background. Above these slopes, the terrain rises sharply into the steep faces of the bordering mountain peaks.

At their lower level, these steepening faces support a spread of native scrub vegetation particularly within gullies, whilst the rocky mountain peaks are partially snow-covered during the winter season. The mountain slopes of the Harris Mountains (above 1100m) have high natural character and significant aesthetic values. The mountains provide a backdrop to the lakeshore between Glendhu Bay and Waterfall Creek when viewed from the eastern side of the lake. Changing light and weather conditions and contrast between mountains and foreground are described as spectacular.

Damper Bay is contained by two distinctive headlands that are formed by the spurs extending down from Roys Peak. An ice-scoured flat shelf has been formed around the 300m contour, where the Wanaka - Mount Aspiring Road is located. The elevated rocky outcrops in this area block the drainage of surface water, which has led to the development of wetlands in the low points of the shelf.

Scaifes Lagoon, the biggest of these wetlands to the west of Damper Bay is protected, as is the Department of Conservation managed Glendhu Wetland Wildlife Reserve. The remainder of the shelf area is used as pastoral farmland, which extends along the majority of the road. The lakeshore cannot be seen from the road due to the steep-sided shoreline slopes and terrain elevation of the rocky hummocks and hills.

The rocky outcrops create impressive slopes that rise steeply from the lakeshore, in particular around Ironside Hill, which is the high point at an elevation of 415masl. These slopes are covered in a mix of native and introduced shrubs and would generally be inaccessible without the existing walking track. For the construction of the track some terrain contouring was necessary to accommodate the track along the steep sided

lakeshore slopes. Some of the underlying bedrock is visible around the impressive headlands, where the track had to be cut in.

Ironside Hill is one of the most important landmarks along the western Lake Wanaka shoreline, as it frames the views to the north from Roys Bay. Together with the headlands around Damper Bay, the hill forms the boundary to the Glendhu Bay visual catchment. As the track winds its way from Waterfall Creek to Damper Bay, the outlook from the track changes from features within Roys Bay, Ruby Island and Stevenson Peninsula to Roys Peninsula as the main landscape feature across from Glendhu Bay.

Damper Bay itself contains a beautiful sandy/gravel beach that is visually enclosed by the rising terrain behind it. The brightly coloured gravel within the bay contrasts with the dark, weathered rock that forms the surrounding steep shores of the adjacent headlands. Driftwood, deposited by storm waves, is strewn across the upper beach.

While native vegetation in the form of grey shrubs and kanuka dominate on the slopes surrounding the bay, a number of willows can be found at the head of the bay. This visual contrast between the bay and the

surrounding landscape leads to the high aesthetic value of the setting. Since there is no visual connection to the settlement in Glendhu Bay and Wanaka Township and due to limited access (bikers/walkers on the track and boaters), the bay has a remote feeling.

The track between Waterfall Creek and Ironside Hill climbs up the slopes and around small headlands, providing spectacular views to Ruby Island, Beacon Point and Stevenson Peninsula. The hinterland of this area contains some low-density lifestyle subdivisions with a few houses visible along the track.

The steep slopes in this area are covered in a mix of bracken fern, briar, matagouri and occasional stands of kanuka. Dense willows line Slaughterhouse Creek, where a track provides access to the lakeshore at the stream mouth. The other formal access point to the lakeshore is located in a small bay below Ironside Hill that has an enclosed, wild feeling with large piles of driftwood strewn across the gravelly beach.

The kanuka growing within the lakefront reserve between the lake and the covenanted land is of high ecological value because it is part of a sequence of vegetation that is representative of the original vegetation. Open areas between the



kanuka support other indigenous plants such as matagouri, bracken, *Poa colensoi*, *Leucopogon fraserii*, *Rauolia* and creeping pohuehue. The Te Kakano Aotearoa Trust has recently funded the planting of a variety of native trees and shrubs within the kanuka between Waterfall Creek and the “Pumping Station”.

The Upper Clutha Branch of the Royal Forest and Bird Protection Society is carrying out restoration planting above a small area of regenerating kanuka at the southern end of the Damper Bay Lakefront Recreation Reserve. The goal of its Millennium Track Habitat Restoration Project is “to restore the natural lakefront communities of Lake Wanaka using native plants from the Upper Clutha area”.

The regenerating seral indigenous vegetation between the western end of Damper Bay Lakefront Recreation Reserve and Rippon Vineyard is important in that it provides an ecological corridor for the dispersal of plants and fauna. It also plays a role in buffering the lake from adjacent land-uses.

The Te Kakano Aotearoa Trust is funding restoration planting in seven discrete sections along the Glendhu Bay track from Stoney Creek to Waterfall Creek. The purpose of this planting is two-fold. It aims to

enhance the appeal of the track to walkers, but also the ecology of the area by creating a corridor linking other native habitats in the area. Some of these areas have recently been planted with a range of native trees.

Several species of water bird use the lake margin and lakefront in the head of Roys Bay for roosting and feeding, including three nationally threatened species: southern crested grebe, black-billed gull and grey duck.

### 2.2.3 // Rippon Vineyard to the northern end of Bremner Bay Recreation Reserve

This intensively settled landscape character area can be separated into the following three sub-areas:

- The area between Waterfall Creek and Rippon Lea, where a transition from rural to residential can be observed.
- The densely settled area around the head of Roys Bay with the core of Wanaka Township.
- The newer, more suburban part of Wanaka in the hinterland of Bremner Bay.

### 2.2.3.1 // Waterfall Creek - Rippon Lea

Waterfall Creek is one of the landmarks in this area, as a popular beach and boat launch facility, with a distinctive fan created by material washed out into the lake by the creek. The accessibility of the lakeshore in this area from Ruby Island Road means that it is a popular spot for locals and tourists alike. It marks the end of the relatively flat section of track from the head of Roys Bay. To the north the track becomes more challenging as it starts to sidle along the steeper slopes and crosses over several headlands on its way to Damper Bay.

On the way to Wanaka Township from Waterfall Creek the land use changes from rural to residential. The slopes above the outer shores of Roys Bay are extensively grazed and vegetation is made up of regenerating shrublands. Immediately south of Waterfall Creek lies a protected kanuka woodland (with a QE II covenant), which extends down to the track.

Around this area kanuka stands are common along the lakeshore. Adjacent to the south of the kanuka woodland, the vineyards of Rippon Vineyard extend between the Wanaka - Mount Aspiring Road and

the track. This intensive viticultural use forms part of the change from a rural pastoral character to urban land use.

A park-like character has been created by the well-maintained, landscaped grounds of Edgewater Resort, which extend as far as the track. A stand of mature poplars south of Edgewater Stream lines the lakeshore. These poplars form part of the iconic setting of Roys Bay/ Wanaka Township and are often photographed, in particular when displaying spectacular autumn colours. A number of younger trees are growing between the mature trees, ensuring rejuvenation of the stand. The poplars create an enclosed, shady environment along the track, while still allowing for views out onto the lake.

Wanaka Station Park, a mature woodland with well-maintained, park-like open space, is located in the south western corner of Roys Bay. The residential dwellings of Rippon Lea subdivision are visually separated by dense mature trees, which are predominantly exotic.

The park offers a rich history, as well as a variety of landscaped areas, such as a rhododendron garden. The historic connection of the park, which was the location of the old Wanaka Station Homestead, and

the old, impressive trees provide an extra layer that cannot be found in many other places along the lakeshore. There is a visual connection along the track between the row of training roses and the lake.

### 2.2.3.2 // Head of Roys Bay

This area between Station Park and Eely Point is the most heavily used part of the lakeshore in close proximity to the Wanaka Township. The gravel beach is lined with sporadic exotic trees, mainly willows, which provide some shade for recreationists. On the southern side of the town centre, Pembroke Park and Wanaka Recreation Reserve provide a large open space area in the context of the lake.

The track follows the open space between the beach and road, which is otherwise dominated by car parking areas. Both the track and car parking becomes more formal towards the south eastern corner of Roys Bay, where the main hub of activity is located. Numerous visitors cross the road and car parks to venture down to the lakeshore from the town centre in this area and recreational use, including watersports, is very high in this part of the bay.

The interface between the town centre, including shops, restaurants

and bars, has been designed and landscaped to support the amenity value of the area, where Bullock Creek enters the bay. A number of high-density hotel developments line the waterfront between the town centre and the marina along Lakeside Road. The marina, located on the eastern shore between the head of the bay and Eely Point, is one of the man-made, visual focal points when viewed from the shore of Roys Bay, with its mooring boats extending out into the water.

From the marina northwards the character of the lakeshore changes, as dwellings and roads are stepped back from the water. The experience along the track is more natural, despite the dominance of exotic vegetation in the form of mature trees. The dense vegetation and an elevation change to the terrace behind the lakeshore mean that there is a visual separation between the residential development extending towards Bremner Bay and the water.

Eely Point is the key landmark of the eastern side of Roys Bay, as it frames the view out across the lake from Wanaka Township. The other side of this iconic view is contained by Ironside Hill and Ruby Island in the distance to the west. Eely Point is accentuated by the stand of mature conifers, which form a distinctive vertical element on the headland. The road rounding the

headland is also used as a track and provides glimpses out towards Beacon Point and beyond. A popular beach with gravel sediment is contained by the headland on its southern side. A boat launch facility and barbeque are located on the headland.

### 2.2.3.3 // Bremner Bay

From outer Beacon Point good views can be gained out to the lake. The gravelly beach on the southern side of the headland is lined with mature poplars, which create a sheltered setting with high amenity value. A small wetland can be found in the centre of Beacon Point, where it appears that restoration efforts with some native planting have been undertaken.

### 2.2.4 // Bremner Bay Recreation Reserve to the Clutha Outlet Reserve

Bremner Bay is visually contained by Eely Point to the south and Beacon Point to the north. This is an important part of the Lake Wanaka shoreline for local residents who intensively use this area. The track around Eely Point connects Wanaka Township to Roys Bay. In this area, while set in an urban context, the roads and dwellings are set back from the lakeshore, which creates a very different character from the busy town centre.

The shoreline is made up of flats, which are exposed at low lake levels. These flats are often covered in lakeshore turfland vegetation with some bare gravel beaches in between. Bremner Bay has parkland character with a mix of manicured lawn areas and clusters of native plantings. The residential dwellings in this area are high value, large houses with landscaping that blends into the parkland along the lakeshore. The absence of fencing creates a smooth transition between private and public space that provides high amenity value.

Towards the northern end of this character area, the maintained parkland gives way to a more natural area, covered in a mix of native and introduced shrubs, such as matagouri, kanuka and briar. This more scrubby appearance defines the area along the lake leading up to Beacon Point, creating a visual separation between the lakeshore and the track. Beacon Point itself is another landmark of southern Lake Wanaka, as it separates Bremner Bay from the Clutha Outlet visual catchment.

Beacon Point forms the end point for the subdivisions extending north from Wanaka, with some high value residences overlooking the head. From this point the track vegetation becomes rougher towards the Clutha Outlet and the character

changes quite suddenly from urban to rural.

The terraces behind the lakeshore rise steeply in places and erosion of sand and loess deposits form impressive landforms above the track. The steep slopes are generally covered in shrubs, such as briar, matagouri and some kanuka. Closer to the outlet, poplars can be found along the lakeshore and a large stand of kanuka helps to integrate the campground adjacent to the outlet into the landscape.

Above the Clutha Outlet and river itself, the valley landscape is characterised by a series of clearly defined river terraces. The terrace above the outlet is defined by Mt Iron, rising steeply to the south. Sticky Forest, a conifer plantation forest which contains numerous mountain bike tracks, is located to the south of the outlet arm.

Although largely obscured, the Clutha River is an important natural feature within the Wanaka Basin and a focus of recreational activity. Up to 100m across, the Clutha River is entrenched some 20m below the level of the upper terrace.

The river maintains a swift flow within its course and is widely associated with a number of active river pursuits. The riverside

is publicly accessed along both banks via the Upper Clutha River Track and the Newcastle Track. The track connecting Albert Town with Lake Wanaka is an easy grade, well maintained and a popular spot for both visitors exploring the area and locals getting some exercise or walking their dog.

### 2.2.5 // Key view points and landmarks

The following landscape features form distinctive landmarks along the shore of Lake Wanaka. Some of these features are man-made, while the majority are important natural landforms and topographical features.

- Roys Peninsula
- Fern Burn Fan
- Damper Bay headland
- Ironside Hill
- Roys Peak
- Ruby Island
- Waterfall Creek Fan
- Eely Point
- Beacon Point
- Mt Iron
- The Peninsula
- Clutha Outlet
- Glendhu Campground
- Wanaka Township
- Marina

## 2.3 // GEOLOGY

Mountains in the Otago region and along the Main Divide in general, have been created by the convergence of the Pacific and Australian crustal plates. This generates ongoing, active deformation and a network of fault lines can be found in the area, the Moonlight Fault in the Wakatipu Basin and the Cardrona Fault being the most important ones. In the Wanaka Basin a minor fault can be found along the Motatapu Valley.

The Wanaka Basin landscape has been frequently overridden by glaciers in the last couple of million years and on many occasions in the last 500,000 years. Advances that extended almost to Cromwell would have had glacial surfaces close to the current crest of Treble Cone. The most recent event with glaciers extending to Wanaka Township took place approximately 18,000 years ago.

Glacial erosion has generated most of the landforms in the area, including the steep valley walls, hanging valleys and the roche moutonnées (also referred to as isolated mountains), which are prominent features in the Wanaka and Wakatipu landscapes. In the Wanaka landscape the isolated

mountains of Mount Iron, Roys Peninsula and Rocky Mountain next to Glendhu Bay are well-known examples, which form important viewpoints.

Typically roche moutonnées are elongated knobs of bedrock that have been carved and smoothed by an overriding glacier. The mountain is oriented in the direction of the glacier's flow with the upstream side gently sloping and smooth and the downstream side steep and rough.

Transported glacial gravels are found throughout the eastern part of the basin, such as those remnants along Lake Wanaka that were deposited by the glacier 18,000 years ago. More recently, significant changes have taken place on the valley floors as a result of river aggradational processes and fan development. Several streams in the area have created impressive fans, some of them highly active and visible along the lakeshore, such as Fern Burn at Glendhu Bay and Waterfall Creek draining the Roys Peak catchment.

Following the melting of the last glaciers, an early Lake Wanaka formed in the depression with a level that was controlled by the nature and height of the moraine at the (present) outlet. Landforms near Wanaka suggest the highest lake level was about 300masl.

The Clutha River has cut further through the outlet moraine over time, which has resulted in a progressive reduction in the level of Lake Wanaka to its present mean elevation of 279masl. Some indication of the rate of change can be gained by the aggradational deposits around the lake margin, including the beach deposits at the major bays.

A variety of rocks and material deposited by glaciers and rivers can be found throughout the basin. These underlying geological characteristics can be summarised as follows:

- i) Schist forms the basement rock in the area and there is a range of textures and weathering strength characteristics. Numerous outcrops of schist can be found in particular around the Glendhu Bay area, with Rocky Mountain being a very prominent example of an isolated mountain made of schist. Along the lakeshore smaller schist outcrops are common between Glendhu Bay and Waterfall Creek with prominent bluffs located on the headlands on either side of Damper Bay.
- ii) Schist in the Wanaka - Hawea region is overlain by remnant deposits of glacial till from the late Quaternary age. Some

well-preserved deposits lie southwest of Glendhu Bay where ice pushed into the Motutapu Valley and left moraines with a distinctive surface. Additionally, late Tertiary lake sediments occur throughout the basin that would have initially extended further to the west.

- iii) Loose, fine gravel deposits are found on the margin of Lake Wanaka in sheltered environments at all levels. In some areas they have formed pronounced benches and there are local, prominent storm beaches. The Motatapu and Matukituki Rivers, plus a number of smaller streams, have formed moderate to extensive floodplains and deltas of alluvial gravels.

## 2.4 // RIVERS AND CATCHMENTS

The general area surrounding southern Lake Wanaka has a relatively dry climate. The area lies between the extremes of the wet Southern Alps and very dry Central Otago.

Currently the main rivers feeding Lake Wanaka are the Matukituki River on its western side and the Makarora River at its northern end.

The Clutha River drains the lake in an easterly and subsequently southerly direction. Interestingly, some of the river systems in the Wanaka Basin have changed their courses over time. Initially, the Makarora River flowed beyond what is now Lake Wanaka to the Motatapu River.

Sometime in the last 100,000 years, the Lake Wanaka basin was breached to the east, and the Makarora began to flow out into the Clutha catchment. At that time, the Motatapu River reversed its flow, and it now flows north into Lake Wanaka. Similarly, the Cardrona Valley was a continuation of the combined Landsborough-Hunter river system. At that time, this great river flowed south, carrying greywacke gravels from the Southern Alps into the schist country of Central Otago. Eventually, growing tectonic ridges joined, and the Cardrona River began to flow north, rather than south.

Lake Hawea, fed by the Hunter River, lies in a parallel valley carved by a neighbouring glacier eight kilometres to the east. At their closest point (a rocky ridge called 'The Neck'), the lakes are only 1,000 metres apart. The ice occupying the two lake basins was connected over this low pass, and the lake basins have a similar glacial history with glaciers extending east from the Main Divide.

Lake Wanaka forms one of the most important sources of water for the Roxburgh Hydro-electric Station but, unlike Lake Hawea, its level is not artificially controlled.

There are a number of smaller rivers draining into Lake Wanaka, namely the Motatapu River and Fern Burn in Glendhu Bay and steep Waterfall Creek at Ruby Island Road. A number of smaller creeks also draining Roys Peak enter the western part of the area between Glendhu Bay and Wanaka Township. Several wetlands have formed between Damper Bay and Wanaka - Mount Aspiring Road.

## 2.5 // TOPOGRAPHY

Lake Wanaka lies in a glacial lake basin oriented approximately north/south and situated about 30 miles east of the main divide at Mount Aspiring. The topography of the basin and lakeshore reflects its underlying geology. The glacial and fluvial sediments deposited in the eastern part of the basin, such as around Wanaka Township, contrast with the steep sided shores between Glendhu and Damper Bays where schist dominates.

As outlined above, ice sculpted Mount Iron into a typical roche moutonnée shape. The hill forms an important landscape feature

today and it is one of the key visual landmarks when viewing Wanaka Township from the outer shores of Roys Bay. It rises abruptly from the landscape to 240 metres and offers a spectacular vantage point from which to view the surrounding valleys, peaks, rivers and lakes. A prominent loop of terminal moraine encircles the southern end of the lake, encloses Wanaka Township, and marks the distinctive boundary of the ice advances, which are still clearly visible in the landscape.

Lake Wanaka's western shore is lined with high peaks rising to over 2000masl. Along the eastern shore the land is also mountainous, but the peaks are somewhat lower. The southern end spreads out into flat stepped terraces with Roys Peak forming a distinctive landmark at the eastern extent of the Harris Mountains.

The southern shoreline is deeply indented by bays, the most prominent being Glendhu Bay in the west, Stevenson's Arm/Dublin Bay in the east and Roys Bay in the south. Wanaka Township is located at the southern tip of the lake, where several smaller bays have formed within Roys Bay with finer sediment, such as gravel and sand. A number of islands of varying size (notably Ruby Island, Stevenson's Island and Mou Tapu Island) are found in the southern part of the lake.

## 2.6 // LAND USE

Wanaka Township forms an important service town for this part of the Queenstown Lakes District and is one of the key tourist attractions of the region. The township has established along the southern shore of the lake with its older core at the head of Roys Bay.

The residential development has since expanded along the shores of Bremner Bay as far as Beacon Point and along Rippon Lea on the western shoreline. The growing residential and tourist accommodation development generally differs in character from the older parts of the township. The tourist accommodation development along Lakeside Road is dense and forms a distinctive multi-storey cluster.

There is a relatively strong connection between the strip of shops, bars and restaurants that are located around the township between Dungarvon Street and Lakeside Road. Car parking forms a visual barrier between Pembroke Park and the southern shoreline. The south western corner of Roys Bay is defined by a mature stand of poplars, which have iconic status for the Wanaka shoreline, featuring in many photos with their spectacular autumn colours.

The land uses transition from urban to rural residential along the western shore between Edgewater Stream and Waterfall Creek. The presence of vineyards in relatively close proximity to the lake creates an intensive agricultural land use, which contrasts in character with the extensive pastoral grazing on land to the west and north. This transition from urban to rural landscape extends over about two kilometres, with low-density rural lifestyle development on the terraces above the lake beyond that. The steep lakeshores between Waterfall Creek and Glendhu Bay are often covered in regenerating shrublands with some denser stands of kanuka. One of the most notable stands is the kanuka woodland located just south of Waterfall Creek, where a QE II covenant now protects an area of 2.4ha.

The hinterland of the eastern shores of Roys Bay (between the head of the bay and Beacon Point) is more consistently residential in character with the dense subdivisions extending to Sticky Forest near the Clutha Outlet. The developments often extend relatively close to the open space and track adjacent to the lake, in particular along parts of Bremner Bay.

The vegetated headlands, in particular Eely Point and Beacon Point, do not contain residential

dwellings and act as an undeveloped foil to the bays and their hinterland. The relief of the lakeshore on this side of Roys Bay is generally gentler and sand and gravel flats often extend out into the lake at low lake levels.

The vegetation lining the shoreline contains a mix of exotic trees, in particular willows and poplars, and native shrubs, predominantly manuka. Eely Point is defined by mature stands of tall conifer trees, which form a vertical landscape element that frames the view from Wanaka Township. The track along Bremner Bay has been enhanced with a mix of native plantings, set within a well-maintained parkland. East of Beacon Point the vegetation becomes scrubbier again with a mix of native and exotic shrubs on the steeper slopes above the lake. ■

# 3 // THE RESERVES



## 3.1 // GLENDHU BAY (WEST) RESERVE

### 3.1.1 // History

Glendhu Bay was a useful stopping point for adventurers exploring the Matukituki and Motatapu Valleys.<sup>2</sup> Glendhu was initially part of Run 334, which became part of Wanaka Station. Glendhu Station was separated off in 1897 and purchased by Henry Barker.<sup>3</sup>

Records on when the various areas of Glendhu Bay became reserves are scarce. Glendhu Bay (West) Reserve was designated a reserve by 2008.

Recently, the Rotary Club of Wanaka has undertaken significant work in developing this reserve.

### 3.1.2 // General description

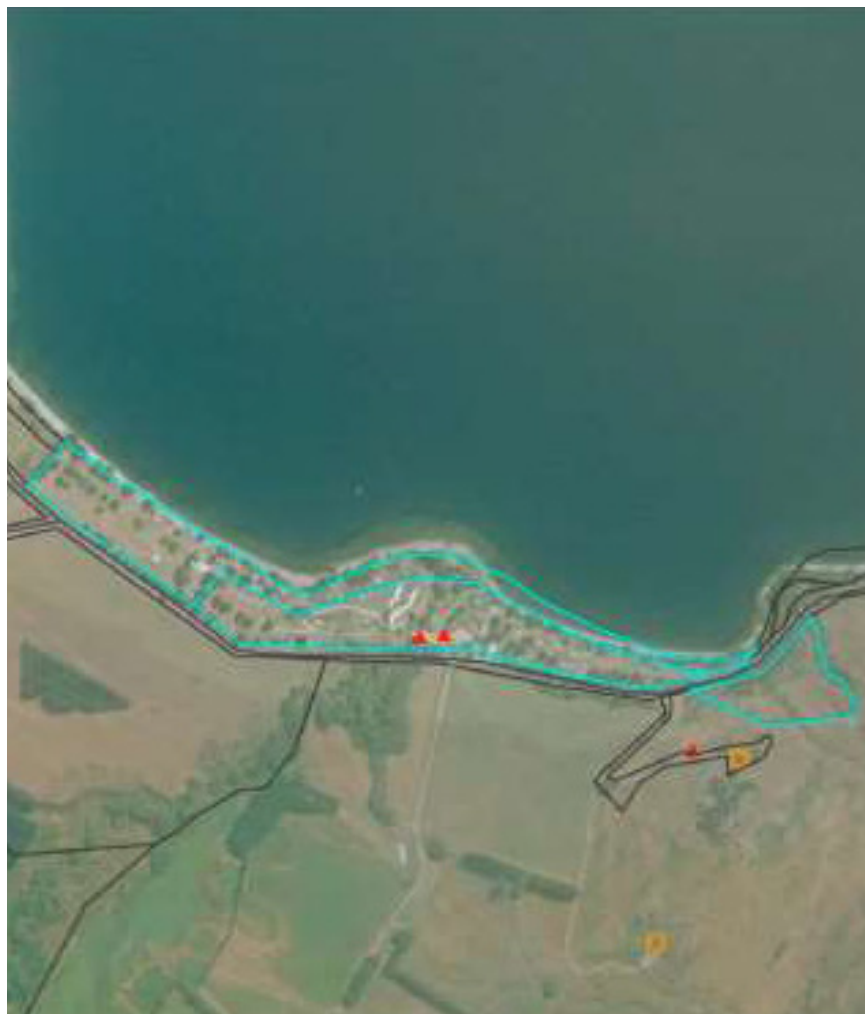
Glendhu Bay (West) Reserve is a mostly flat, grassed area that gently slopes to a small gravel beach. The reserve adjoins Glendhu Bay Reserve, which currently operates as a campground.

Until recently this reserve had minimal visitation, however, in recent years there has been a significant increase. Visitors typically use this reserve to access the lake for recreational water activities and it is a popular picnicking and swimming spot.

To minimise damage to the reserve and provide a safe environment for all visitors, a plan to develop a boat launching ramp, public toilet and associated landscaping was approved.

<sup>2</sup> Otago Witness, 22/01/1905, 1/07/1903, 02/04/1881.

<sup>3</sup> Irvine Roxburgh Wanaka Story, p.257.



## 3.2 // GLENDHU BAY CAMPGROUND RESERVE

### 3.2.1 // History

The Glendhu Bay campground started out as a small family run camp in the 1920s.<sup>4</sup> By the 1930s the camp was well established. Arthur Scaife, whose parents owned Glendhu Station, earned his pocket money each summer selling meat, vegetables and milk to the campers.<sup>5</sup>

The remaining Douglas Firs around the camp were planted in the 1930s. Arthur Wilson carried the firs on the back of his bicycle from his nursery in Pembroke.<sup>6</sup>

In 2005, Council adopted a Campground Strategy, which saw the day to day operation of the Glendhu Bay Camp operated in-house rather than through a lease, as had been the case for a number of years previously.

In 2014, a decision to enter into a long term lease for the campground operation was made by Council.

### 3.2.2 // General description

This reserve has been a campground for many years with the necessary infrastructure available for this type of activity and it is intended to continue this in the future.

Glendhu Bay campground remains a popular camping spot, with over 1,500 campers during the peak summer months. It is a flat-grassed site, with a gently sloping, small gravel beach running the entire length of the reserve.

As well as camping, recreational water activities including boating, fishing, water skiing, wakeboarding and swimming are popular activities at this reserve.

Trees within the reserve have been a concern for a number of years, with safety and stability the main concern, due to their age and minimal maintenance in the past.

<sup>4</sup> Roxburgh, Irvine (1990). Wanaka and Surrounding Districts, p.19 refers to first aiders being based at Glendhu Camp in the 1920s.

<sup>5</sup> Arthur Scaife notes, Wanaka Probus Club Tour 1/12/1988. Various Historical Documents.

<sup>6</sup> Stan Kane Notes. 37E/F1



## 3.3 // DAMPER BAY RESERVE

### 3.3.1 // History

Damper Bay is so named after ‘damper’ cooked there by an early settler, ‘Dublin’ Jack Shepherd.<sup>7</sup> Damper was an early staple of the diet of many early European explorers. It is a type of bread, consisting of flour and water, cooked over a campfire.

Initially part of Run 334, records on when it officially became a reserve are scarce. Section 18 was gazetted by 2000, while Section 6 is recorded as gazetted in 2009.<sup>8</sup>

Work began on creating a track between Damper Bay and Glendhu Bay in 1999.<sup>9</sup> The track was completed in 2010, extending the Millennium Track. The Millennium Track construction was a joint project between Council and the Otago Regional Council.

### 3.3.2 // General description

Damper Bay Reserve is a long narrow reserve, beginning at the east boundary of Glendhu Bay campground, through to Damper Bay, around the headland towards Waterfall Creek. The Millennium Track passes through the reserve and provides great views through varied terrain.

This reserve has been identified during the ecological assessment process for this plan as having some of the best potential for protecting indigenous fauna and flora.

Part of the track is fenced to keep neighbouring stock out of the reserve. Additional fencing would enable re-vegetation plantings to be established and allow remnant vegetation to flourish without stock damage on a consistent basis.

The shared walking and cycle track traverses a low-lying area and is subject to occasional flooding.

<sup>7</sup> Roxburgh, Irvine, (1957), Wanaka Story, p.251

<sup>8</sup> Document provided by QLDC, September 2013.

<sup>9</sup> Unnamed newspaper article, 04/05/1999. Lake Wanaka Guardians.





## 3.4 // DAMPER BAY TO WATERFALL CREEK

### 3.4.1 // History

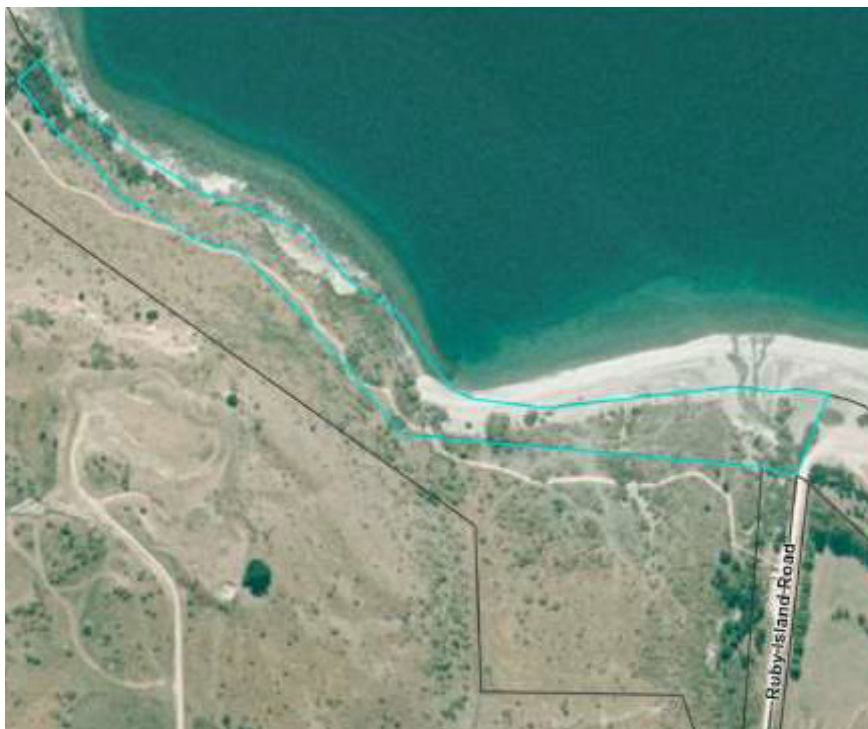
In the 1950's, 'Grandad' Studholme (who ran the County Nursery in the Cardrona Valley), gave a sequoia tree to Jim Ironside, who was farming at nearby Tuohys. The tree was planted on the top of the roche moutonnée at the northern part of the reserve and has survived, despite drought and winds. A plaque in memorial of James (Jim) Smith Ironside was placed near the trees in the 1980s and the hill is known as Ironside Hill.

Slaughterhouse Creek, which runs through the reserve, is named for the slaughterhouse that was built on a nearby paddock sometime before WWI. The block was leased in 1905 to Henry Charles Barker, a butcher. Through to the mid-1950s, the slaughterhouse supplied Wanaka and the surrounding areas with fresh meat.

### 3.4.2 // General description

This reserve joins the Department of Conservation's Waterfall Creek Reserve and contains the vast majority of the original Millennium Track. This part of the track was constructed in 2000. There is also an extension track, which uses the unformed Lake Road to provide walking access up to the Wanaka - Mount Aspiring Road.

In recent years, Te Kakano Aotearoa Trust has undertaken extensive re-vegetation plantings in this section of the reserve. As with the adjoining Damper Bay Reserve, fencing this area of the reserve would also be desirable to enhance ecological recovery and secure the recreation areas from damage from stock.



## 3.5 // WATERFALL CREEK TRACK

This land is vested in the Department of Conservation and is therefore not technically covered by this plan. Should the land be vested to Council as is anticipated, the plan will apply.

### 3.5.1 // History

The waterfall at the head of the creek used to power the flourmill on Wanaka Station.<sup>10</sup> The water was also run through a pelton wheel, with the energy stored in batteries to run the Woolshed and Homestead.<sup>11</sup>

This land was gazetted in 1983 as a reserve (Section 4 is still Crown Land).

### 3.5.2 // General description

Waterfall Creek Reserve is recognised as an exceptionally popular destination for swimmers, picnickers and windsurfers.

With the Waterfall Creek Track running through this reserve, it is popular with walkers, mountain bikers and picnickers. It has a safe accessible beach.

<sup>10</sup> Rolfe Mills Notes. Wanaka Station Park.

<sup>11</sup> Wanaka Station Park Interpretation Panels, viewed September 2013.



## 3.6 // WATERFALL CREEK TO WANAKA STATION PARK

### 3.6.1 // History

Once part of Wanaka Station, this track was gifted to the community in 1975. This was to provide access between Waterfall Creek Reserve and the soon to be created Wanaka Station Park. By the 1990s the track was considered to be extremely popular.<sup>12</sup>

A section of private land adjoining this reserve is of particular interest. The owners, Jill and John Blennerhassett, placed a covenant over the 2.4 hectare area in 2000 to protect it from development and preserve its open space for future generations to enjoy. Visitors are welcome to explore and enjoy the Blennerhassett Kanuka Reserve, with free access from the public track.

The Kanuka, or tea tree, growing here is a species that has yet to be formally described and named. Its small stature and very small leaves, flowers and seed capsules are distinguishing features. The bark too, is different as it rolls off the trunk like wood shavings. These features are adaptations to the dry, cold environments of the Clutha

Basin. The species forms open woodland where the spacing and size of the trees is governed by the limited amount of moisture in the soil.

### 3.6.2 // General description

As well as being accessed via the Waterfall Creek track, this reserve can also be accessed from Ruby Island Road. It is a very popular picnic, swimming and boat launching site and experiences congestion during peak periods.

The reserve contains areas of native vegetation, which has been further enhanced by Te Kakano Aotearoa Trust, which continues the native re-vegetation programme within this reserve. In addition, this reserve has stands of Poplar trees, some of which have been removed in recent years due to safety concerns. Some of the Poplar trees will be replaced over time to ensure that the traditional autumn colour displays that this part of the lakefront is known for continue.

<sup>12</sup> Rolfe Mills Notes. Wanaka Station Park.



## 3.7 // WANAKA STATION PARK

### 3.7.1 // History

Wanaka Station was created when H.S. Thompson purchased and combined runs 334, 240 and 239 in 1866. The station was liquidated in 1887 and purchased three years later for £15,000. The Sargood family purchased Wanaka Station in 1912. The original Wanaka Station Homestead was destroyed by fire in 1913. The replacement was also destroyed by fire in 1931.<sup>13</sup>

The descendants of the Sargood family gifted the first section of Wanaka Station Park to Wanaka in 1977 after 10-acre blocks along Mount Aspiring Road were subdivided off. The second section was gifted twenty years later, in 1997.<sup>14 15</sup>

In 2012 descendants from the original station owners erected a commemorative plaque and associated information sign by the remains of the homestead foundations.

### 3.7.2 // General description

Wanaka Station Park is a popular passive recreation reserve with large stands of mature trees, rhododendron gardens and other exotic plantings, creating a 'public gardens' atmosphere. It attracts many visitors, picnickers and families and provides a place for quiet relaxation and is also host to a number of weddings each year.

This reserve contains a rose pergola erected in 2006 with roses from the former Wanaka Station homestead. A commemorative plaque and information panels were installed in 2012, near the remains of the homestead foundations. Built structures include public toilets, which were modernised in 2009. The park contains children swings installed in 2006.

Wanaka Station Park is also home to a number of significant trees many of which are reaching maturity and are protected in the District Plan.

<sup>13</sup> Wanaka Station Park Interpretation Panels, viewed September 2013.

<sup>14</sup> Wanaka Station Park Interpretation Panels, viewed September 2013.

<sup>15</sup> Lake County Council Wanaka District Scheme Pre-Review Statement. Undated document, produced prior to the opening of Treble Cone Ski field. Lake County Council Documents.

## 3.8 // ROYS BAY RESERVE

### 3.8.1 // History

Roys Bay is named after John Roy, the initial holder of Run 334. Roy took up a de-pasturing licence in 1859 but sold the run in 1862 to his father-in-law when he encountered financial difficulties.<sup>16</sup>

### 3.8.2 // General description

Roys Bay Reserve is the busiest reserve included in this management plan. It facilitates a wide range of recreational activities, from passive recreation activities such as relaxing and picnicking to active recreation pursuits such as swimming, water sports, walking and running.



The reserve accommodates a number of facilities, including public toilets, children's playgrounds, public barbecues, public art, car parks, tracks and park furniture.

Roys Bay Reserve also contains the majority of the lake-related commercial leases and concessions located at the north end of the reserve. A list of the commercial lease and concession holders is contained in Appendix 6.2.

The well-used Millennium Track continues along the main part of Roys Bay Reserve through to the 'Dinosaur Playground' and picnic area at the northern end and towards the marina.

The reserve also contains a number of exotic trees and plantings, which provide the colourful autumn displays that the Central Otago region and Lake Wanaka are renowned for. The mature trees provide shelter from the lake winds and valuable shade on hot days.

The combined Watersports Club establishment committee has expressed a desire to construct a building on the lakefront in front of the two Sequoia giganteum trees at the south western end of this reserve, adjacent to Stony Creek and the existing access way and car park. A concept landscape

plan for this proposal has been submitted to Council.

The northern end (closest to the marina) accommodates more facilities including the log cabin, a large playground ('Dinosaur Park'), picnic area, barbeque and public toilet. A substantial amount of the landform in this area from Dungarvon Street to Lakeside Road is occupied by car parking. A significant car park is also located opposite Pembroke Park at the McDougall Street end.

This area of the reserve also houses a large concrete sculpted hand known as 'the hand that nurtures', created by sculptor Llew Summers and unveiled in 2005.

In 2013 Kahu Youth installed a 'hangi pit' on the reserve near the existing barbeque/picnic area. Further along the Millennium Track and towards the Marina is the 'Wanaka Springs Water Feature' installed 2011. This consists of a rock and wood seating area and cascading water pools from a natural spring. This was a community funded project lead by the Wanaka Springs Community Trust and is maintained by Council. The water for the springs is derived from an underground aquifer across Lakeside Road and is considered by some to be superior in quality.

<sup>16</sup> Wanaka Station Park Interpretation Panels, viewed September 2013; Otago Witness, 26/11/1859; Roxburgh, Irvine (1957) Wanaka Story.



## 3.9 // WANAKA MARINA RESERVE

### 3.9.1 // History

No historical information available.

### 3.9.2 // General description

Wanaka Marina Reserve is located on Lakeside Road, between Eely Point Reserve and the Roys Bay Reserve. The groyne is included in the reserve area.

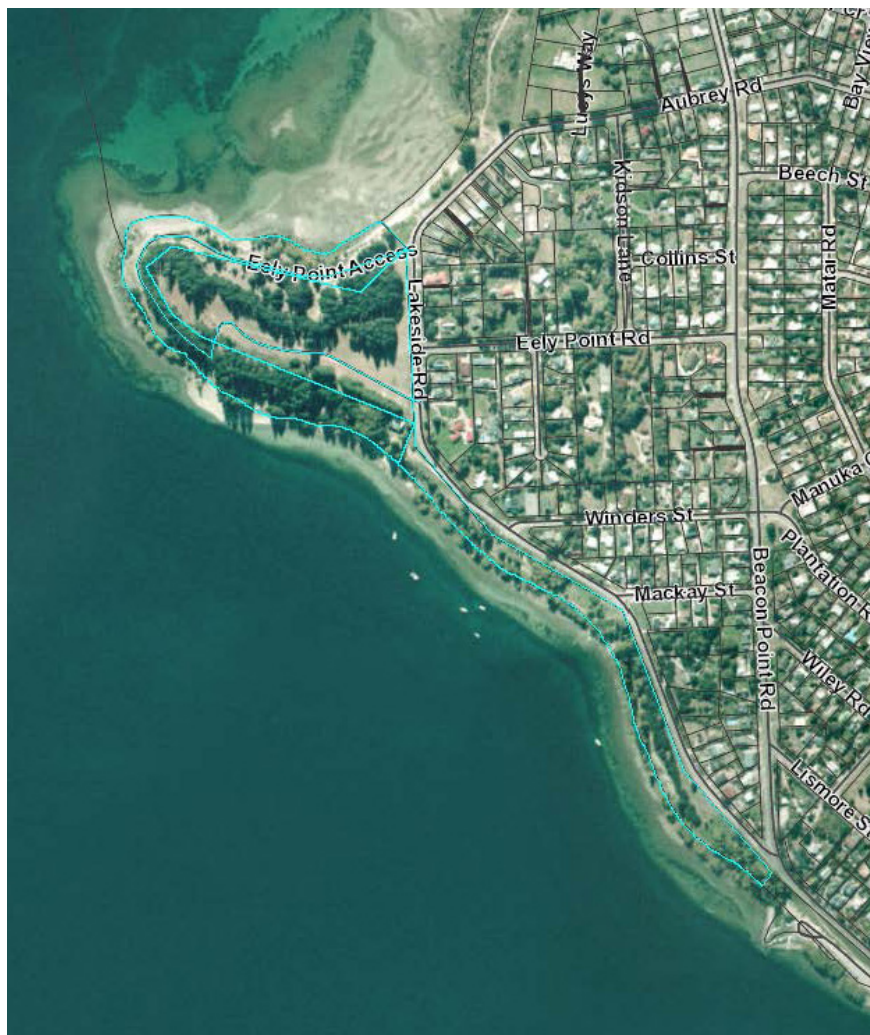
Wanaka Marina Reserve is highly used all year round, but is especially popular during the peak summer months. The reserve includes several public boating facilities such as boat launching ramps, jetty, car parking and toilets. It is envisaged that the Wanaka Marina Reserve will also house the Wanaka rescue boat. In 1993 the Development Plan for Wanaka foreshore playground to the groyne was prepared and the majority of this plan has been implemented.

The Wanaka Yacht and Power Boat Club holds a commercial lease for the existing building footprint, an area surrounding the building for car parking and the groyne in front of the building for boat rigging and parking.

An extensive upgrade of the toilet and boat ramp area was completed in 2009 and there is considerable congestion in this area at peak times.

The Wanaka Yacht and Power Boat Club has requested a renewal of its existing lease plus an addition to the size of the building lease and the groyne to cater for expanding growth and accommodation of the Coastguard.

Two pairs of the nationally vulnerable Southern Crested Grebe have successfully nested and raised young at the Wanaka Marina and at the outlet of Bullock Creek during the 2013/14 season (C. Riley pers. com 2014).



## 3.10 // EELY POINT RESERVE (INCLUDES ESPLANADE CONNECTING TO WANAKA MARINA RESERVE)

### 3.10.1 // History

The name 'Eely' is believed to have been derived from 'Healy', an early resident on the point.<sup>17</sup>

In 1939, Section 29, consisting of "11 acres, 2 roads and 17 perches" was placed under the control of the Wanaka Islands Domain Board for reserve purposes.<sup>18</sup> By 1947, Section 1453R, consisting of "11 acres, 1 road, 10 perches, more or less", had been added to the Board's care.<sup>19</sup>

### 3.10.2 // General description

Eely Point Reserve is situated on a peninsula on the eastern shores of Lake Wanaka to the south of Bremner Bay, at the end of Lakeside Road, towards Aubrey Road.

The reserve is a popular swimming and picnicking spot and offers an alternative to Wanaka Marina as a boat launching site, supported by a large parking area. However, this high level of activity generates congestion during the peak summer months. Eely Point Reserve is also accessed via a track from Lakeside Road. The track is popular with walkers, runners and mountain bikers and connects Eely Point Reserve with Bremner Bay around the peninsula.

Eely Point Reserve is a popular summer destination for boating especially when other parts of the lake are not suitable due to wind. Informal beach launching of boats occurs on a regular basis. Formalising this with a permanent boat ramp has been sought for a number of years.

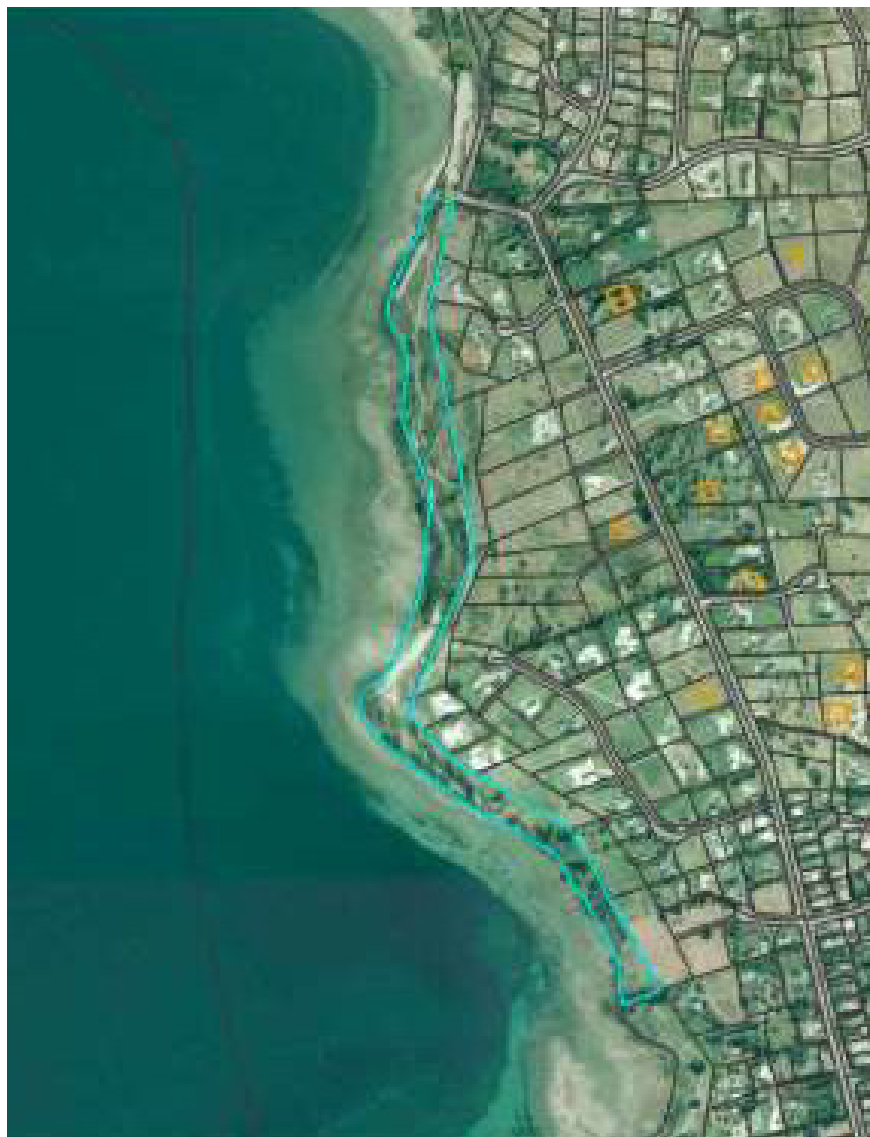
Many of the conifer trees that surround Eely Point Reserve are reaching maturity.

Eely Point Reserve has toilets and a community building, which is currently leased to the Scout Association of New Zealand.

<sup>17</sup> Irvine Roxburgh Wanaka Story, p251. 22 New Zealand Gazette 1939.

<sup>18</sup> New Zealand Gazette 1939.

<sup>19</sup> New Zealand Gazette 1947.



## 3.11 // BREMNER BAY RESERVE

### 3.11.1 // History

The bay is named after the Bremner family, who in Pembroke's early days either resided on Eely Point Road or Lakeside Road.<sup>20</sup> The reserve was initially proposed in 1948 because "this area fronts the lake where the water is shallow and warmer, and is becoming a popular spot for picnics, bathing and small boats".<sup>21</sup>

By 1991 the reserve had become one of the most popular spots in Wanaka for swimming and picnicking.<sup>22</sup>

### 3.11.2 // General description

Bremner Bay is situated on the eastern lakefront between Eely Point Reserve and Beacon Point Reserve. The area from the Eely Point Reserve entrance road along to the northern side of 202 Beacon Point Road is not a reserve, but is an unformed legal road. It is part of a larger reserve consisting of 12 hectares, giving it a much larger appearance. The general principles and policies in this plan will also apply to the unformed legal road section.

Since 2005, Council has undertaken significant clearance of unwanted vegetation, leaving in the main a mix of native and non-invasive exotic plants. Large areas of grass have been created in some areas. The Te Kakano Aotearoa Trust has been active in planting natives in this area, where practical.

The reserve is home to a track, which was upgraded in 2006, and is very popular with both cyclists and walkers alike.

As Bremner Bay is easy to access from Lakeside Road, it remains a popular spot for swimming, picnicking, kayaking and other passive recreational pursuits.

<sup>20</sup> Ken Thomlinson Notes on Road Names. Ida Darling, Memories on Early Wanaka. Various Historical Documents.

<sup>21</sup> 1948 Wanaka Extra Urban Planning Scheme, Fourth Schedule. Lake County Council Correspondence.

<sup>22</sup> Lake Wanaka Foreshore Draft Management Plan, 1991, p.20.





## 3.12 // BEACON POINT RESERVE

### 3.12.1 // History

Beacon Point is named after the beacon light that was positioned in the shallow part of the lake to warn boats plying the lake about the shallow, rocky bay.<sup>23</sup>

A planning report written in 1972 considered the lakefront between Eely Point and Beacon Point to be part of the lineal lakefront reserves already established by the Council.<sup>24</sup>

By the mid-1970s the lakefront area along Beacon Point was considered by the Council to require special treatment.<sup>25</sup>

The Department of Conservation held management responsibility for Beacon Point Reserve until it was transferred to Council in 1991<sup>26</sup> as it was regarded as being of local purpose.

### 3.12.2 // General description

Beacon Point Reserve follows the lakefront between Bremner Bay Reserve and Outlet Reserve.

The reserve consists of a wetland area, formed to act as stormwater settling areas for the surrounding subdivisions and an area that extends from the intersection of Beacon Point Road and Penrith Park Road. The latter is considered part of the reserve, but is actually a legal road, a continuation of Beacon Point Road.

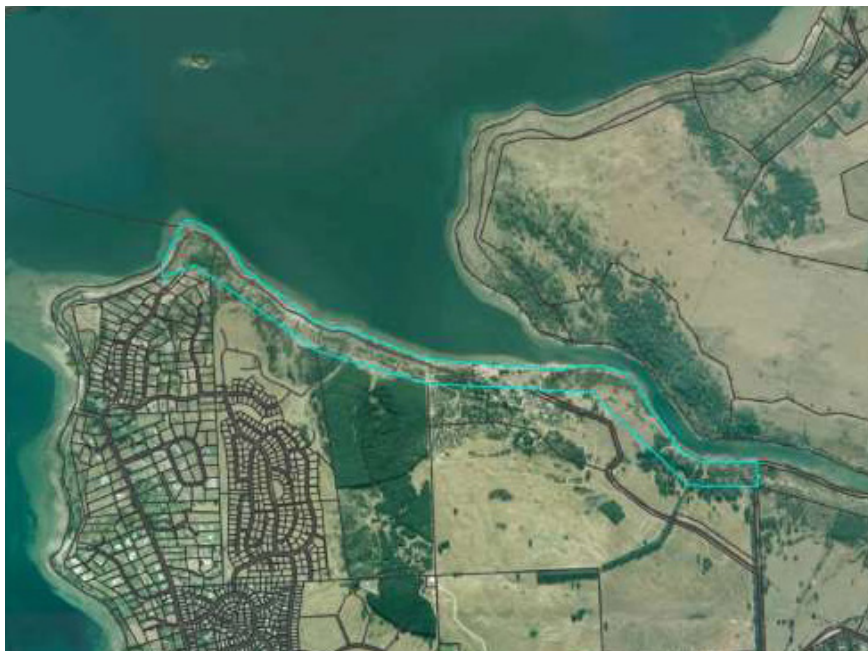
The track from Bremner Bay connects to the unsealed section of Beacon Point Road. This is extensively used as a cycleway ending in a dead end for motorised vehicles.

<sup>23</sup> Ida Darling, Memories of Early Wanaka; Various Historical Documents.

<sup>24</sup> 1972 Planning Report to Mr A Anderson and Others. Development Options for Section 28, 27, 26, 25 Blk XIV Lower Shotover Zoning – Rural. Lake Wanaka Guardians.

<sup>25</sup> Lake County Council Scheme Pre-Review Statement. Undated. Lake County Council Correspondence.

<sup>26</sup> Lake Wanaka Lakefront Draft Management Plan, 1991.



## 3.13 // OUTLET RESERVE

### 3.13.1 // History

No historical information available.

### 3.13.2 // General description

Outlet Reserve starts at the end of Beacon Point Road and continues toward the Clutha River until it meets the Department of Conservation land downstream from the Outlet Camp. A continuation of the Outlet track runs through this conservation reserve. The track route is at times low lying and subject to inundation during high river levels.

High erodible cliffs and native vegetation are the main features of this area.

The Outlet Camp is partially located on private land and part leased from Council and runs as a commercial entity. The non-campground land has high ecological value with regenerating indigenous vegetation present.

The Wanaka Windsurf Club uses an area within this reserve for kite and windsurfing. The Club has submitted to Council a request for improved erosion control including formalising the rigging area, improvement of the existing access road and enhancement/re-vegetation of kanuka. ■

# 4 // MANAGEMENT CONSIDERATIONS AND OPPORTUNITIES

## 4.1 // CULTURAL VALUES – NGAĪ TAHU

The mauri of Wanaka represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngāi Tahu Whānui with the lake.

The gathering and preparation of food and other bounties of nature in Te Wai Pounamu were based at the kaika nohoaka (settlements), each situated near a particular resource to be worked. Although largely located along the seacoast

in permanent settlements, Ka Papatipu Runaka ranged inland on a regular seasonal basis. Sometimes inland kaika could be occupied for several years at a stretch. In the harsh winters, inland camps were generally deserted, but in summer eeling and birding parties busily occupied them.

Wanaka was traditionally noted as a rich tuna (eel) fishery, with many thousands of the fish once being caught, preserved and transported back to the kaika nohoaka of coastal Otago.

At Wanaka, the village of Takikarara was situated near Roys Bay and tradition has it that there was a wharekura at this site.

## 4.2 // RECREATION

The lakefront reserves of Lake Wanaka provide opportunities to participate in a number of active and passive recreational activities, both land and water based, via access to and from the reserves.

These include open spaces to picnic and relax on, gently sloping beaches to swim, wind- and kite-surf from, tracks for walking, running and cycling and areas of special interest.

The activities are supported by facilities such as boat launching, children's play equipment, formed pathways and tracks, barbeque

equipment, toilets, car parking and buildings. Council endeavours to provide a balance of facilities and open space to support a variety of recreation, reflecting the mix of community and visitor demands for the use of the reserves.

This management plan seeks to protect and enhance these recreational opportunities in a manner consistent with good guardianship of the amenity, ecological and cultural values of the lakefront reserves.

The landscape and amenity accorded by native and exotic plantings add to the special recreational value the lakefront reserves provide.

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## 4.3 // LEASES, LICENCES AND CONCESSIONS

There are a number of leases and licences issued on the reserves. The majority relate to commercial activities within the Roys Bay Reserve. Other leases include the Log Cabin, Scout Association NZ lease of a building at Eely Point, campgrounds at Outlet Reserve and Glendhu Bay, and the Wanaka Yacht Club. The details of the leases, licences and concessions are in Appendix 2.

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## 4.4 // ECONOMIC VALUES

The economic values arising from the use of the reserves are considered significant, including tourism operations occupying areas of Roys Bay and the campgrounds at Glendhu Bay and Outlet Reserve.

The recreational activities available on and beside the lake, the landscape backdrops afforded from the reserves and the features of the reserve, e.g., the autumnal colours of trees within the reserves,

attract thousands of national and international visitors to Wanaka annually.

Events and temporary commercial activities benefit the community and are typically, by nature, of short duration. Events can greatly improve the use and enjoyment of reserves by the community and visitors alike.

Many sporting fixtures, recreation activities and other events are becoming more commercialised. Issues of ticketing, security and signage arise and need to be managed, to ensure sustainability of the events, while protecting the values of the reserves.

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## 4.5 // PHYSICAL CONSTRAINTS

The primary physical constraints of the reserves are the size/narrowness of many and thus the ability to cater for high use demand.

In addition, some of the reserves along the western shores of the lake, including Damper Bay Reserve, are low lying and are prone to flooding.

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## 4.6 // OTHER RESERVE USES

### 4.6.1 // Helicopter operations

During civil emergencies and events, reserves provide important staging areas for helicopter operations. Likewise occasional park management operations, such as aerial spraying, require the use of reserves for infrequent helicopter operations. Proposals for regular helicopter operations from reserves would not be permitted under this management plan.

### 4.6.2 // Model aircraft

Motorised model aircraft are generally incompatible with the adjoining residential nature of many of the reserves. Council actively discourages use, and defines and recommends alternative locations for this activity.

### 4.6.3 // Freedom camping

The majority of reserves included within this management plan are frequently used reserves, some close to residential properties or existing commercial camping operations.

Frequent freedom camping (especially in non-self-contained vehicles) can cause disruption to the local environment and occupy car parking provided for other recreational users. There are many opportunities for camping outside these reserve areas and in commercial campgrounds.

Freedom camping is prohibited within specified zones under the Freedom Camping Control Bylaw 2012. Freedom camping outside of specified prohibited areas in certified self-contained vehicles is permitted for a maximum of two nights.

### 4.6.4 // Utilities

Proposals for new structures can have a significant impact on park landscape amenity values and the reserve environment. The increased demand for utilities, such as power, telecommunications, reticulated gas, car parking, in or adjacent to the reserve, places strain on the open space values of these reserves.

## 4.7 // ECOLOGY

Wanaka's lakefront reserves are within the Wanaka and Pisa Ecological Districts (ED) in the Central Otago and Lakes Ecological Regions respectively.

Prior to human arrival, the wider area was covered in forest below the natural treeline, except in areas of active erosion and basin areas subject to pooling of cold air in winter and poorly drained wetlands. Fertile and well-drained soils of the lowlands supported podocarp forest including matai and totara, while the less well-drained areas supported kahikatea.

The gley soils of lower fertility supported kahikatea, mountain beech and flax, with raupo and Carex species in wetlands. Due to the harshness of frosts some areas would be dominated by tussock grassland, matagouri and other cold tolerant shrubs. At drier, more exposed lowland sites towards the eastern end of Lake Wanaka, kanuka forest would have been the climax vegetation with areas of mountain toatoa and bog pine.

In terms of the Threatened Environment Classification<sup>27</sup>, many of the reserves are on Acutely Threatened land environments where <10% indigenous vegetation is left on this land environment

nationally (Walker et al., 2007). Exceptions to this are the majority of the Damper Bay Lakefront Recreation Reserve which is classified as Chronically Threatened (10 – 20% indigenous vegetation left) and part of the Clutha Outlet Reserve which is Critically Under-protected (>30% indigenous vegetation is left and <10% is protected).

### 4.7.1 // Present day vegetation

The reserves can be broadly categorised by their level of ecological modification and current management. The Glendhu Bay Recreation Reserve and those reserves adjacent to the urban and residential areas of the Wanaka Township extending from Rippon Vineyard as far as Bremner Bay Recreation Reserve in the north, are managed as amenity and high use recreation areas. They generally have lower ecological values.

The reserves between the eastern side of Glendhu Bay (from the western side of the Damper Bay Lakefront Recreation Reserve) to the eastern end of Rippon Vineyard and from the northern end of Bremner Bay Recreation Reserve to the eastern end of the Clutha Outlet Reserve, are less intensively managed and characterised by rough grasslands, regenerating

bracken fernland shrublands, scrub and areas of kanuka that are generally of higher ecological value.

The lakefront reserves can be divided into four sections based on the level of modification and current management:

- Glendhu Bay Recreation Reserve
- Western end of Damper Bay Lakefront Recreation Reserve to Rippon Vineyard
- Rippon Vineyard to the northern end of Bremner Bay Recreation Reserve
- Bremner Bay Recreation Reserve to the Clutha Outlet Reserve

The vegetation within each of these sections is described from west to east. Key ecological features of relevance are shown in Appendix 5.

#### 4.7.1.1 // Glendhu Bay Recreation Reserve

The ecological values of this reserve are low. Crack willows have been planted along the lakefront and the area behind the beach is maintained for the campground. It has large areas of open, mown grass with a variety of widely spaced planted trees most of which are exotic (e.g. Eucalyptus, Poplars and Prunus sp.) (Photo 1).

A small number of kowhai have been planted nearer the beach for amenity purposes. The reserve on the eastern side of the Wanaka-Mount Aspiring Road has a narrow band of kanuka above the road with rough introduced grassland upslope of this (Photo 2).

#### 4.7.1.2 // Western End of Damper Bay Reserve to Rippon Vineyard

The slopes immediately above the lake are dominated by several vegetation communities regenerating through open grassland, dominated by exotic species such as browntop, sweet vernal and cocksfoot. The composition of the vegetation is determined by a range of factors such as the frequency and timing of burning, aspect, soil moisture and exposure.

Several indigenous vegetation communities are present and frequently grade into one- another. The most prominent communities are bracken fernland, briar shrubland and scrub, mingimingi-matagouri shrubland and scrub and kanuka shrubland, scrub, treeland and small patches of more mature kanuka forest. Each of these communities is described briefly below.

<sup>27</sup> The Threatened Environment Classification is a combination of three national databases: Land Environments of New Zealand, Land Cover Database (Version 2) and the Protected Areas Network. It shows how much indigenous vegetation remains within land environments, how much is legally protected, and how the past vegetation loss and legal protection are distributed across New Zealand's landscape.

Bracken fernland is abundant within the lakefront reserves east of Glendhu Bay, particularly on steeper slopes above the lake. In some areas the bracken is very dense and few other species are present (Photo 3). In other places species such as briar, mingimingi, matagouri and kanuka grow through the bracken.

Shrublands and scrub cover areas of the lakefront reserves between Glendhu Bay and Waterfall Creek (Photo 4), particularly on the steeper slopes above the lake. They are either briar mingimingi or matagouri shrublands or scrub or a mix of any of the three. Other prominent species are bracken, kanuka, pohuehue, tutu (*Coriaria sarmentosa*), *Coprosma crassifolia*, desert broom and korokia. Weeping mapou and kowhai are much less common. *Olearia lineata* which has a conservation status of 'Declining' grows within the lakefront reserve at Damper Bay.

There are several stands of kanuka within the reserves along this section of the lake. The most important of these are:

- Along the eastern side of Glendhu Bay within the Damper Bay Lakefront Recreation Reserve
- The rocky headland and behind the beach at Damper Bay

- The north and south of Mt Ironside
- Between Waterfall Creek and the eastern end of Rippon Vineyard

#### **4.7.1.3 // Rippon Vineyard to Bremner Bay Recreation Reserve**

From the eastern end of Rippon Vineyard to the northern end of the Bremner Bay Recreation Reserve, the vegetation of the lakefront reserve is largely managed for recreation and amenity purposes and is dominated by manicured lawn and large exotic specimen trees.

Mature Lombardy poplars grow on and above the lakeshore from Rippon Vineyard to the south-western corner of Roys Bay. The back of the gravel beach at the head of Roys Bay is lined with crack willow trees and other tree species including silver birch, oaks and poplars. Eucalyptus and kowhai grow in a park-like setting between the beach and the road.

At the south eastern corner of Roys Bay is manicured lawn and a mix of native and exotic amenity plantings placed around the car parks between the township and the lake.

Between the marina and Eely Point the vegetation is characterised by mown grass and a range of native and exotic trees, with very

occasional lowland flax and cabbage trees. A thin band of manuka grows along the lake margin in places. Eely Point is dominated by large conifer trees including radiata and Corsican pines, Douglas fir and a few other exotic trees such as Eucalyptus and silver birch. The Bremner Bay Recreation Reserve is a reserve with manicured lawn areas, large crack willow trees and mixed native and exotic plantings with some kanuka, cabbage trees, lowland flax, toetoe and small areas of mingimingi scrub and manuka on or near the margin of the lake.

Generally the ecological values of this section of the lakefront are low. Exceptions to this are a small wetland on the margins of Stoney Creek Stream, the small areas of restoration/amenity planting west of Stoney Creek and the habitat that the lake margin and lakefront provide for water birds. These are discussed briefly below.

The small wetland area to the left of Stoney Creek Stream has some *Carex secta* and occasional lowland flax and mingimingi which are growing amongst rank exotic grasses (Photo 10). The ecological values of this area are limited, but it represents one of the few areas of indigenous vegetation at the head of Roys Bay.

#### **4.7.1.4 // Bremner Bay to the Clutha Outlet Reserve**

Between Bremner Bay Recreation Reserve and Beacon Point is a thin strip of manuka- mingimingi- matagouri shrubland and scrub between the lake and the road. Rank cocksfoot- sweet vernal grassland grows in open areas between the shrubs. A discontinuous but dense band of manuka forest grows along the lakeshore and crack willow and Lombardy poplar also grow on the margin of the lake in places.

A small constructed wetland in Penrith Park is dominated by raupo reedland and sharp spike sedge rushland. Amenity/restoration planting has recently been undertaken around its margins. This wetland area is of low-moderate ecological value.

East of Beacon Point, the Clutha Outlet Reserve protects extensive kanuka scrub and treeland on a moderately steep north facing terrace scarp. Between Beacon Point and the Outlet Camp, the vegetation is characterised by kanuka scrub and treeland with bracken fernland and briar shrubland with some mingimingi, matagouri, and some open areas of grassland.

Occasional cabbage trees and tutu also occur here and crack willow is occasional along the margin of the lake. Kanuka grows amongst areas of mown grass at the camp and several indigenous species including *Carex breviculmis*, *Leucopogon fraserii*, creeping pohuehue, the lichen *Chondropsis*, and mosses grow in the mown grassland. On the lake margin below the reserve are vegetation communities adapted to frequent inundation by the lake. *Carex gaudichaudiana* sedgeland and occasional manuka trees grow above relatively intact ephemeral turflands.

The seral kanuka communities that occur above the lake margin and on the terrace face in the vicinity of Beacon Point and the Lake Outlet Holiday Park are of high ecological value. They occur on Acutely and Chronically Threatened land environments (N5.1c and N4.1d), are one of the most extensive stands of kanuka in the area and are continuous with the relatively intact turflands on the lake margin. Ongoing control of wilding pines will be required to maintain the integrity of the indigenous communities within this reserve.

#### 4.7.2 // Weeds

There are numerous weed species within the lakefront reserves. The most common species are briar, tree lupin, broom, Douglas fir, radiata and ponderosa pines, elderberry, cotoneaster, crack willow, grey willow, hawthorn, rowan and blackberry. Garden escapes are also a problem in some of the reserves nearer residential areas.

It is recognised that launching and retrieval of water craft can generate the risk of transfer of undesirable waterborne weed species. Council will consider appropriate signage to inform users of the reserves to act responsibly in relation to cleaning of boats to assist in the prevention of weed dispersal.

#### 4.7.3 // At risk and threatened plants

The following At Risk and Threatened plants (de Lange et al., 2013) are known to occur in the area:

- *Pachycladon cheesemaniai* and climbing broom (*Carmichaelia kirkii*) both have a conservation status of Nationally Vulnerable

and have been recorded in shrublands and bluffs in the wider area and could potentially occur within the reserves between Glendhu Bay and Waterfall Creek (Boffa Miskell Ltd, 2006).

- New Zealand mousetail (*Myosurus minimus* subsp. *novae-zelandiae*) is a Nationally Endangered species that grows in damp depressions, the margins of tarn and kettle holes, and on gravel flats and alluvium. It has been recorded in the vicinity of the lake outlet (New Zealand Plant Conservation Network Website).
- The tree daisy *Olearia lineata* (Declining) occurs in shrublands and wet gullies between Glendhu Bay and Damper Bay and was recorded at Damper Bay within the Damper Bay Lakefront Recreation Reserve (Photo 15).

#### 4.7.4 // Fauna

##### 4.7.4.1 // Birds

The lake margins provide feeding, loafing and roosting habitat for indigenous water bird species. Those recorded during the field

investigation were southern crested grebe, black billed gull, black backed gull, grey duck<sup>28</sup>, scaup, New Zealand shoveler, paradise shelduck, black shag, little shag, white-faced heron and spur-winged plover. Introduced birds such as mallard, Canada geese and black swan also use the lake and its margins. Mallard are particularly abundant along the beach at the head of Roys Bay.

The open and scrubby habitats of the less intensively managed reserves provide habitat for several terrestrial indigenous bird species including Australasian harrier, bellbird, New Zealand pipit, grey warbler, South Island fantail, silvereye, brown creeper, Eastern New Zealand falcon and welcome swallow. A number of introduced species such as skylark, house sparrow, dunnock, greenfinch, goldfinch, redpoll, yellow hammer, blackbird, song thrush, starling and California quail also use these habitats.

Nationally, several of these species are either classified as Threatened or At Risk (Robertson et al., 2013) (Table 1).

<sup>28</sup> And grey duck-mallard hybrids.

Threatened and At Risk bird species recorded from the Wanaka lakefront reserves and their conservation status (Robertson et al., 2013) under the New Zealand Threat Classification System (Townsend et al., 2008) (sorted by conservation status) are shown below:

COMMON NAME	SCIENTIFIC NAME	CONSERVATION STATUS
Black-billed gull	<i>Larus bulleri</i>	Nationally Critical <sup>RF</sup>
Grey duck	<i>Anas superciliosa</i>	Nationally Critical <sup>SO</sup>
Southern crested grebe	<i>Podiceps cristatus australis</i>	Nationally Vulnerable <sup>Inc, SO</sup>
New Zealand pipit	<i>Anthus novaeseelandiae</i>	Declining
Eastern falcon	<i>Falco novaeseelandiae "eastern"</i>	Recovering <sup>DP, Inc</sup>
Black shag	<i>Phalacrocorax carbo novaehollandiae</i>	Naturally Uncommon <sup>SO, Sp</sup>

Two pairs of southern crested grebe successfully nested and raised young at the Wanaka Marina (Photo 16) and at the outlet of Bullock Creek in Roys Bay during the 2013/14 season (C. Riley pers. com 2014). The key management issues for this species appear to be disturbance by dogs and humans.

Black-billed gulls are present in low to moderate numbers along the beach at the head of Roys Bay. While they use this area for roosting and feeding they do not breed here and this area of the lakefront is not considered to be a significant habitat for this species.

Grey duck is classified as Nationally Critical <sup>SO</sup> mainly because of hybridisation with the introduced mallard. This species uses the lake and its margin for feeding, loafing and roosting.

#### 4.7.4.2 // Reptiles

The rock outcrops and bluffs, boulder fields, rock-strewn grasslands, shrublands, fernland, shrublands, scrub and beaches within the less intensively modified reserves between the western end of Damper Bay Lakefront Recreation Reserve to Rippon Vineyard and Beacon Point to the Clutha Outlet Reserve provide excellent habitat for skinks and geckos. The Nationally Vulnerable DP, RR, Sp (Hitchmough et al., 2013) Roys Peak gecko (Mokopirakau "Roys Peak") has been recorded in alpine habitats near the summit of Mt Roy but is unlikely to occur within the lakefront reserves.

#### 4.7.4.3 // Invertebrates

A huge variety of invertebrate fauna form an important part of the biodiversity of the local ecosystems; this is an area that needs more research to identify and monitor species.

#### 4.7.5 // Introduced mammals

Rabbits occur at high densities in localised areas within the lakefront reserves and sheep graze some parts of the reserves between Glendhu Bay and Waterfall Creek. The track extending around the lakefront is popular with dog owners and dogs are walked off their leads at times where they can disturb roosting, loafing and nesting birds. Educating dog owners to keep dogs on a lead or under control in areas where birds are present on the margins of the lake may reduce this disturbance.

Other introduced mammals likely to be present within the reserves include possums, rats, mice, mustelids (weasels, stoats and ferrets) hedgehogs and domestic and feral cats. All of these species are likely to have an impact on native fauna and flora, for example rats and stoats are key predators of birds, reptiles and invertebrates while mice and rats are seed predators. ■



# 5 // VISION, OBJECTIVES AND POLICIES

Accommodating competing demands for space within the reserve, enhancing the community's and visitors' experiences, and protecting and enhancing the reserves' natural, cultural and physical values consistent with an outstanding natural landscape, are the main outcomes sought from this plan.

The amount and configuration of the reserves available to accommodate all the activities poses significant challenges in fitting everything and everyone into these spaces. The plan, and its objectives and policies, seek to deal with the pressure in key areas by rationalising uses into distinct management zones supporting passive or active recreation, commercial or community use.

## 5.1 // VISION

The vision for the Wanaka lakefront reserves is:

*“To protect and enhance the amenity<sup>29</sup> and ecological values of the Wanaka lakefront reserves whilst providing opportunities for both land and water based recreation.”*

## 5.2 // OVERARCHING OBJECTIVES

The objectives sought from this management plan are to:

- Recognise the unique character of the Wanaka lakefront reserves and reflect this in the design, maintenance and management of the lakefront reserves
- Manage and maintain areas of the lakefront reserves as formal recreational areas for enjoyment of the community and visitors
- Manage the impact on the natural amenity values of the lakeside reserves by minimising buildings and

positioning them appropriately

- Retain a high level of unrestricted access to and within the lakefront reserves and facilitate formal lake access
- Manage use of the lakefront reserves in a way that sustains the natural biodiversity of the land and adjacent pristine lake

The objectives and policies contained in this plan apply across all reserves covered under this plan unless reserves are specifically referenced.

<sup>29</sup>Amenity values are those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes

**5.2.1 // Recognise the unique character of the Wanaka Lakefront Reserves and reflect this in the design, maintenance and management of the lakefront reserves**

**5.2.1.1 // Objectives**

- Integrate the use and management of the reserves
- Ensure all land comprising the lakefront reserves is classified under the Reserves Act 1977 according to its primary purpose
- Partner with the community, iwi, non-government and government organisations
- Recognise and illustrate the history of the lakefront reserves
- Ensure the reserves remain predominantly accessible for unstructured recreation
- Identify, protect and preserve heritage sites and features
- Establish activity zones in Roys Bay to enable appropriate activities to occur that reinforce the character and purpose of the zone, ensuring compatible activities are clustered together
- Promote smokefree enjoyment of the lakefront reserves

**5.2.1.2 // Policies**

- Review and confirm all reserve classifications and boundaries, including reclassification as appropriate
- Develop partnerships and work effectively with Tangata Whenua to support and give effect to:
  - o any kaitiaki responsibilities
  - o specific site interpretation
- Recognise seven distinct activity zones within Roys Bay, west to east, to identify a priority management focus for use and development within these areas as follows:
  - o passive recreation (walking/ biking/swimming)
  - o active recreation (including supporting infrastructure to support non-motorised watersports including a leased area for a watersports building)
  - o Pembroke Park open space connection (preserving and connecting the sanctity and openness of the park with the lakefront including restricting vehicle access)
  - o CBD lakefront connection (including supporting commercial leases and licences of existing buildings such as the log cabin and other sites, open space and event infrastructure)
- o Bullock Creek Delta ecological zone (preserving the natural wetland wilderness values)
- o a marina zone (accommodating commercial use and powered and motorised water sports including supporting an extended leased area for the Wanaka Yacht and Power Boat Club to accommodate a larger clubhouse, the Coastguard and ancillary facilities)
  - o passive recreation (walking/ biking/swimming)
- Identify and remove any encroachments, including by way of sale or lease as appropriate

**5.2.1.3 // Key implementation actions 2014/15 – 2017/18**

- Develop a concept plan and detailed design for the seven activity zones within Roys Bay for public engagement and project prioritisation
- Confirm the vesting of Waterfall Creek from the Department of Conservation to Council

**5.2.2 // Manage and maintain areas of the lakefront reserves as formal recreational areas for the enjoyment of the community and visitors**

**5.2.2.1 // Objectives**

- Provide safe camping opportunities on the lakefront
- Support and enhance the local economy by appropriate, sustainable commercial use of the reserves
- Provide for the use of reserves for temporary organised events and commercial activities that are directly related to an event, and that are compatible with the purpose of the reserve classification, the activity zone (if applicable) and this plan
- Support commercial recreational activity where appropriate and where the impact and effect does not unreasonable limit the ability of the public to use and enjoy the reserves

### 5.2.2.2 // Policies

- Prohibit the operation and take off/landing of motorised model aircraft on reserves
- Permit helicopter operations for civil and medical emergencies and reserve and lake management such as aerial spraying. Use of the reserve by helicopters for events will be considered as part of the event application
- Permit the operation of commercial campgrounds at Glendhu Bay and Outlet reserves, including the development of facilities and infrastructure and the provision of services consistent with commercial holiday park activities
- Permit the granting of long term leases for the operation of commercial campgrounds at Glendhu Bay and Outlet reserves
- Permit the use of reserves for sporting, cultural and recreational events (both ticketed and non-ticketed) including temporary associated infrastructure on the following conditions:
  - o suitable contingency plans, including but not limited to, health and safety, traffic management, reserve

reinstatement are submitted to and approved by Council

- o ticketed or exclusive events/functions do not occupy the reserve(s) or any part of the reserve(s) for more than six consecutive days or a total of 40 days in any one calendar year, unless a lease or licence has been granted
- o glass is prohibited from all event areas
- o meeting any other Council policy, landowner approval and/or district plan permitted activity standards or resource consent requirements

- Freedom camping is prohibited on all reserves included in this plan, unless provided for a special event

### 5.2.2.3 // Key implementation actions 2014/15 – 2017/18

- Grant a long term lease for the Glendhu Bay campground operation
- Develop interpretative signage for Outlet reserve

### 5.2.3 // Manage the impact on the natural amenity values of the lakeside reserves by minimising buildings and positioning them appropriately

#### 5.2.3.1 // Objectives

- Manage all use and development of the reserves in accordance with the outstanding natural landscape recognition in the District Plan
- Minimise structures in the reserves and their impacts on the landscape
- Protect important view shafts
- Retain an informal landscape character and open spatial quality to the reserves
- Built developments will only be permitted where these are sympathetic to the key elements, features and patterns of the landscape
- Provide for continuation and renewal of existing leases and licences where such uses support the objectives of this plan

- Consider a limited number of new leases and licences where such uses would support the objectives of this plan
- Ensure the use and development of the reserves positively integrate when adjacent to the town centre and surrounding urban area

#### 5.2.3.2 // Policies

- Development of facilities that benefit and remain accessible to the local community will be given priority over other facilities
- Allocate adequate space to vehicles to support participation in active recreation and passive viewing of the landscape
- Support a licence for an area of the Wanaka Marina reserve for vehicle and trailer parking ensuring:
  - o a suitable pedestrian access to the lakefront track
  - o appropriate time restrictions on vehicles and vessel parking
  - o signage and other appropriate measures to protect native birds nesting
- Support the construction of a lake wall to enable the widening of the Wanaka Marina reserve car and trailer parking area

- Support the renewal of public toilets between Waterfall Creek and Station Park, at the Wanaka Marina and Eely Point reserves
- Consider all applications for new facilities including, but not limited to, sports clubhouse/community buildings, toilets, car parking, boat launching and retrieval facilities under this and all other applicable Council policies and plans, with a view to ensuring wider public access to existing recreational opportunities is not unreasonably limited
- Ensure that the character of the reserves is not compromised by structures associated with leases and licences and that the reserve values are maintained or enhanced
- Continue to allow use of the reserves for commercial purposes via a concession or other formal agreement. All applications for use of the reserves for commercial purposes will be considered under applicable Council policy
- Consider licences for temporary vendors on a case-by-case basis and where such vending contributes to the public benefit and enjoyment of the reserve

### 5.2.3.3 // Key implementation actions 2014/15 – 2017/18

- Grant a new, extended lease to the Wanaka Yacht and Power Boat Club at the Wanaka Marina reserve/the groyne (activity area 6)
- Grant a new lease for a community building supporting non-motorised water sports activity area 2)
- Grant a new lease for the log cabin site (activity area 4)
- Renew the lease to Wanaka Scout and Guiding Association at Eely Point

### 5.2.4 // Retain a high level of unrestricted access to and within the lakefront reserves and facilitate formal lake access

#### 5.2.4.1 // Objectives

- Facilitate lake access for powered and non-powered watercraft safely and sustainably
- Prioritise pedestrian and cycle activity over motorised

#### 5.2.4.2 // Policies

- Support the construction or redevelopment of public boat launch facilities and associated parking and access at Eely Point, Outlet reserve, Glendhu Bay and Waterfall Creek
- Existing boat ramps and launching facilities will be retained to provide safe access for launch and retrieval
- Permit vehicle access via Penrith Park Road, Outlet reserve, to windsurfers beach only
- Permit vehicle access for the purposes of operating or maintaining public utilities including water, telecommunications and power
- Vehicle access will otherwise be restricted to defined roads, ramps and car parks, except for:
  - o maintenance and emergency vehicles
  - o setting up and packing down before and after events

#### 5.2.4.3 // Key implementation actions 2014/15 – 2017/18

- Further develop existing designs for a boat launching facility at Eely Point

### 5.2.5 // Manage use of the lakefront reserves in a way that sustains the natural biodiversity of the land and the adjacent pristine lake

#### 5.2.5.1 // Objectives

- Increased public awareness of the local flora and fauna and the impact of public use of the reserves on these
- Enhance, restore and protect the ecology of the lakefront
- Sustainably manage the significant trees

#### 5.2.5.2 // Policies

- Prohibit grazing from Damper Bay through Waterfall Creek
- Develop and implement planting plans to support ecological restoration for the Bremner Bay, Beacon Point, Eely Point and the Outlet reserves with the intention to:
  - o connect existing indigenous vegetation communities or sequences
  - o expand or buffer areas of high value vegetation
  - o buffer stream and lakefront margins
  - o achieve on-going enrichment

- Promote, facilitate and support community-led restoration plantings in the Bremner Bay, Beacon Point, Eely Point and the Outlet reserves and other community prioritised areas
- Prioritise weed control to higher value indigenous vegetation and habitats and to clearing paths
- Undertake tree assessments and proactively manage trees, including succession planting, to ensure public health and safety and preserve the landscape
- Identify boundaries for the spread of willows and poplars and actively manage these
- Prioritise pest control to higher value indigenous vegetation and habitats, in particular targeting rabbits
- Develop metrics for measuring and managing biodiversity

**5.2.5.3 // Key implementation actions 2014/15 – 2017/18**

- Develop and implement a significant tree succession planting plan
- Develop metrics for measuring and managing biodiversity ■



# 6 // APPENDICES

## 6.1 // LEGAL DESCRIPTIONS OF THE LAKEFRONT RESERVES

### Glendhu Bay (West) Reserve

RESERVE NAME/ REFERRED TO AS	LEGAL DESCRIPTION	CLASSIFICATION (UNDER RESERVES ACT 1977)	AREA (HA)	DISTRICT PLAN ZONE	DISTRICT PLAN DESIGNATION NUMBER
Glendhu Bay (West) Reserve	Section 14 SO 3477712	Recreation Reserve	0.810	Rural General	N/A

### Glendhu Bay Camping Ground Reserve

RESERVE NAME/ REFERRED TO AS	LEGAL DESCRIPTION	CLASSIFICATION (UNDER RESERVES ACT 1977)	AREA (HA)	DISTRICT PLAN ZONE	DISTRICT PLAN DESIGNATION NUMBER
Glendhu Bay	Section 2 Blk XV Lower Wanaka SD Section 1 Blk XV Lower Wanaka SD Pt Section 3 Blk XV SD Lower Wanaka	Recreation Reserve	14.2	Rural General	113

**Damper Bay Reserve**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Damper Bay Reserve	Section 18 Blk XII Lower Wanaka SD Section 6 SO 332310 Pt Section 4 BLK XV	Recreation Reserve	51.4	Rural General	110

**Damper Bay to Waterfall Creek Reserve**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Damper Bay to Waterfall Creek Reserve	Section 12 Blk XII Lower Wanaka SD Section 18 Blk XII Lower Wanaka SD	Recreation Reserve	78.19	Rural General	110

**Waterfall Creek Track**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Waterfall Creek Track Reserve	Section 17 Blk XII Lower Wanaka SD	Recreation Reserve	20.61	Rural General	111

### Waterfall Creek to Wanaka Station Park

RESERVE NAME/ REFERRED TO AS	LEGAL DESCRIPTION	CLASSIFICATION (UNDER RESERVES ACT 1977)	AREA (HA)	DISTRICT PLAN ZONE	DISTRICT PLAN DESIGNATION NUMBER
Waterfall Creek to Wanaka Station Park	Section 46 Blk III Lower Wanaka SD	Recreation Reserve	11.83	Rural General	111

### Wanaka Station Park

RESERVE NAME/ REFERRED TO AS	LEGAL DESCRIPTION	CLASSIFICATION (UNDER RESERVES ACT 1977)	AREA (HA)	DISTRICT PLAN ZONE	DISTRICT PLAN DESIGNATION NUMBER
Wanaka Station Park	Lot 1 DP 16152 Lot 14 DP 26147	Recreation Reserve	3.69	Low Density Residential	106

### Roys Bay Reserve

RESERVE NAME/ REFERRED TO AS	LEGAL DESCRIPTION	CLASSIFICATION (UNDER RESERVES ACT 1977)	AREA (HA)	DISTRICT PLAN ZONE	DISTRICT PLAN DESIGNATION NUMBER
Roys Bay Reserve	Section 45 Blk III Lower Wanaka Section 31 Blk III Lower Wanaka. Section 5 Blk XV TN of Wanaka Pt Section 7 Blk XV TN of Wanaka Section 11 Blk XV TN of Wanaka Section 13 Blk XV TN of Wanaka	Recreation Reserve	9.7	Rural General	105 99



**Wanaka Marina Reserve**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Wanaka Marina Reserve	Section 6 Blk XV TN of Wanaka Section 9 Blk XV TN of Wanaka Section 14 Blk XV TN of Wanaka	Recreation Reserve	0.09338	Rural General	89

**Eely Point Reserve (includes Esplanade connecting to Wanaka Marina Reserve)**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Eely Point Reserve	Section 29 Blk XIV Lower Wanaka SD Section 1543R Blk XIV Lower Wanaka Section 67 BLK XIV	Recreation Reserve	11.436	Rural General	88

**Bremner Bay Reserve**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Bremner Bay Reserve	Section 71 Blk XIV Lower Wanaka SD	Recreation Reserve	6.5	Rural General	120

**Beacon Point Reserve**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Beacon Point	Lot 118 DP 27003 Lot 2 DP 325889	Local Purpose Utility Reserve	1.3016	Rural General	N/A

**Outlet Reserve**

<b>RESERVE NAME/ REFERRED TO AS</b>	<b>LEGAL DESCRIPTION</b>	<b>CLASSIFICATION (UNDER RESERVES ACT 1977)</b>	<b>AREA (HA)</b>	<b>DISTRICT PLAN ZONE</b>	<b>DISTRICT PLAN DESIGNATION NUMBER</b>
Outlet Reserve	Section 59 Blk XIV Lower Wanaka SD	Recreation Reserve	43.91	Rural General	116

## 6.2 // LEASES, LICENCES AND CONCESSIONS

LOCATION	KNOWN AS	CONCESSION HOLDER	EXPIRY	RoR
a) Section 1 Blk XV Lower Wanaka SD b) Section 2 Blk XV Lower Wanaka SD	Glendhu Bay Camp	To be determined	To be determined	To be determined
Section 13 Blk XV TN of Wanaka Parcel ID 3107283	Roys Bay Recreation Reserve	Lakeland Adventures	30/11/2017	None
Section 11 Blk XV TN of Wanaka Parcel ID 3167990	Wanaka Esplanade	Paddle Wanaka	30/11/2014	Annually Renewable
Section 11 Blk XV TN of Wanaka Parcel ID 3167990 Section 1 Blk L TN of Wanaka	Wanaka Esplanade & Pembroke Park	Lucky Montana's Flying Circus	30/09/2014	Annually Renewable
Pt Section 7 Blk XV Tn of Wanaka Parcel ID 3107448	Wanaka Esplanade	Dual Image Ltd	31/10/2014	Annually Renewable
Section 11, 7, 5 Blk XV TN of Wanaka Parcel ID 3167990	Wanaka Esplanade	Paddle Wanaka	31/11/2014	Annually Renewable
Section 11, 7, 5 Blk XV TN of Wanaka Parcel ID 3167990	Wanaka Esplanade	Lakeland Adventures	30/11/2014	Annually Renewable
Section 9 Blk TN of Wanaka Parcel ID 3110966	Wanaka Marina	Wanaka Marina	31/08/2020	Renewable every 4 years

LOCATION	KNOWN AS	CONCESSION HOLDER	EXPIRY	RoR
Section 6 Blk XV TN of Wanaka Parcel ID 3079297 Section 14 Blk XV TN of Wanaka Parcel ID 3077150	The Groyne	Wanaka Yacht & Power Boat Club	30/09/2017	None
Section 6 Blk XV TN of Wanaka Parcel ID 3079297	The Groyne	Wanaka Yacht & Power Boat Club	30/11/2013	None
Section 29 Blk XIV Lower Wanaka SD Parcel ID 3031764 Section 1543R Blk XIV Lower Wanaka SD Parcel ID 316083	Eely Point	Wanaka Scout & Guiding Association	01/07/2017	Renewable every 10 years
Section 59 Blk XIV Lower Wanaka SD Parcel ID 3129915	Outlet Camp	Lake Outlet Motor Camp	Lease pending	None

## 6.3 // DISTRICT PLAN DESIGNATIONS AND SPECIAL PROVISIONS

### Recreation

#### 1 // Setback from Road

All structures and buildings shall be setback from the road boundary as follows:

Residential Zones:	5m
Rural Zones:	20m

#### 2 // Separation from Neighbours

All structures and buildings shall be setback from internal boundaries as follows:

Residential Zones:	5m, except for buildings necessary for the storage of equipment used for the maintenance of reserves which may be sited as a residential accessory building.
Rural Zones:	10m

#### 3 // Height

No structure or building shall exceed the following maximum heights:

Residential Zones:	8m
Rural Zones:	10m

#### 4 // Recession Lines

Within Residential Zones or on boundaries adjoining a Residential Zone, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at an angle of 25 degrees and commencing at 2.5m above ground level at any given point along each internal boundary.

#### 5 // Site Coverage

A single building shall not exceed 100m<sup>2</sup> in total floor area. The combined total of all buildings on site shall not exceed a maximum of 5% of the total site area. These standards are exclusive of play equipment.

#### 6 // Access and Parking

Shall be provided in accordance with the general Transport Rules.

#### 7 // Surfacing

No more than 30% of the site area in Residential Zones and 20% of the site area in Rural Zones shall be covered by impervious surfaces, including courts, footpaths, swimming pools, parking areas and/or areas under lease arrangements.

#### 8 // Glare

All exterior lighting shall be directed away from adjacent properties and roads.

No activity shall result in greater than a 2.5 lux spill, horizontal and vertical, of light onto any adjoining property in Residential or Rural-Residential Zone, measured 2m inside the boundary of the adjoining property.

#### 9 // Noise

Activities, other than outdoor recreation, shall be conducted such that the following noise levels are not exceeded at the boundary of the site:

Residential Zones:	during day time	40 dBA L10
	during night time	30 dBA L10
Rural Zones:	during day time	55 dBA L10
	during night time	40 dBA L10

#### 10 // Hours of Operation

Where a site adjoins or faces a residential area no activities shall be conducted from the site between the hours of midnight and 7am.

## Motor Parks & Golf Clubs

### 1 // Setback from Road

All structures and buildings shall be setback the following minimum distances from the road boundary:

Residential Zones: 4.5m

Rural Zone: 20m

### 2 // Separation from Neighbours

All structures and buildings shall be setback the following minimum distances from internal boundaries:

Residential Zones: 4.5m

Rural Zones: 10m

### 3 // Height

No structure or building shall exceed the following maximum heights:

Residential Zones: 8m

Rural Zones: 8m

### 4 // Recession Lines

Within residential zones, or on boundaries adjoining a residential zone, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at an angle of 25 degrees and commencing at 2.5m above ground level at any given point along each internal boundary.

### 5 // Building Coverage

A single building shall not exceed 600m<sup>2</sup> in total floor area. The combined total of all buildings on site shall not exceed a maximum of 5% of the total site area for golf clubs and 40% of the total site area for motor parks. These

standards are exclusive of play equipment.

### 6 // Access and Car parking

Shall be provided in accordance with the transport rules.

### 7 // Surfacing

No more than 25% of the site shall be covered by impervious surfaces, including courts, footpaths, swimming pools, car-parking areas and/or areas under lease arrangements.

### 8 // Glare

All exterior lighting shall be directed away from adjacent properties and roads.

No activity shall result in greater than a 2.5 lux spill (horizontal and vertical) of light on to any adjoining property in Residential or Rural-Residential Zone, measured 2m inside the boundary of the adjoining property.

### 9 // Noise

Activities, other than outdoor recreation, shall be conducted such that the following noise levels are not exceeded at the boundary of the site:

Residential Zones:	0800 - 2000	40 dBA L10
	2000 - 0800	30 dBA L10

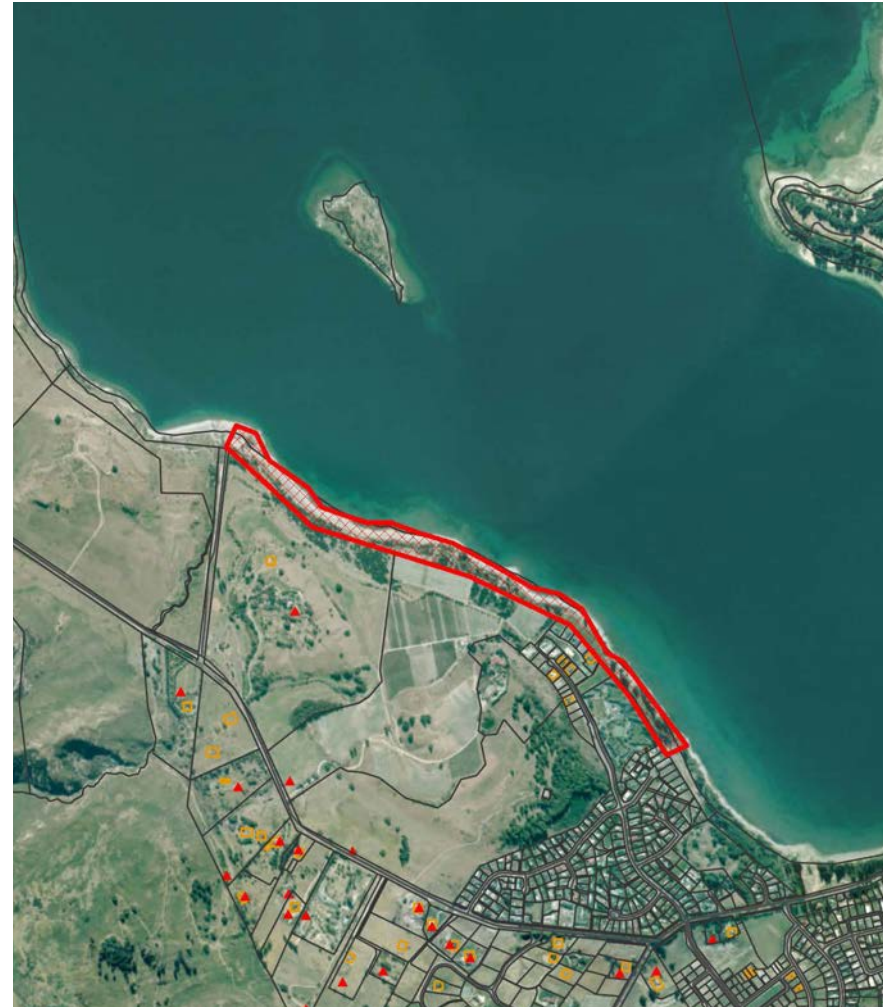
Rural Zones:	0800 - 2000	55 dBA L10
	2000 - 0800	40 dBA L10

## 6.4 // PROPOSED ACTIVITY AREAS

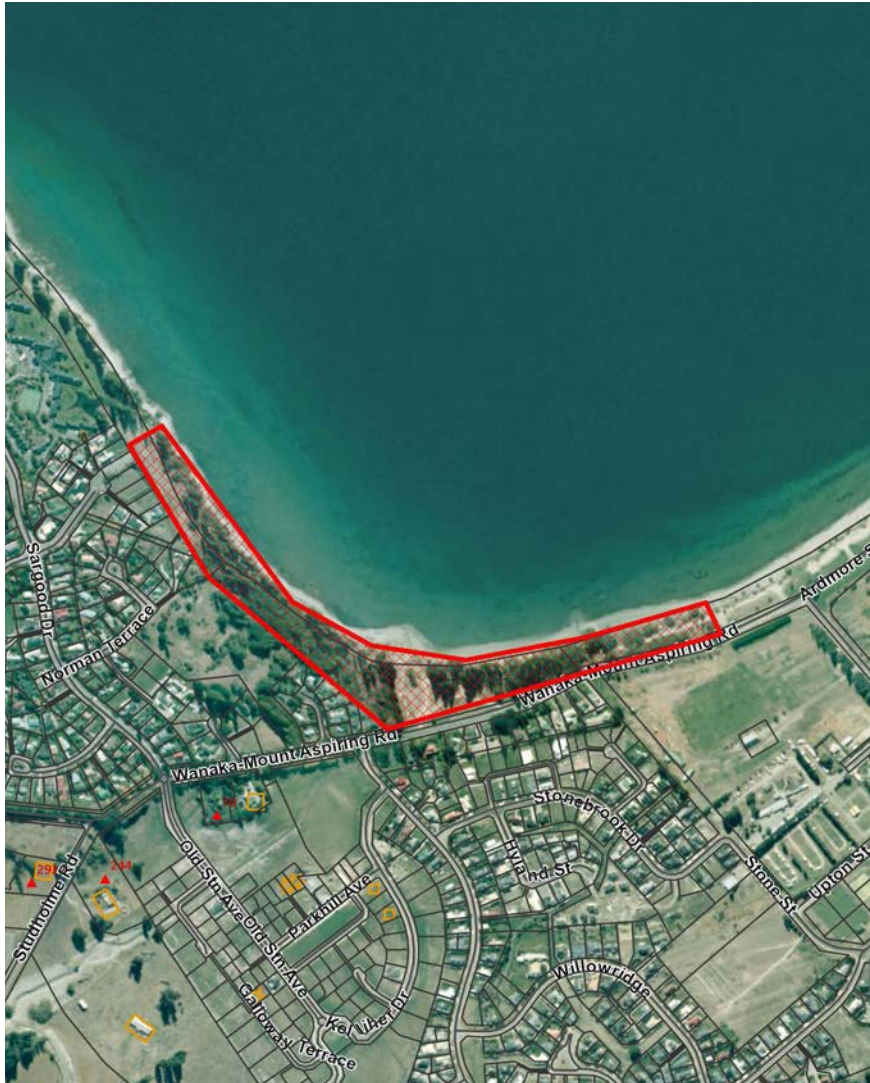
Wanaka Lakefront Reserves Zone 1-7



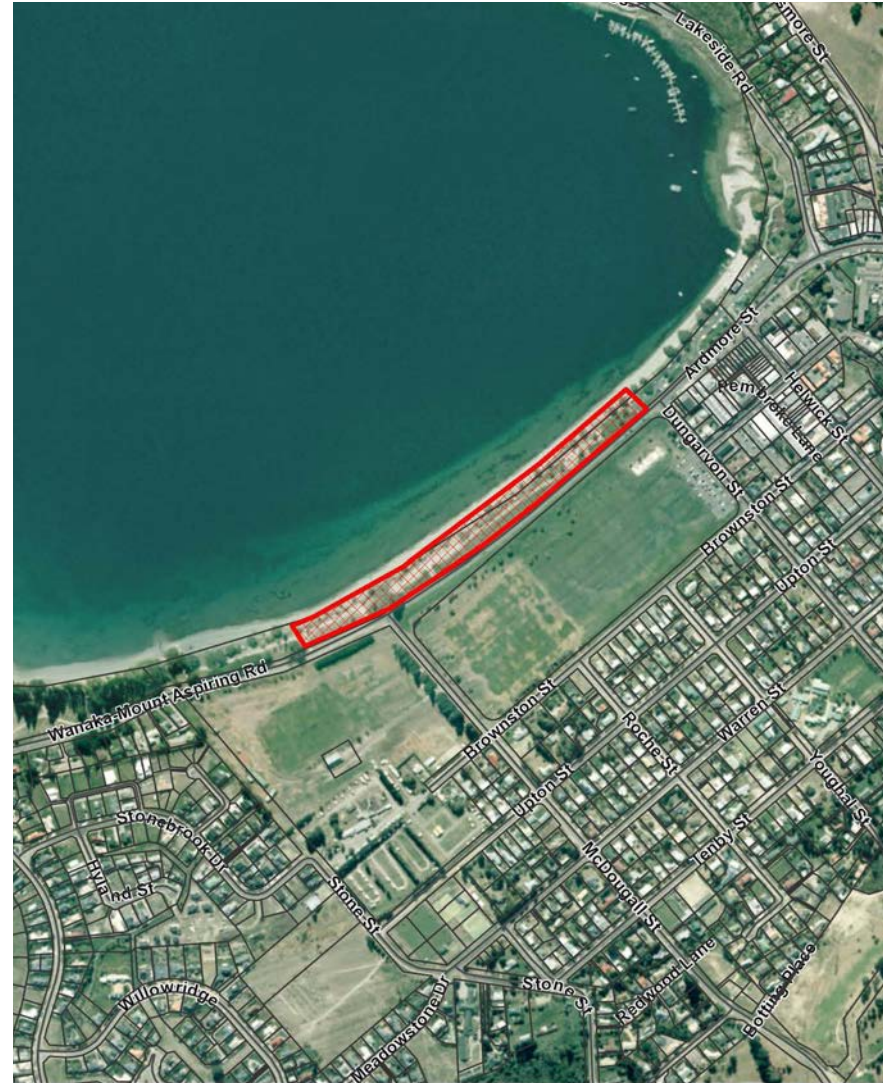
Zone 1 Roys Bay – Passive Recreation



**Zone 2 Roys Bay – Active Recreation**



**Zone 3 Roys Bay – Pembroke Park Open Space Connection**





**Zone 4 Roys Bay – CBD Lakefront Connection**



**Zone 5 Roys Bay – Bullock Creek Delta Ecological Zone**



**Zone 6 Roys Bay – A Marina Zone**



**Zone 7 Eely Point – Passive Recreation**

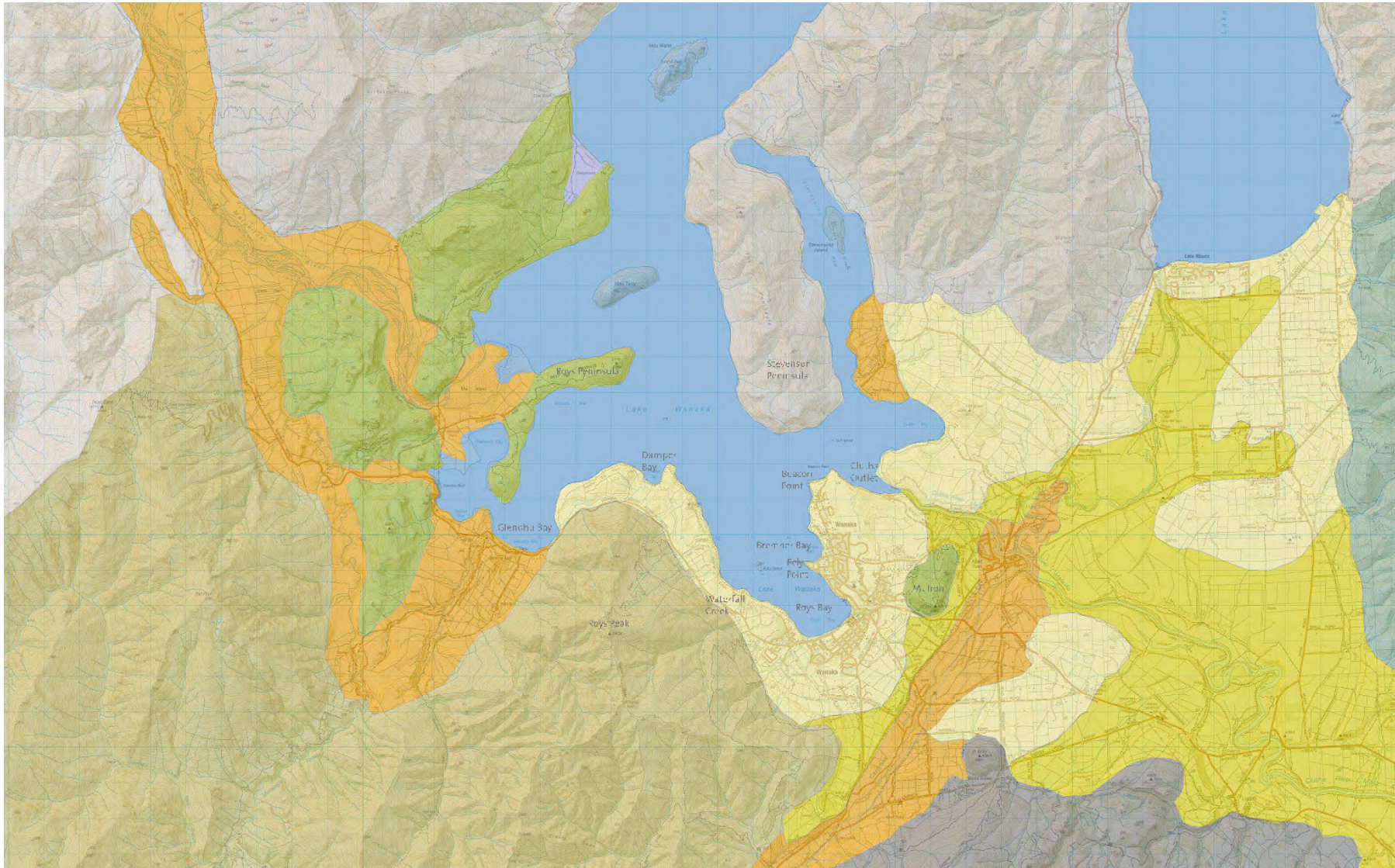


## 6.5 // MAPS

### Landmarks Southern Lake Wanaka Reserves



## Landscape Types Wanaka Basin



## Notable Ecological Values - Glendhu Bay To Damper Bay



**Notable Ecological Values - Damper Bay To Roys Bay**



**Notable Ecological Values - Roys Bay To Clutha Outlet**



## 6.6 // IMAGES

### Areas Of Ecological Value - Images



Glendhu Bay Campground with large areas of open mown grass.



Kanuka and exotic grassland in the reserve above the road at Glendhu Bay.



Millennium Track to Glendhu Bay - Dense bracken fernland east of Damper Bay.



Millennium Track to Waterfall Creek - Briar-matagouri-mingimingi shrubland.





Millennium Track to Waterfall Creek -  
Briar-matagouri-mingimingi shrubland.



Millennium Track between Edgewater and Waterfall Creek -  
Restoration planting undertaken by the Te Kakano Aoteroa Trust.



Planted crack willow trees lining the foreshore at the head of Roys Bay.



Mown grass and a range of native and exotic trees between the marina and Eely Point vegetation.



The small wetland area on the true left of Stoney Creek Stream.



Small constructed wetland in Penrith Park.



Extensive kanuka scrub and treeland in the Clutha Outlet Reserve.



Kanuka treeland growing amongst mown grass at the Lake Outlet Campground.



*Olearia lineata* within the foreshore reserve at Damper Bay.



A southern crested grebe nesting on the Wanaka Marina in Roys Bay. ■

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RESERVE MANAGEMENT PLAN

# GLENORCHY AIRSTRIIP

July 2016



DRAFT

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Description of Reserve and Activities	2
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## EXECUTIVE SUMMARY

The Glenorchy Airstrip Reserve (The Reserve) is a low volume, non-certified aerodrome situated just south of the township of Glenorchy, on the banks of Lake Wakatipu. It houses a grass strip utilised by small private fixed wing aircraft, helicopter operations and is also a base for skydive and other recreational aeronautical activities.

This Management Plan has been prepared in accordance with the Reserves Act 1977, and sets out objectives and policies for the management and development of the Reserve.

### MANAGEMENT PLAN PROCESS

Action	Date
QLDC notified its intention to prepare a management plan.	Oct 2014
A workshop was held with the Glenorchy Community Association.	Oct 2014
Resolution made by QLDC to publicly notify Draft Glenorchy Airstrip RMP.	Feb 2015
Release of the Plan for public consultation and submissions.	Mar 2015
Hearings of public submissions.	June 2016
QLDC adopt the Reserve Management Plan via Council resolution.	August 2016

In summary, the Management Plan provides the following:

- The principle purpose of the Reserve is to provide for emergency, community, recreational and low intensity commercial tourism aviation.
- Funding for management and maintenance is to be provided for by user charges to be set in a transparent and equitable manner and following consultation between the different user groups.
- The Queenstown Lakes District Council (QLDC/Council) has ultimate responsibility for governance. The QLDC has delegated responsibility to the Queenstown Airport Corporation (QAC) for establishing safe operating procedures in accordance with Civil Aviation Authority (CAA) provisions.
- No further intensification of the Reserve is proposed. However, consolidation of the structures in one area with buildings of similar size and scale to 2016 levels is appropriate and encouraged. The Glenorchy community and airstrip users will be actively engaged in matters concerning any future development of the airstrip.

## INTRODUCTION

The Reserves Act 1977 requires the QLDC to prepare reserve management plans for all land classified as ‘Recreation Reserves’ under council management or control. The Reserve was gazetted as Local (Airport) Purpose. Preparation of management plans for Local Purpose Reserves is not mandatory and is at the discretion of Council unless directed by the Minister.

This Reserve Management Plan (Management Plan) is a means by which the QLDC can manage and control the use of the airport and provides a vision for the Reserve. It describes the general intentions for the use, maintenance, protection, preservation and development of the Reserve through a series of objectives and policies. The objectives and policies assist with decision making regarding development and use of the Reserve.

The principle purpose of the Reserve is to provide and maintain the airstrip to an appropriate standard<sup>1</sup> for emergency and low intensity community, recreational and commercial tourism aviation activities.

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<sup>1</sup> As a non-certificated aerodrome Glenorchy only has to comply with a basic set of aerodrome standards for a Code 1A, day visual flight rules (VFR) aerodrome, contained in CAA Advisory Circular AC139-6.

## SITE DESCRIPTION

Located approximately 375m above sea level, the Reserve sits on a terrace above Lake Wakatipu. The terrace is well drained and forms the southern extent of a historic alluvial fan formed by Stone Creek. The soils comprise of Queenstown shallow silt loam with gravels and stones. The area has an average annual rainfall of approximately 900mm per year with a portion of this falling as snow during the winter months.

There is an area of remnant native vegetation surrounding the Reserve as well as an area of plantation pines between the Reserve and Lake Wakatipu. The Reserve is prone to gorse and it has been necessary to control weed growth and spread in recent years.

## DESCRIPTION OF AIRSTRIP AND ACTIVITIES

### OVERVIEW

The Reserve is in most part occupied by a non-certified aerodrome. The airstrip is a low volume grass strip located to the south of Glenorchy, adjacent to the Queenstown-Glenorchy Road.

It is used by small private fixed wing aircraft and as an airstrip for helicopter operations for organisations such as the Department of Conservation (DoC). A number of commercial

aviation operators also use the airstrip for heli-skiing and as a base for commercial skydive and hang gliding operations. Legal vehicular access is available to the Reserve from the Glenorchy-Queenstown road as the site bounds the road. As this access is not yet formed there is currently no legal public vehicular access to the Reserve. Vehicular access is currently over private land with no legal agreement in place for this type of access. Legal public pedestrian access to the Reserve exists via an easement over private land from the Queenstown-Glenorchy Road.

## LEGAL DESCRIPTION AND RESERVE CLASSIFICATION

The Reserve has a total area of 19.7ha. It is held in one parcel legally described as Section 11 SO 443869 and owned by the Crown. The QLDC is responsible for administering the Reserve (including the airstrip) and the site is vested as such.

The site is gazetted under the Reserves Act 1977 as reserve for ‘Local (Airport) Purpose’.

The part of the Reserve containing the airstrip is designated for ‘aerodrome’ purposes in the QLDC District Plan. There are no conditions associated with this designation. The site’s underlying zoning is Rural General.

## HISTORY

The Reserve was administered and developed by the Department of Conservation (DoC). During this time limited commercial use of the airstrip occurred.

DoC approached the QLDC with an offer to transfer ownership of the Reserve and on the 23rd of August 2013, following consultation with the Glenorchy community (who indicated support for QLDC to manage the reserve and associated airstrip), the Council resolved to accept the transfer of the airstrip and associated reserve land from DoC.

In 2001 the Glenorchy Community Plan – Head of the Lake was prepared by the Glenorchy community. This plan recognised the Reserve as being the entrance way to the Glenorchy Township. It promotes well planned and sensitively designed development of the airport, avoidance of proliferation of signs and for access to be formalised.

## MANAGEMENT OF RESERVE

### RECENT CHANGES

On the 27th of August 2013, QAC resolved to assist the QLDC with management and operation of the airstrip including the commitment of staff resource

(up to one week per year). This resource would address:

- Maintenance of the CAA's Aeronautical Information Publication (AIP) airfield plates for users.
- Quarterly site visits to assess obstacles, condition of the grass airstrip, marker boards, windsock, fencing, first aid kit supplies and the emergency telephone.
- Quarterly liaison with users.
- Minor housekeeping of the airstrip including mowing, pruning of small plants to avoid obstacle problems etc.

A number of management responsibilities reside with the QLDC including resolution of resource management issues, collecting user fees, insurance and authorising leases and/or licences.

### CURRENT ACTIVITIES

The airstrip component of the Reserve is best described as a community/tourism airstrip, used mainly for recreational related aviation, including gliding, light powered aircraft, micro-light aircraft, sports aircraft, skydiving, parachuting, paragliding and heli-skiing.

Through consultation with stakeholders it has been established that there are (as at November 2014) thirteen aviation operators using the airstrip for a range of commercial activities including small scale

passenger transport, sky diving, hang gliding, recreational flights and heli-skiing. Emergency services land at the airstrip as required.

Small scale beekeeping is undertaken in the northwest corner of the Reserve.

## LEASES, LICENCES, PERMITS AND CONCESSIONS

Activities on, to and from the Reserve were previously controlled by DoC concessions. Due to the changeover of administration from DoC to the QLDC the formalisation of new leases to operate from the airstrip and to occupy parts of the Reserve is not complete. A process for formalising leases / licenses for existing activities will follow the adoption of this Management Plan.

Previous permits/concessions granted under the previous administration permitted the placement of a Portacom building and portable aircraft hangar for an ultralight aircraft and the retention of an existing Portacom building and associated deck and a toilet.

# RUNWAY AND OPERATIONAL FEATURES

## AIRSTRIP

The airstrip contains a single grassed runway, approximately 700 metres in length. It is oriented in a north-south direction.

Feedback from operators indicated that works may be required to smooth the runway. It is the QLDC's intention that any works undertaken will only be to maintain the current usability of the airstrip to maintain the status quo in terms of intensity of use. No upgrade of the airstrip facility is planned nor is it evident from consultation that the community is in favour of intensification of use that may lead to an upgrade.

Flights take off and land to the north and south and the direction of take-off and landing is influenced in part by wind conditions as well as the type of aircraft being operated.

A layout of the Reserve can be found in Appendix 1.

## FACILITIES

The Reserve contains an onsite portable hanger (present for four months of the year), Portacom building, temporary parking area and small sheds. Two helipads have also been recently constructed and a shipping container is located next to these. Safety fencing has been installed by one of the

operators to manage user movements near the airstrip.

SkyDive Paradise currently provide a 'Bio Toilet' onsite that has been made available for public use.

## DESIRED LEVELS OF SERVICE

The community and some user groups have indicated that they wish the level of service at the airstrip and intensity of use to remain generally as it was prior to the transfer of administration from DoC to the QLDC.

Some user groups wish to see some improvements made to the existing facilities including staff and customer facilities, and safe storage of fuel and equipment.

# VISION, OBJECTIVES AND POLICIES

## VISION

The vision for Reserve is:

*To maintain and manage the airstrip to an appropriate standard for emergency, community, recreational and low intensity commercial tourism aviation activities.*

# GENERAL OBJECTIVES, POLICIES AND ACTIONS

The following objectives and policies will guide the management of the Reserve.

## PURPOSE OF THE RESERVE

### OBJECTIVES

- Facilitate existing emergency community, recreational and low intensity commercial tourism aviation as the principle purpose of the Reserve.
- Aviation activities are managed in a way that provides for the airstrip to be sustained into the future.
- The nature, scale and intensity of the use of the airstrip remain generally unchanged from the level that exists from the date of adoption of this plan.
- Other activities taking place at the Reserve remain compatible with the principle purpose of the Reserve.
- The Reserve is managed and maintained so that the airstrip is safe to use.
- The Reserve is managed and maintained so that the use remains compatible with the surrounding environment.

## **POLICIES**

- Manage the airstrip in a manner that permits and promotes a mixture of uses. Authorised activities should promote a mixture of aviation users (emergency, community, recreational, commercial tourism) to ensure aviation needs of the community are provided for.
- Regulate the use of the Reserve in a manner that ensures that nature, scale and intensity of the use of the airstrip remains generally unchanged and that uses of the reserve are compatible with the Reserve's principle purpose.
- Ensure leases and/or licences are in place for all activities at the airstrip and that their terms clearly stipulate roles and responsibilities of respective users.
- Activities that existed prior to this plan must apply for leases and/or licences within three months from the date of adoption.
- Ensure maintenance agreements are in place to maintain the existing airstrip.
- Ensure user charges are collected to assist in maintaining and administering the airstrip to sustain its future use as an airstrip.
- Allow established beekeeping activities to be maintained at the level from date of adoption of this plan and any increases in nature and scale to be at the QLDC's discretion.

## **FUNDING AND USER CHARGES**

### **OBJECTIVES**

- The cost to manage and maintain the airstrip is funded from user charges and such other income that can be generated from the airstrip.

### **POLICIES**

- Grant leases and licences for commercial occupation of areas of the reserve with the rent for such occupation to reflect market rentals and/or Council's pricing policy.
- Set landing fees in line with market rates, dependent on the type of activity taking place

## **GOVERNANCE**

### **OBJECTIVES**

- The QLDC's governance role is clear and distinct.
- Management arrangements for activities at the Reserve are inclusive of input from community representatives and users.
- Aviation activities will be coordinated in a way that maximises the airstrips use and enjoyment for all users at maintaining the level of intensity that exists from the date of adoption of this plan.

## **POLICIES**

- The QLDC will govern and manage (with some activities delegated to QAC) the airstrip under its legislative responsibilities under the CAA in a way that promotes the principle purpose of aviation, in a manner that is safe and equitable to all users and to other ratepayers of the District.
- In terms of aviation activities on the airstrip, primary responsibility for adherence to operational rules and procedures rests with each individual operator.
- Establish an Airstrip Governance Committee to advise the Council on management and maintenance matters and potential future development of the Reserve. This committee will be comprised of the Councillor designated to the Glenorchy community, representation from the Glenorchy Community Association and representation from authorised users of the airstrip. The QLDC will make decisions on these matters taking into account the Committee advice, budgetary requirements and all user feedback.

## AVIATION OPERATIONS

### OBJECTIVES

- Aviation activities will comply with all relevant statutes and regulations.
- The airstrip will be maintained to a standard that promotes use by all approved aviation activities.
- Seek to minimise the impact of noise on the surrounding community particularly that from flights which concentrate noise over the town and surrounding residential areas.

### POLICIES

- All operators/users on the airstrip are to take responsibility for and adhere to their own 'safety operations manual' in accordance with CAA regulations.
- All user groups are to instruct their members on the safety and operating procedures established by their 'safety operations manual' and any other Health and Safety regulations the QLDC may issue.
- Maintain the runway in accordance with the QLDC and QAC agreements.
- Establish safe and suitable legal vehicle access from the Queenstown-Glenorchy Road, through the Reserve to the Airstrip.

- There is to be safe and secure storage of fuel on site to prevent pollution from spillage or increased fire risk.
- Encourage all users to avoid undertaking circuit flights of the Glenorchy Township and surrounding residential areas from the airstrip.
- Request the QAC update the airfield plates for Glenorchy, addressing flight paths over residential areas.
- Limit the hours of operation for leases and licences for take offs and landings from the airstrip from 8am or Morning Civil Twilight (whichever is later) to 8pm or Evening Civil Twilight (whichever is earlier).

## FUTURE DEVELOPMENT

### OBJECTIVES

- The Reserve is managed and developed in a manner that maintains its use as an airstrip in balance with maintaining the amenity of the site and surrounds.

### POLICIES

- Ensure all buildings onsite are low key, low visibility and commensurate with the degree of use of the reserve.

- For any new development encourage consolidation of replacement structures in one area with buildings of similar size and scale to the combined footprint area of those existing at the time of adoption of this plan.<sup>2</sup>
- Ensure development complies with relevant District Plan provisions, including future designation conditions.

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<sup>2</sup> Footprint of buildings existing at the time of this plan are shown on the survey plan in Attachment 2

DRAFT

## ACTIONS

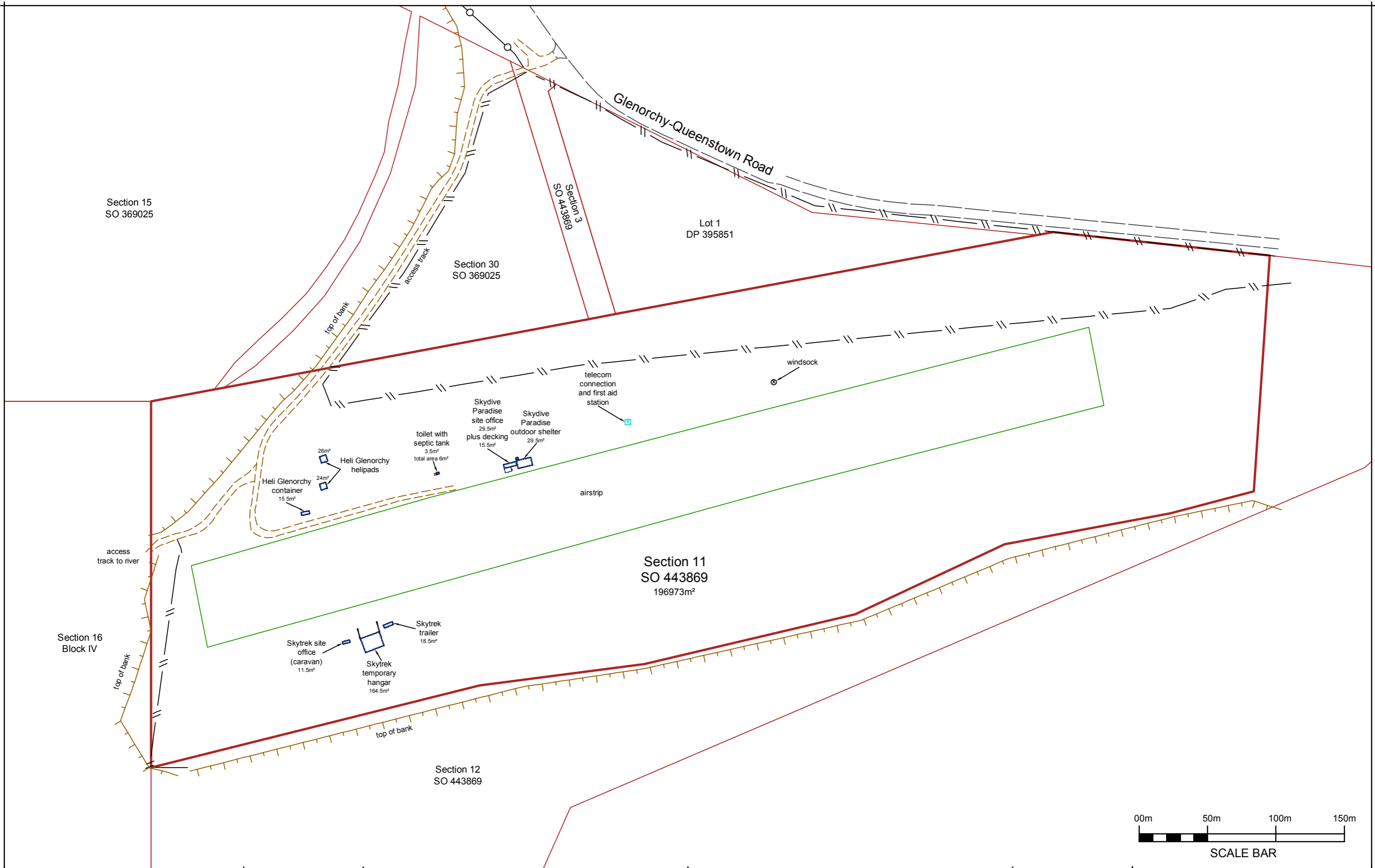
The following section outlines proposed actions to be undertaken on the basis of the Objectives and Policies proposed.

		What we will do:	Who will do it:	When we will do it:
<b>Governance</b>	<b>Leases/ Permits</b>	Formalise use of the Glenorchy Airstrip through the provision of leases/permits for all operators	QLDC / Users	2016-2017
	<b>Establish Airstrip Governance Committee</b>	Facilitate establishment of the Airstrip Governance Committee (User Group) to provide feedback to the QLDC in relation to the ongoing management and maintenance of the reserve.	QLDC / Users	2016
	<b>Management of Reserve</b>	Formalise maintenance arrangements to ensure that site is adequately and appropriately maintained for aviation purposes.	QLDC	Ongoing
<b>Funding and User Charges</b>	<b>User Charges</b>	Review charges annually in accordance with the QLDC's Annual Plan process so that the Reserve budgets can be met.		Ongoing
<b>Aviation Operations</b>	<b>Flight Paths</b>	Update Glenorchy Airfield plates to avoid flight paths over the township and established residential areas.	QAC/QLDC/Governance Committee	2017
<b>District Plan</b>	<b>Designation</b>	Ensure designation provision is appropriate and is aligned with this Management Plan.	QLDC	2016



# APPENDIX ONE – AIRSTRIP RESERVE PLAN





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Client/Location:  
**for Queenstown Lakes District Council**  
**Glenorchy Airstrip Reserve**  
**Section 11 SO 443869**

Purpose/Drawing Title:  
**Building Locations**

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Surveyed by:	DB Jul 2016	Original Size:	Scale:
Designed by:		A3	1:2500 at A3
Drawn by:	DB Jul 2016		1:5000 at A1
Checked by:		<b>DO NOT SCALE</b>	
Approved by:		Sheet No:	Revision No:
Job Ref:	Q5787 - 13	1	F
			Date Created:
			11/07/2016