

APPLICATION AS NOTIFIED

**Watersports Holdings
Limited Partnership
(RM260706)**

QUEENSTOWN LAKES DISTRICT COUNCIL

SERVICE OF NOTICE / LIMITED NOTIFICATION

Service of Notice for Limited Notification of a Resource Consent application under Section 95B of the Resource Management Act 1991.

The Queenstown Lakes District Council has received an application for a resource consent from:

Watersports Holdings Limited Partnership

What is proposed:

To lawfully establish five existing moorings (four swing moorings and a fixed mooring system) within Lake Whakatipu (Whakātipu-Wai-Māori), requiring land use consents from the Otago Regional Council and the Queenstown Lakes District Council.

The location in respect of which this application relates is situated at:

Bed and surface of Whakātipu-Wai-Māori, at the following locations:

A] Mooring permits 1, 5 and 7 within Queenstown Bay, at the following GPS coordinates:

	M1	M5	M7	
			Block 1	Block 2
Latitude (S)	-45.034544	-45.035502	-45.035902	-45.035744
Longitude (E)	168.661144	168.660802	168.659963	168.660333

B] Mooring permit 47, located to the south of the Queenstown Gardens, Park Street, at the following GPS coordinates:

-45.038228 S 168.662705 E (WGS84 Decimal Degrees Format)

B] Mooring permit 183, located within Kelvin Grove, Frankton Arm, at the following GPS coordinates:

-45.044708 S 168.682380 E (WGS84 Decimal Degrees Format)

A full copy of this Limited Notified package is available for you to download on the following link:

<https://www.qldc.govt.nz/services/resource-consents/notified-resource-consents#limited-not-rc> or via our edocs website using **RM260706** as the reference <https://edocs.qldc.govt.nz/Account/Login>

This file can also be viewed at our public computers at these Council offices:

- Gorge Road, Queenstown;
- and 47 Ardmore Street, Wanaka during normal office hours (8.30am to 5.00pm).

The Council planner processing this application on behalf of the Council is Rebecca Holden, who may be contacted by phone at 021 170 1496 or e-mail at rebecca.holden@qldc.govt.nz

Any person who is notified of this application, but a person who is a trade competitor of the applicant may do so only if that person is directly affected by an effect of the activity to which the application relates that –

- a) adversely affects the environment; and
- b) does not relate to trade competition or the effects of trade competition.

If you wish to make a submission on this application, you may do so by sending a written submission to the consent authority no later than:

19 October 2026

The submission must be dated, signed by you and must include the following information:

- a) Your name and postal address and phone number/fax number.
- b) Details of the application in respect of which you are making the submission including location.
- c) Whether you support or oppose the application.
- d) Your submission, with reasons.
- e) The decision you wish the consent authority to make.
- f) Whether you wish to be heard in support of your submission.

You may make a submission by sending a written or electronic submission to Council (details below). The submission should be in the format of Form 13. Copies of this form are available Council website:

<https://www.qldc.govt.nz/services/resource-consents/notified-consents/current-notified-resource-consents/>

You must serve a copy of your submission to the applicant (Hamish Emerson, Watersports Holdings Limited Partnership, hamish@watersports.nz) as soon as reasonably practicable after serving your submission to Council:

C/- Kylie Columb
kylie@vivianespie.co.nz
 Vivian Espie Limited

QUEENSTOWN LAKES DISTRICT COUNCIL



(signed by Jane Sinclair pursuant to a delegation given under Section 34A of the Resource Management Act 1991)

Date of Notification: 21 September 2026

Address for Service for Consent Authority:

Queenstown Lakes District Council
 Private Bag 50072, Queenstown 9348
 Gorge Road, Queenstown 9300

Phone
 Email
 Website

03 441 0499
rcsubmission@qldc.govt.nz
www.qldc.govt.nz



**NOTIFICATION ASSESSMENT UNDER s95A AND s95B OF THE RESOURCE
MANAGEMENT ACT 1991 (RMA)**

**NOTIFICATION DECISION UNDER s95A AND s95B RMA OF BOTH THE QUEENSTOWN
LAKES DISTRICT COUNCIL and**

THE OTAGO REGIONAL COUNCIL

Applicant:	Watersports Holdings Limited Partnership
RM reference:	RM260706
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consents from the Otago Regional Council and the Queenstown Lakes District Council to lawfully establish five existing moorings within Lake Whakatipu (Whakātipu-Wai-Māori).
Location:	Bed and surface of Whakātipu-Wai-Māori, at the following locations: - two (2) swing moorings (M1 and M5) and one fixed swing mooring system (M7) within Queenstown Bay; and - one swing mooring (M47) to the south of the Queenstown Gardens, Park Street, Queenstown; and - one swing mooring (M183) within the Frankton Arm, Kelvin Grove.
Legal Description:	Part Section 74 Block XX Shotover SD (Queenstown Bay moorings); and N/A (Lake Bed)
QLDC Zoning:	ODP: Queenstown Town Centre – Waterfront Zone/Rural General PDP: Queenstown Bay Waterfront Zone/Rural (Water)
QLDC District Plan Notations:	Wāhi Tūpuna Site 33 (Whakātipu-Wai-Māori (Lake Wakātipu)) Statutory Acknowledgment Area Outstanding Natural Landscape (ONL), Landscape Priority Area 21.22.13
ORC ORP:W Notations:	MA3 (Waahi tapu and/or Waiwhakaheke)
Activity Status:	Non-complying (overall)
Decision Date	21 September 2026

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95E of the RMA, the application seeking consent to lawfully establish five existing moorings within Whakātipu-Wai-Māori, will be processed under the Queenstown Lakes District Plan on a limited notified basis given the findings of Sections 4.1 and 4.3 of this report. Notice of the application will be served on those parties identified in Section 4.3.3 of this report in accordance with section 2AA of the RMA.
2. Pursuant to sections 95A-95E of the RMA, the application seeking consent under the Otago Regional Plan: Water to place a structure, fixed in, on, under or over the bed of Whakātipu-Wai-Māori, will be processed by the QLDC in accordance with the deed dated 23 March 1994 on a limited notified basis, given the findings of Sections 4.1 and 4.3 of this report. Notice of the application will be served on those parties identified in Section 4.3.3 of this report in accordance with section 2AA of the RMA.
3. This decision is made by Jane Sinclair, Independent Commissioner as delegate for the Council pursuant to Section 34A of the RMA.

1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

1.1 Background

Many of the moorings and jetties in the District's lakes have been in place for quite some time. Any mooring or jetty established prior to 1991 likely required a licence under the Harbours Act 1950. Where a Harbours Act licence was obtained, the mooring or jetty was able to continue to rely upon the Harbours Act licence under section 418(3A) of the Resource Management Act 1991 (RMA) until the expiry of the licence. As Harbours Act licences had 14-year-terms, all licences would have expired by 2005 (14 years following the repeal of the Harbours Act), after which authorisation under the RMA is required for a mooring or jetty to be lawful under this legislation.

In 2021, Queenstown Lakes District Council (QLDC) undertook a survey of the District's lakes and become aware that a number of moorings and jetties may not be legally authorised under the RMA (because of the transition from the Harbours Act to the RMA). Communication was sent to all mooring and jetty owners, advising them about their responsibilities and requirements under the RMA.

As a result, QLDC have received a number of applications to lawfully establish under the RMA existing moorings and jetties within the District's lakes. These structures need consents under both the QLDC District Plan and the Otago Regional Council Water Plan (ORP:W).

Of relevance to the processing of this application under the ORP:W, on 23 March 1994, a deed was made to transfer the power to determine applications for land use consent for activities / structures affecting lakes from the Otago Regional Council (ORC) to the QLDC pursuant to Section 13(1)(a) of the RMA. In accordance with this deed, in an email dated 3 July 2026, the ORC confirmed that QLDC could process this application seeking consent under the ORP:W on its behalf.

1.2 Summary of Proposal

The Applicant has provided a description of the subject site and surrounding environment, background and proposal in Sections 3.1, 3.2 -3.4¹ and 4.0 in the report entitled "*Assessment of Environmental Effects, Retrospective Resource Consent to Establish Five (5) Moorings in Lake Wakatipu, M1, M5, M7 (A&B): Located in Queenstown Bay, M47 & M 183: Location in the Frankton Arm*", prepared by Kylie Columb of Vivian + Espie Limited, and submitted as part of the application (hereon referred to as the Applicant's AEE and attached as *Appendix 1*). This description is considered adequate and is adopted in part for the purpose of this report with the following clarifications/additions:

In summary, this proposal related to existing QLDC mooring permits² 1, 5, 7, 43 and 183 ("M1", "M5", "M7", "M47" and "M183"). Consent is sought to lawfully establish under the RMA these five (5) moorings within Whakātipu-Wai-Māori, three of which are located within Queenstown Bay (swing moorings M1 and M5, and fixed mooring M7). Swing mooring M47 located within the straight between the Queenstown and Kelvin Peninsula's (before Whakātipu-Wai-Māori opens up into the Frankton Arm), an area known as the "Narrows". Of note, this mooring is not located within the Frankton Arm as indicated in the AEE. The proposal also includes swing mooring M183 located within Kelvin Grove of the Frankton Arm, to the north of 717 Peninsula Road, Kelvin Heights.

Section 3.1 of the AEE details examples of vessels which will use these moorings (interchangeably) in association with commercial activities undertaken on the lake (which hold separate resource consents). Consent is sought to use each of these moorings for a vessel up to 9m in overall length, with the exception of M183 which will be limited to a vessel up to 8m in length.

Further detail about the location of these moorings is provided as follows:

¹ Noting comments below with respect to M47 which is not located within the Frankton Arm, although is referenced as such within the title of Section 3.4 of the AEE.

² Issued under the QLDC Mooring Permit system which is administered by Councils Property team and is not an authorisation under the RMA.

A] Queenstown Bay Moorings:

The existing moorings within Queenstown Bay comprise two swing mooring systems (M1 and M5) and one fixed mooring system (M7), which is where both the stern and bow of a boat is attached to each mooring block. These moorings are located adjacent to the Queenstown Gardens at the following GPS coordinates³ (as shown in Figure 1 below):

	M1	M5	M7	
			Block 1	Block 2
Latitude (S)	-45.034544	-45.035502	-45.035902	-45.035744
Longitude (E)	168.661144	168.660802	168.659963	168.660333



Figure 1: location of the proposed swing mooring systems (M1 and M5) and proposed fixed mooring system (M7 - both the bow and stern mooring block shown), circled red in relation to surrounding moorings and features within Queenstown Bay.

B] The Narrows Mooring:

M47 is located on the southern side of the Queenstown Gardens (in the vicinity of the Queenstown Ice Arena and skatepark), Park Street, at the following GPS coordinates (as shown in Figure 2 below):

-45.038228 S 168.662705 E (WGS84 Decimal Degrees Format)

As noted above, this mooring is not located within the Frankton Arm, which is further east.

³ Coordinates use the WGS84 Decimal Degrees Format

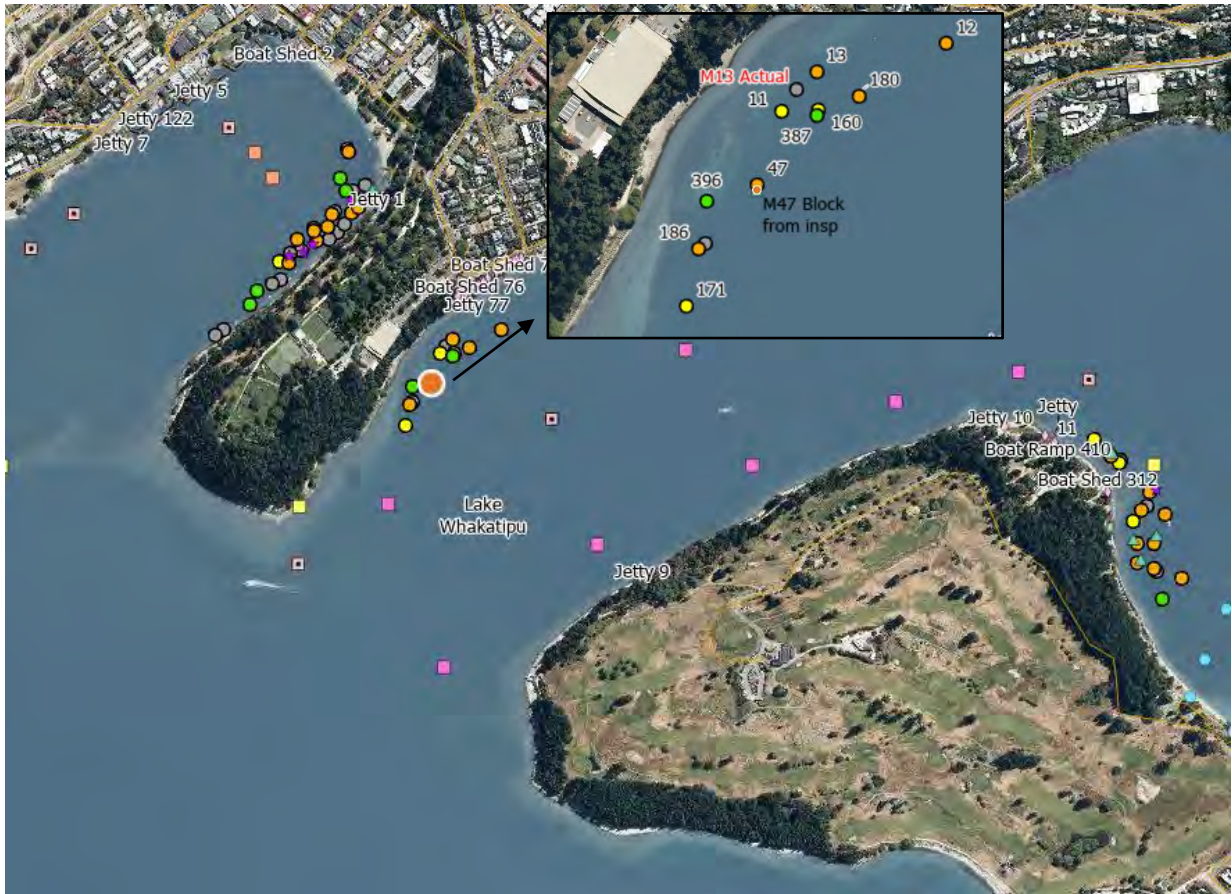


Figure 2: Location of existing swing mooring M47 (circled red), located in the “Narrows” (the stretch of Whakātipu-Wai-Māori between the Queenstown and Kelvin Peninsula’s), to the south of the Queenstown Gardens, in relation to surrounding moorings and features.

C] Frankton Arm Mooring:

M183 is located within Kelvin Grove of the Frankton Arm, to the north of 717 Peninsula Road, Kelvin Heights, at the following GPS coordinates (as indicated in Figure 3 below):

-45.044708 S 168.682380 E (WGS84 Decimal Degrees Format)



Figure 3: Confirmed location of existing swing mooring M183 (large orange dot), in relation to surrounding moorings and features.

Of note, the GPS coordinates that have been used within the application documents use the Degrees, Minutes, Seconds (“DMS”) format (e.g. AEE and mooring inspection report). In accordance with the standard QLDC mooring inspection form, all coordinates have been converted to the WGS84 Decimal Degree Format (“DD”) for the purposes of this report. Whatever format is used, the locations of the moorings subject to this application are as shown in Figures 1-3 above (noting both formats have been used within the navigational safety reports).

The Applicant has demonstrated that they hold a QLDC mooring permit for each of the moorings.

2. ACTIVITY STATUS

The 2007 QLDC Operative District Plan is being reviewed through a series of plan changes commenced in August 2015 known as the Proposed District Plan (PDP). As set out in Chapter 1 of the PDP, the District Plan can now be summarised as comprising:

- A. Provisions reviewed since 2015 referred to as the PDP that apply in areas mapped in the PDP ePlan maps; and
- B. Provisions reviewed since 2007 referred to as the Operative District Plan (ODP) that apply in areas mapped in the ODP ePlan maps, which appear as white in the PDP ePlan maps.

Strategic Chapters 3-6 of the PDP as well as Designations, Heritage and Wāhi Tūpuna apply to all areas.

Where decisions on the PDP have been appealed, the corresponding ODP rules continue to apply. As appeals are resolved, more PDP rules are treated as operative and the equivalent ODP rules are treated as inoperative (s.86F RMA). Currently, resource consent may be required under either, or both the ODP and PDP provisions listed below.

2.1 OPERATIVE DISTRICT PLAN

The moorings located within Queenstown Bay are within the Queenstown Town Centre Waterfront subzone in the ODP. The moorings within the Narrows and within the Frankton Arm are located within a part of the lake zoned Rural (water). However, there are no relevant rules under the ODP given the relevant rules under the PDP are treated as operative pursuant to section 86F.

2.2 PROPOSED DISTRICT PLAN

The proposed moorings are located within Wāhi Tūpuna Site 33 (Whakātipu-Wai-Māori (Lake Whakātipu)). Whakātipu-Wai-Māori is also a Statutory Acknowledgement Area under the Ngāi Tahu Claims Settlement Act 1998, as recognised within the PDP. M47 is also located within an area of the lake with an ONL classification. While these provisions do not contain rules that might trigger the need for a resource consent, they are particularly relevant for the assessment of this application and for providing guidance on actual and potential effects.

In terms of zoning, M1, M5 and M7 are located within an area of lake zoned Queenstown Bay Waterfront Subzone by the PDP. M47 and M183 are located within the Rural (water) Zone.

The proposed activity requires resource consent under the PDP for the following reasons⁴:

Chapter 12 (Queenstown Bay – M1, M5 and M7):

- A **restricted discretionary** activity pursuant to Rule 12.4.12 in regard to moorings within the Queenstown Bay Waterfront Subzone. Council's discretion is restricted to:
 - a. whether they are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place, including whether they are situated in natural bays and not headlands;
 - b. whether the structure causes an impediment to craft manoeuvring and using shore waters;
 - c. the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;
 - d. the effects associated with congestion and clutter around the shoreline, including whether the structure contributes to an adverse cumulative effect;
 - e. whether the structure will be used by a number and range of people and craft, including the general public; and
 - f. the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design.

Chapter 21 (Rural – M47 and M183):

- A **restricted discretionary** activity pursuant to Rule 21.15.7 in regard to moorings in the Frankton Arm. M183 is identified within the area located to the east of the Outstanding Natural Landscape line as shown on the District Plan web mapping application. Council's discretion is restricted to the following matters:
 - a. whether they are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place, including whether they are situated in natural bays and not headlands;
 - b. whether the structure causes an impediment to craft manoeuvring and using shore waters.
 - c. the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;
 - d. the effects associated with congestion and clutter around the shoreline. Including whether the structure contributes to an adverse cumulative effect;
 - e. whether the structure will be used by a number and range of people and craft, including the general public;
 - f. the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design;

⁴ Cited rule(s) can be treated as operative under s86F.

- g. whether the structure enables the use of public water ferry services and/or water based transport.
- A **non-complying** activity resource consent pursuant to Rule 21.15.9 for any structure or mooring that passes across or through the surface of any lake or river in locations on the District Plan web mapping application where moorings are shown as being non-complying. M47 is located within an area where moorings are shown as being non-complying on the District Plan web mapping application.

Note: Within the AEE, the Applicant has triggered discretionary Rule 21.15.8 in relation to M47. However, the PDP map annotations specify that all structures and moorings are non-complying within this area of Whakātipu-Wai-Māori, and therefore the relevant PDP rule is considered to be Rule 21.15.9 cited above.

Overall, the application is considered to be a **non-complying** activity under the PDP.

2.3 THE OTAGO REGIONAL COUNCIL PLAN: WATER

Whakātipu-Wai-Māori is a Statutory Acknowledgement Area under the Ngāi Tahu Claims Settlement Act 1998, which is recognised within the ORP:W and is a relevant consideration for the assessment of this application under the ORP:W, and for providing guidance on actual and potential effects.

In accordance with the deed signed between the ORC and QLDC and the confirmation from ORC delegating its decision making (as outlined in Section 1.1 above), the application has been considered by QLDC under the relevant provisions of the ORP:W.

The proposed activity requires resource consent under the ORP:W for the following reason:

- A **discretionary** activity pursuant to Rule 13.2.3.1 as the proposal involves the placement of a structure, fixed in, on, under or over the bed of a lake. It is proposed to lawfully establish five existing mooring systems that passes through the surface of Whakātipu-Wai-Māori and are attached (anchored) to the bed of the lake.

Overall, the application is considered to be a **discretionary** activity under the ORP:W.

2.4 ACTIVITY STATUS SUMMARY

Overall, the application is considered to be:

- a **non-complying** activity under the PDP; and
- a **discretionary** activity under the ORP:W.

Overall, the application is being considered and processed as a **non-complying** activity.

NOTIFICATION ASSESSMENT AND DETERMINATION DECISION UNDER SECTIONS 95A AND 95B OF THE RESOURCE MANAGEMENT ACT

The below covers both the QLDC and ORC resource consent applications.

3. SECTION 95A – PUBLIC NOTIFICATION

Section 95A of the RMA requires a decision on whether or not to publicly notify an application. The following steps set out in this section, in the order given, are used to determine whether to publicly notify an application for a resource consent.

3.1 Step 1 – Mandatory public notification

The Applicant has not requested public notification of the application (s95A(3)(a)).

Public notification is not required as a result of a refusal by the Applicant to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the RMA (s95A(3)(b)).

The application does not involve an exchange of recreation reserve land under section 15AA of the Reserves Act 1977 (s95A(3)(c)).

Therefore, public notification is not required by Step 1.

3.2 Step 2 – Public notification precluded

Public notification is not precluded by any rule or national environmental standard (s95A(5)(a)).

The proposal is not:

- a controlled activity; or
- a boundary activity as defined by section 87AAB that is restricted discretionary, discretionary or non-complying;

Therefore, public notification is not precluded under Step 2.

3.3 Step 3 – If not precluded by Step 2, public notification is required in certain circumstances

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a)).

A consent authority must publicly notify an application if notification is not precluded by Step 2 and the consent authority decides, in accordance with s95D, that the proposed activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(8)(b)).

An assessment in this respect is therefore undertaken, and decision made in sections 3.3.1 - 3.3.4 below:

3.3.1 Effects that must / may be disregarded (s95D(a)-(e))

Effects that must be disregarded:

- *Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).*
- *Trade competition and the effects of trade competition (s95D(d)).*
- *Effects on a person who has given written approval to the relevant application. The following persons have provided their **written approval** and as such adverse effects on these parties have been disregarded (s95D(e)).*

Person (owner/occupier)	Address (location in respect of subject site)
Land Information New Zealand (LINZ)	N/A

The QLDC processing planner has consulted with Maritime New Zealand as per requirements of s.89A. In an email dated 3 July 2026, Maritime NZ confirmed they had no comment on the application.

Effects that may be disregarded:

- *An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b)) – referred to as the “permitted baseline”. The relevance of a permitted baseline to this application is provided in section 3.3.2 below.*

3.3.2 Permitted Activities (s95D(b))

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case, all permanent structures and moorings within a lake require resource consent under the PDP, and the ORP:W. As such, there is no permitted baseline relevant to the placement of a structure on the lake bed. This appears to be accepted by the Applicant at Section 7.1 of the AEE in relation to the PDP only.

As for the effects of lake-bed disturbance associated with the removal and placement of a mooring under ORP:W Rule 13.5.1.1, it is a permitted activity to disturb the bed of a lake associated with the erection, placement, extension, alteration, replacement, reconstruction, repair, maintenance, demolition or removal of any structure that is fixed in, on, under or over the bed of any lake, provided standards are met. These include the following:

- the work is undertaken between 1 May and 30 September inclusive and Department of Conservation and Fish and Game are notified in advance;
- the lake bed disturbance is limited to the extent necessary to undertake the work;
- the work does not cause any flooding or erosion;
- the time taken to complete the works in the wetted bed of the lake does not exceed ten (10) hours in duration;
- reasonable steps are taken to minimise sediment release such that water clarity does not change within 200m downstream; and
- the site is left tidy.

In terms of the ongoing use of a structure, it is noted that through this consent, the proposed mooring will become lawfully established under the RMA, and therefore its ongoing use will be able to rely on permitted activity Rule 13.1.1.1 of the ORP:W, provided it is maintained in good repair. This is a relevant consideration in the assessment that follows. Similarly, if this consent is approved, the mooring will become authorised under the PDP and its ongoing use will essentially be “permitted” as a result.

It is considered that the permitted baseline as it relates to the disturbance of the lakebed associated with the installation of the mooring, and the ongoing use of this structure once lawfully established to be of some relevance to the proposal because it is assumed that the Applicant will comply with the permitted standards under the ORP:W given they have not sought consent to the contrary⁵. As such this will be taken into consideration in the assessment that follows.

3.3.3 Assessment: Effects On The Environment

Taking into account sections 3.3.1 and 3.3.2 above, the following assessment determines whether the proposed activity will have, or is likely to have, adverse effects on the environment that are more than minor that will require public notification (s95A(8)(b)).

⁵ Any historic or future non-compliance of the permitted standards under the ORP:W is an Otago Regional Council monitoring and enforcement matter.

The Applicant seeks resource consent under both the ORP:W and the PDP to lawfully establish five existing mooring systems within Whakātipu-Wai-Māori. An assessment relevant to each Council plan follows.

Expert reports

The following expert reports have been provided to assist the assessment of effects below:

- A navigational safety report for M1, dated 15.7.26, prepared by QLDC's Harbourmaster, Mr Ricky Campbell, attached as *Appendix 2*.
- A navigational safety report for M5, dated 15.7.26, prepared by QLDC's Harbourmaster, Mr Ricky Campbell, attached as *Appendix 3*.
- A navigational safety report for M7, dated 15.7.26, prepared by QLDC's Harbourmaster, Mr Ricky Campbell, attached as *Appendix 4*.
- A navigational safety report for M47, dated 21.7.26, prepared by QLDC's Waterways Regulatory Services Manager and Harbourmaster, Mr Craig Fahey, attached as *Appendix 5*.
- A navigational safety report for M183, dated 21.7.26, prepared by QLDC's Waterways Regulatory Services Manager and Harbourmaster, Mr Craig Fahey, attached as *Appendix 6*.

A] Assessment under the QLDC Proposed District Plan

Of relevance to an assessment of M1, M5 and M7 under the PDP are the matters of discretion in Rule 12.4.12. For M183, the matters of discretion in Rule 21.15.7 are relevant (which align with those contained in Rule 12.4.12).

For the moorings within Queenstown Bay and the mooring within the Frankton Arm, a restricted discretionary consenting pathway is provided for moorings within these two areas of Whakātipu-Wai-Māori. Council's discretion is restricted to the following matters listed under both Rule 12.4.12 and 21.15.7 (with the exception of g) below which is relevant to the Frankton Arm Rule 21.15.7 only). For completeness, there are repeated as follows:

- a. *whether they are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place, including whether they are situated in natural bays and not headlands;*
- b. *whether the structure causes an impediment to craft manoeuvring and using shore waters;*
- c. *the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;*
- d. *the effects associated with congestion and clutter around the shoreline, including whether the structure contributes to an adverse cumulative effect;*
- e. *whether the structure will be used by a number and range of people and craft, including the general public; and*
- f. *the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design.*
- g. *whether the structure enables the use of public water ferry services and/or water based transport.*

These matters of discretion also provide helpful guidance for matters to consider under the non-complying activity status of M47 (noting discretion is not restricted to these for this mooring). Also of relevance to an assessment of M47 under the PDP are the potential threats listed in Schedule 39.6 of the PDP.

Under the PDP, the proposed moorings are considered to raise actual or potential effects on the environment relating to the following matters:

- i. Landscape, visual and amenity effects;
- ii. Navigation and water safety;
- iii. Effects on recreation;
- iv. Cumulative effects;
- v. Cultural effects.

Relevant to the above, the Applicant has provided an assessment of effects within the AEE at the following sections:

- i. Effects on landscape and visual amenity (Section 7.2);
- ii. Effects on navigation and water safety (Section 7.3);
- iii. Effects on recreational (Section 7.4);
- iv. Cumulative effects (section 7.5).
- v. Cultural Values (section 7.7)

Of note, Section 7.6 of the AEE (Effects on the lakebed), is not relevant to an assessment of the proposal under the PDP, and will be considered as part of the assessment of the ORP:W further below.

The Assessment of Effects provided at sections 7.2-7.5 and 7.7 of the Applicant's AEE is considered adequate and is therefore adopted in part for the purposes of this report. The exception to this is the assessment of M47 in relation to landscape, visual and amenity effects, which is assessed below. An additional assessment is also provided in relation to navigation and water safety and cultural effects for all five moorings.

i. Landscape, visual and amenity effects;

The part of Whakātipu-Wai-Māori where M47 is located is shown on PDP Planning Maps as being within an ONL (and within Landscape Priority Area 21.22.13). The PDP gives direction that the location, intensity and scale of structures on the surface and margins of water bodies, including jetties and moorings, should be managed in a way that recognises the functional needs of these activities, reflecting the importance of lakes and rivers as a commercial recreation, tourism, transport and recreational resource. However, that is while ensuring that these structures are at a scale or in a location that, as far as practicable, protects the values of ONLs/ONFs.

M47 is located adjacent to the Queenstown Gardens, on its southern shoreline. Schedule 21.22.13 of the PDP identifies that there is very limited capacity for additional jetties, boatsheds, lake structures and moorings within this area. It is noted that this application is not for an additional new mooring. Schedule 21.22.13 also describes the land-use patterns and features in this area, which include uses on the lake such as water-based transport, commercial recreation and recreation-based activities (including, of relevance, commercial and recreational boating, water sports, water based public transport etc), as well as development along the lake margin. It is considered the existing mooring is in keeping with these existing uses.

In summary, although the mooring will be visible to a wide catchment area, including from the surface of Whakātipu-Wai-Māori and the adjoining shoreline, as can be seen in Figure 2 above, being able to see the mooring or a berthed vessel in this location (adjacent to other maritime features including boatsheds/slipways, a jetty and other moorings) is not unusual or unexpected. These existing moorings have formed part of the environment for a long period. Lawfully establishing M47 under the application will not alter this.

ii. Navigation and water safety

As outlined within the mooring permit, the safety and maintenance of a mooring is the responsibility of the registered mooring owner. The whole system must be inspected every two years to remove kinks and replace worn components. Inspection must be conducted by a suitably qualified professional. This requirement is consistent with the ORC permitted activity standards outlined in Section 3.3.2 above.

Submitted with the application were mooring inspection reports for each mooring, carried out between 25 November 2025 – 23 January 2026 by Mr Garry Wright, who is accepted as being suitably qualified and experienced to undertake this work. Based on the mooring specifications detailed within the inspection report, a maximum swing radius for each mooring was able to be calculated (except in the case of M7 which is a fixed mooring system). Swing radius is a circle on the water in which a vessel will rotate around its mooring block or anchor and takes into consideration the length of the berthed vessel, the depth of the mooring block, and the total length of "tackle". The maximum swing radius is calculated at low water level, which is when the mooring "tackle" will be fully extended in high winds (or a high tidal flow), representing the maximum distance the vessel is from the mooring block.

A summary of the navigational safety assessment for each mooring is outlined as follows:

M1:	Based on an overall swing radius of 25.5m (including a 9m vessel), there are no navigational safety concerns relating to M1 within Queenstown Bay.
M5:	Based on an overall swing radius of 22m (including a 9m vessel), there are no navigational safety concerns relating to M5 within Queenstown Bay.
M7:	This mooring is a fixed mooring system. There are no navigational safety concerns relating to M7 within Queenstown Bay.
M47:	Based on the GPS coordinates, mooring block location, survey specifications, and a vessel length of up to 9.0 metres overall, a potential swing radius overlap has been identified with consented mooring M396 ⁶ . However, any overlap has been assessed as falling within acceptable overlap limits, and no navigational safety concerns arise.
M183:	The Applicant originally sought consent to use M183 by a vessel up to 9m in overall length. However, due to a navigational safety hazard identified, the application has been amended to limit the size of the vessel using this mooring to 8m. Based on the supplied GPS coordinates, mooring block location, survey specifications, and a vessel length of up to 8.0 metres overall, a potential swing radius overlap has been identified with adjacent mooring M90⁷, however, any overlap has been assessed as falling within acceptable overlap limits. Provided the vessel using M183 is limited to 8m in overall length (as volunteered), no navigational safety concerns arise. Further, a potential swing radius overlap associated with M183 was also identified with surrounding moorings M41 and M33. These adjacent moorings are currently unconsented and as accurate information including confirmation of block locations and specifications have not been confirmed, the QLDC Harbourmaster has advised that it is not possible to undertake a reliable assessment of whether a conflict exists or to what level. This conclusion is accepted for the purposes of this report.

The position of each mooring block will be marked with a buoy to make them clearly visible, and their location will not impede any craft manoeuvring in these areas, as confirmed by the QLDC Harbourmaster.

Overall, it is considered that lawfully establishing swing mooring systems M1, M5, M47 and M183, and fixed mooring system M7 at the locations proposed will result in no more than minor adverse effects on navigational safety on Whakātipu-Wai-Māori.

iii. Cultural effects:

An assessment of effects for M47 is not limited to the matters of discretion outlined above. Given the overall non-complying activity status of the application, and recognising that Whakātipu-Wai-Māori is a Statutory Acknowledgement Area, an assessment of cultural effects is considered relevant, as follows.

The PDP recognises Ngāi Tahu as a partner in the management of the District's natural and physical resources through the implementation of the District Plan. As well as being a Statutory Acknowledgement Area, the PDP also identifies Whakātipu-Wai-Māori as being located within Wāhi Tūpuna Site 33 within Schedule 39.6. Whakātipu-Wai-Māori is described as being key in numerous Kāi Tahu⁸, pūrakau (stories) and has a deep spiritual significance for the mana whenua whose takiwā includes the lake. For generations, the Lake also supported nohoaka, kāika, mahika kai as well as transportation routes for pounamu.

Although Schedule 39.6 of the PDP provides some guidance, it is acknowledged that input from Kāi Tahu (who are the Manawhenua of this District) is required in order to fully understand the effects the proposed moorings within statutory acknowledgement and wāhi tūpuna areas have on cultural values. Of relevance,

⁶ Approved by resource consent RM060299.

⁷ Resource consent application has been lodged with QLDC, referenced RM230399.

⁸ A Māori Term defined in the PDP as meaning "the collective of individuals who descend from Ngāi Tahu, Kāti Māmoe and Waitaha who are Manawhenua in the Queenstown Lakes District".

some of the threats to wāhi tūpuna Site 33 include activities affecting water quality, and buildings and structures.

The application does not contain any information from Kāi Tahu on the cultural effects its moorings may or may not have on Kāi Tahu cultural values.

Without input from Kāi Tahu on cultural effects, the proposal can be seen as a potential threat to the values that Whakātipu-Wai-Māori holds for Manawhenua. In considering the existing and proposed locations of these moorings within already modified environments of the Queenstown Town Centre, Queenstown Gardens, residential development and other surrounding moorings and lakeside features, it is considered that adverse cultural effects on the environment are minor.

iv. Summary of effects under the PDP

Overall, given the assessment above and that within the AEE, it is considered that any adverse effects on the environment relating to an assessment under the PDP in terms of landscape, visual and amenity effects (including cumulative effects), navigation and water safety, and recreation values, will be no more than minor. Adverse effects on cultural values will be minor.

B] Assessment under the ORP:Water

Under the ORP:W, the subject mooring is considered to raise actual or potential effects on the environment relating to the following matters:

- i. Effects on the lake bed/ecological values*
- ii. Effect on any natural and human use value identified in Schedule 1 of the ORP:W*

The Applicant has provided an assessment of effects at Sections 7.6 (Effects on the lakebed) of the AEE which relates to an assessment of the proposal under the ORP:W. This assessment is considered adequate and is adopted for the purposes of this report with the following additional assessment in relation to Schedule 1 of the ORP:W:

i. Effects on the lake bed/ecological values;

Consent is sought under the ORP:W to place permanent structures on the lake bed (comprising six mooring blocks associated with four swing moorings and two associated with a fixed mooring system). As noted in Section 3.3.2 above, the disturbance of the bed associated with the placement of a mooring block is a permitted activity and will not be considered further.

In terms of ecological values, it is acknowledged that aquatic pest species are present in the lakes, including Lagarosiphon which is identified and controlled by the ORP:W. Lagarosiphon has the potential to be caught on vessels and transferred to other waterbodies, or be transferred to the Districts lakes where moorings are used by vessels that are also used in other waters. Moorings may encourage this transfer. Additionally, discharge of contaminants from vessels could also affect water quality including from fuel, oil or wastewater if discharged when moored. In the email dated 24 August 2026, the Applicant volunteered conditions of consent to ensure that all reasonable precautions are taken to minimise the spread of pest plants and aquatic weed, and ensuring no waste product enters the lake when the moorings are in use. Adverse effects on the environment in this regard are therefore considered to be no more than minor and appropriately remedied/mitigated.

Taking into consideration the volunteered conditions of consent which will ensure that no waste or toxins enter the lake, and that the spread of aquatic pest species is controlled, adverse effects on the environment in terms of lake bed disturbance and ecological values are considered to be no more than minor.

ii. Effect on the recognised values listed in the ORP:W

The ORP:W outlines the natural and human use values of various watercourses throughout the Otago Region. Whakātipu-Wai-Māori is identified within Schedule 1 of the ORP:W, as having specific values needing to be protected.

Schedule 1A of the ORP:W identifies the natural values associated with Whakātipu-Wai-Māori. It is recognised that the moorings subject to this application will alter the natural character of the lake, however this effect is considered to be less than minor. The proposed works will not affect ecology, natural flow characteristics or water quality of the lake.

Schedule 1B of the ORP:W identifies lakes and rivers where the water taken is used for public water supply purposes. There are two water supplies from Whakātipu-Wai-Māori identified in Schedule 1B of the ORP:W. However, neither of these water takes are located within the vicinity of the subject moorings, being adjacent to 291 Peninsula Road and near Two Mile. As such, the proposed moorings will not affect either of these public water supply takes.

Schedule 1C lists registered historic places. There are no historic places/features listed within the vicinity of the subject mooring.

Schedule 1D identifies the spiritual and cultural beliefs, values and uses associated with water bodies of significance to Kāi Tahu. As outlined in the assessment of cultural effects relevant to the QLDC application and PDP, the proposal can be seen as a potential threat to the values that Whakātipu-Wai-Māori holds for Kāi Tahu.

The application does not contain any information from Kāi Tahu on the effects its moorings may or may not have on Kāi Tahu cultural values. Without input from Kāi Tahu on cultural effects, the proposal has to be seen as a potential threat to the values that Whakātipu-Wai-Māori holds for Manawhenua. In considering the location of the moorings which are all located within already modified environments (which include other existing moorings, lakeside features, and urban development), it is considered that adverse cultural effects on the environment are minor.

iii. Summary of effects under the ORP:W

Overall, it is considered that any adverse effects on the environment in relation to effects on the lake bed/ecological values, and the values identified within Schedules 1A-1C of the ORP:W will be no more than minor. Adverse effects on the significance of Whakātipu-Wai-Māori to Kāi Tahu, as identified within Schedule 1D of the ORP:W, is considered to be minor.

3.3.4 Decision: Effects On The Environment (s95A(8))

On the basis of the above assessment, it is assessed that the proposed activity will not have adverse effects on the environment that are more than minor. Therefore, public notification is not required under Step 3.

3.4 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

4. LIMITED NOTIFICATION (s95B)

Section 95B(1) requires a decision on whether there are any affected persons (under s95E). The following steps set out in this section, in the order given, are used to determine whether to give limited notification of an application for a resource consent, if the application is not publicly notified under section 95A.

4.1 Step 1: certain affected groups and affected persons must be notified

Determination under s95B(2)

The proposal does not affect protected customary rights groups, and does not affect a customary marine title group; therefore limited notification under s 95B(2) is not required.

Determination under s95B(3)

The consent authority must determine –

- (a) *whether the proposed activity is on or adjacent to, or may affect, land that is the subject of a statutory acknowledgement made in accordance with an Act specified in Schedule 11; and*
- (b) *whether the person to whom the statutory acknowledgement is made is an affected person under section 95E.*

The proposed mooring blocks are to be located in and attached to the lakebed of Whakātipu-Wai-Māori, which is subject to a statutory acknowledgement made in accordance with the Ngāi Tahu Claims Settlement Act 1998 (which is an Act specified in Schedule 11 of the RMA).

In determining if the person to whom the statutory acknowledgement is made is an affected person under section 95E, the consent authority is not required to necessarily find Kāi Tahu affected but requires the acknowledgement to be taken into account in determining whether they are affected (that is whether they are affected in a manner different from the public generally).

An assessment on whether Kāi Tahu is considered to be adversely affected follows:

Te Rūnanga / Rūnaka o Ngāi Tahu

The assessment contained within Section 3.3.3 in relation to effects on cultural values under the QLDC PDP and an assessment against the Schedule 1D values under the ORP:W is relevant to an assessment of whether Ngāi Tahu (or Kāi Tahu) is considered to be adversely affected. In summary, both the ORP:W and the QLDC PDP recognise Kāi Tahu as a partner in the management and protection of the Region/District's water resources through the implementation of these Plans, whereby it is acknowledged that input from Kāi Tahu (who are the Manawhenua of this District) is required in order to fully understand the effects that the proposed moorings within statutory acknowledgement and wāhi tūpuna areas have on cultural/spiritual values. As stated in section 3.3.3 of this report, the application does not contain information from Kāi Tahu on the effects this mooring may or may not have on Kāi Tahu cultural values.

The proposed mooring systems involve the placement of permanent structures on the bed of Whakātipu-Wai-Māori in the form of mooring blocks. The proposal can therefore be seen as a potential threat to the values that Whakātipu-Wai-Māori holds for Manawhenua.

Based on the conclusions reached within Section 3.3.3 of this report, and taking into consideration the statutory acknowledgement Whakātipu-Wai-Māori, the effects on Kāi Tahu will be minor for the purposes of section 95E of the RMA.

Accordingly, Kāi Tahu, whose interests in the Queenstown Lakes District are represented by Aukaha and Te Ao Marama Incorporated, is determined to be an affected person under section 95E (s95B(3)).

4.2 Step 2: if not required by Step 1, limited notification precluded in certain circumstances

Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or is not subject to a NES that precludes notification (s95B(6)(a)).

Limited notification is not precluded under Step 2 as the proposal is not for a controlled activity (s95B(6)(b)).

4.3 Step 3: if not precluded by Step 2, certain other affected persons must be notified

If limited notification is not precluded by Step 2, a consent authority must determine, in accordance with section 95E, whether the following are affected persons:

Boundary activity

The proposal is not a boundary activity.

Any other activity

The proposal is not a boundary activity and therefore the proposed activity falls into the ‘any other activity’ category (s95B(8)), and the adverse effects of the proposed activity are to be assessed in accordance with section 95E.

4.3.1 Considerations in assessing adverse effects on Persons (S95E(2)(a)-(c))

- a) The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect (a “permitted baseline”). Section 3.3.2 above sets out the relevance of the permitted baseline to this application.
- b) The consent authority **must** disregard an adverse effect of the activity on the person if the effect does not relate to a matter for which a rule or a national environmental standard reserves control or restricts discretion; and
- c) The consent authority **must** have regard to every relevant statutory acknowledgement specified in [Schedule 11](#).

4.3.1 [ii] Persons who have provided written approval (s95E(3))

The persons identified in Section 3.3.1 above have provided their **written approval** and as such adverse effects on these parties are disregarded for the purpose of s95E(3).

4.3.2 Assessment: Effects on Persons

Taking into account the exclusions in sections 95E(2) and (3) as set out in section 4.3.1 above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

Surrounding land owners:

For the moorings located within Queenstown Bay (M1, M5 and M7), there are no properties directly overlooking the proposed moorings as these are located adjacent to public land, which is similarly the case for M47.

In terms of M183, the properties accessed from Peninsula Road overlook the proposed mooring location, although they are separated from the Lake by the foreshore reserve, as can be seen in Figure 3 above. This mooring forms an anticipated part of the Frankton Arm and is a small element in the context of the surrounding landscape.

Overall, adverse effects associated with landscape and amenity values on owners and occupiers of surrounding properties will be less than minor.

Adjacent mooring permit holders:

As noted earlier in this report under navigational safety (Section 3.3.3 above), the QLDC Harbourmaster has confirmed that there are no navigational safety hazards associated with any of the proposed moorings located within Queenstown Bay (M1, M5 and M7), including a swing radius conflict, therefore adjacent permit holders are not considered to be adversely affected by the proposal.

In terms of M47, a swing radius overlap has been identified with consented mooring M396. However, any overlap has been assessed as being within acceptable overlap limits and no navigational safety concerns arise. As such, this permit holder is not considered to be adversely affected.

Similarly, M183 has been assessed as having a potential overlap with adjacent mooring M90 which is within acceptable overlap limits based on a revised vessel length of up to 8.0m overall, and therefore no navigational safety concerns arise. Accordingly, this permit holder is not considered to be adversely affected.

Further to this, a potential swing radius overlap associated with M183 was identified with adjacent moorings M41 and M33. However, as set out earlier in this report, these moorings do not hold a resource

consent, and their location has not been confirmed. As such, although there is the potential for a real world conflict that exists between M183 and adjacent moorings M41 and M33, these mooring owners are not considered to be adversely affected under this application because they are not legally entitled to occupy the lakebed⁹, and the location of this mooring has not been confirmed.

Accordingly, there are no adjacent mooring permit holders that are considered to be adversely affected by the proposal.

4.3.3 Decision: Effects on Persons (s95E(1))

The persons considered affected pursuant to section 95E of the RMA and therefore to be served notice of the application are illustrated and tabled as follows:

Person (owner/occupier)	Address (location in respect of subject site)
Aukaha	N/A
Te Ao Marama Incorporated	N/A

4.4 Step 4 – Further Notification in Special Circumstances (s95B(10))

Special circumstances do not apply that require limited notification.

5. NOTIFICATION DETERMINATION

For the reasons set out in sections 3 and 4 of this notification decision report, under s95A and s95B of the RMA, the application is to be processed on a limited notified.

Prepared by

Decision made by




Rebecca Holden
CONSULTANT PROCESSING PLANNER

Jane Sinclair
INDEPENDENT COMMISSIONER

6.0 APPENDICES LIST

APPENDIX 1 – Applicant's AEE

APPENDIX 2 – Navigational Safety Report – M1

APPENDIX 3 – Navigational Safety Report – M5

APPENDIX 4 – Navigational Safety Report – M7

APPENDIX 5 – Navigational Safety Report – M47

APPENDIX 6 – Navigational Safety Report – M183

⁹ They do not hold private ownership rights, and they do not hold a resource consent for their moorings.

APPENDIX 1 – APPLICANT’S AEE

PREPARED FOR:
WATERSPORTS HOLDINGS LIMITED PARTNERSHIP
25 JUNE 2026
#J2572

ASSESSMENT OF ENVIRONMENTAL EFFECTS

RETROSPECTIVE RESOURCE
CONSENT TO ESTABLISH FIVE (5)
MOORINGS IN LAKE WAKATIPU

M1, M5, M7(A&B): LOCATED IN
QUEENSTOWN BAY

M47 & M183: LOCATED IN
THE FRANKTON ARM

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Attachments

Attachment [A]:	Application Form
Attachment [B]:	Survey Office Plan 6775
Attachment [C1]:	Location Plan –M1, M5, M7
Attachment [C2]:	Location Plan – M47
Attachment [C3]:	Location Plan – M183
Attachment [D]:	Mooring Inspection Reports
Attachment [E]:	ORC to QLDC transfer of powers

Quality assurance

Prepared by	Kylie Columb	Planner	11/6/26
Reviewed by	Kenny Macdonald	Senior Planner	14/6/26

1. Key Information

	QUEENSTOWN BAY MOORINGS x 3: M1, M5, M7	FRANKTON ARM MORINGS x 2: M47, M183
GPS Location	M1: 45°02'04.36"S / 168°39'40.12"E M5: 45°02'07.81"S / 168°39'38.89"E M7A: 45°02'09.25"S / 168°39'35.87"E M7B: 45°02'08.68"S / 168°39'37.20"E <i>Note: 7A & 7B are part of the same mooring. 7A is for the stern and 7B is for the bow of the boat.</i>	M47: 45°02'17.62"S / 168°39'45.74"E M183: 45°02'40.95"S / 168°40'56.57"E
Legal Description	28 Marine Parade, Queenstown Part Section 74 Block XX Shotover SD	N/A – surface and bed of Lake Wakatipu
Owner	Toitu Te Whenua - Land Information New Zealand (LINZ) is the administrator for the Lakebed	
Occupiers	N/A	N/A
Applicant	Watersports Holdings Limited Partnership	
Operative District Plan: Zoning	Queenstown Town Centre - Waterfront Zone	Rural General Zone (Water)
Designations & Special Provisions	N/A	N/A
Proposed District Plan Zoning	Queenstown Bay Waterfront Subzone	Rural Zone (Water)
Designations & Special Provisions	Wahi Tupuna Number 33 – Whakatipu-wai-Maori (Lake Wakatipu)	Wahi Tupuna Number 33– Whakatipu-wai-Maori (Lake Wakatipu)
Proposed Activity	Retrospective resource consent to establish five (5) existing moorings in Lake Wakatipu.	
Operative District Plan	Rural General Zone: The Proposed District Plan rules identified below are not under appeal. The equivalent rules of the ODP must now be treated as inoperative pursuant to section 86F of the RMA.	
Proposed District Plan Activity Status	Queenstown Bay Waterfront Subzone: A restricted discretionary activity pursuant to Rule 12.4.12 for moorings within the Queenstown beach and gardens foreshore area of the Queenstown Bay Waterfront Subzone. Discretion is restricted to matters listed a-f.	Rural Zone (Water): M47: A discretionary activity pursuant to Rule 21.15.8 for any structure or mooring that passes across or through the surface of any lake or river or is attached to the bank of any lake or river, other than where fences cross lakes and rivers. M183: A restricted discretionary activity pursuant to Rule 21.15.7, for moorings in the Frankton Arm located to the east of the Outstanding Natural Landscape line as shown on the District Plan web mapping application. Discretion is restricted to matters listed a-g.
Otago Regional Plan: Water	A discretionary activity pursuant to Rule 13.2.3.1 as the proposal involves the (retrospective) placement of a structure, fixed in, on, under or over the bed of a lake.	
Written Approvals/Consultation	Consultation with Toitu Te Whenua – Land Information NZ (LINZ) as the administer of the lakebed is currently underway for each mooring. No other consultation has been undertaken as it is anticipated that the application will progress on a (limited) notified basis.	

2. Introduction

This report is submitted as part of the application by Watersports Holdings Limited Partnership (the applicant) for retrospective resource consent to lawfully establish five (5) moorings in Lake Wakatipu - M1, M5, M7, M47 and M183. The application form for a water-based activity is appended as **Attachment [A]** and a location plan for the proposed moorings is appended as **Attachment [C1]-[C3]**. The purpose of this report is to provide sufficient information to enable a full understanding of the proposal and any effects that the proposal may have on the environment.

3. Background Information

3.1 About the applicant

Watersports Ltd started as one brand and an ambition to share the beauty, excitement and freedom of Lake Wakatipu with the world. It has evolved into a collective of iconic Queenstown experiences, offering some of the regions most recognised tourism and transport brands. This includes Thunder Jet, Paraflights, Hydro Attack, Jet Ski Tours, Queenstown Boat Charters, Orbus Ferries and Queenstown Marine. Apart from Queenstown Marine, who have a shop on Glenda Drive in Frankton and at the Frankton Marina, the other activities operate from Steamer Wharf in Queenstown Bay. A Watersports kiosk, which provides information and guest check in services, is also located at Steamer Wharf, 88 Beach Street, Queenstown Bay.

To support these water-based activities, Watersports Ltd own a number of moorings in Lake Wakatipu which are used to anchor the vessels associated with the different activities, examples of which are illustrated below. Occupancy varies and the moorings are used interchangeably by the activity providers depending on logistical/operational requirements.



Figure 1: Example of the boats typically used by the proposed moorings

This proposal is not for the actual activity, as each provider operates under its own Resource Consent. The application relates solely to the general use of the existing moorings on an 'as and when required' basis, by all of the service providers that are incorporated under the Watersports brand.

3.2 General Location

For ease of reference, the moorings in this application are referred to as the 'Queenstown Bay moorings' (moorings M1, M5 and M7) and the 'Frankton Arm moorings' (mooring M47 and M183). Their location in Lake Wakatipu is indicated in Figure 2.



Figure 2: The location of proposed moorings in Lake Wakatipu, indicated by the yellow pins (identified on Google Earth using the GPS co-ordinates)

It is acknowledged that LINZ is the administrator of the lakebed on behalf of the commissioner of crown lands, and consultation with regard to affected party approval is currently underway.

3.3 Queenstown Bay Moorings x 3

Moorings M1, M5 and M7 in Queenstown Bay are close to the historic Bathhouse café and the Queenstown Gardens. This stretch of shoreline features several moorings with approximately 4-7 vessels berthed at any one time. This area is specifically identified on the Proposed District Plan maps as the Queenstown Bay Waterfront Subzone:

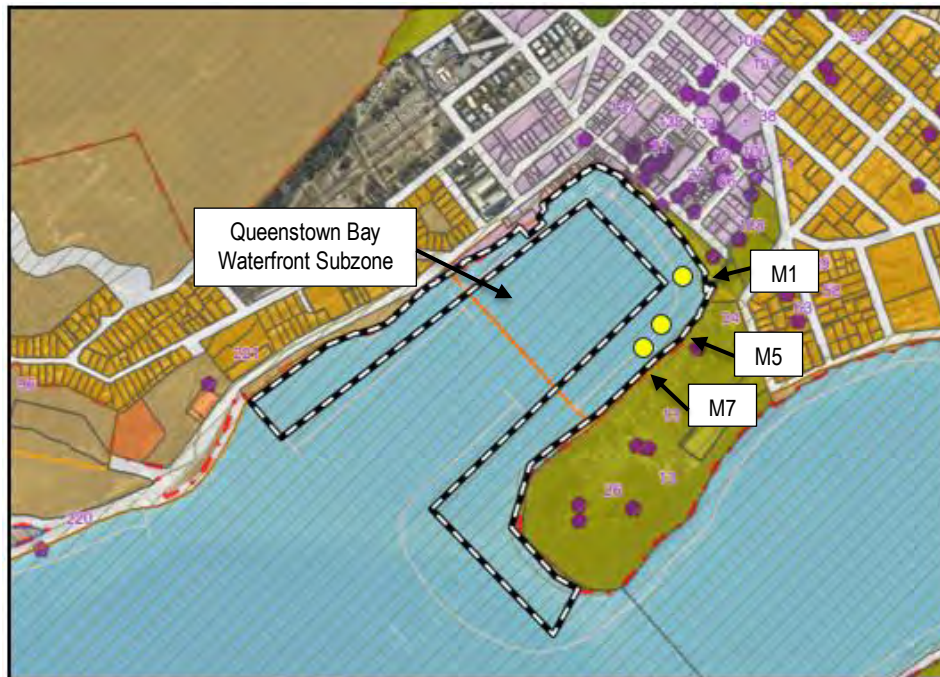


Figure 3: Approximate location of Moorings M1, M5 and M7 (indicated by the yellow dots) in the context of the Queenstown Waterfront Subzone, which is the area to the northeast of the orange line.

The wider Queenstown Bay is host to many berths of prominent local commercial recreational vessels and during summer months is used for small scale commercial recreational activities (paddle boats, kayaks, etc.). The Bay is also used by many private recreational vessels. The shores surrounding Queenstown Bay are highly modified, with the town centre on the northern shores, and the gardens and walking tracks on the southern shores.

This section of the lake has a legal description (Part Section 74 Block XX Shotover SD), and while there is no official Record of Title available, the Survey Office Plan has been obtained from LINZ and is appended as **Attachment [B]**. A location plan for M1, M5 and M7(A & B) is appended as **Attachment [C1]**.

3.4 Frankton Arm Moorings x 2

The Frankton Arm is a large open body of water accessed from the rest of the lake by 'the narrows' – a narrow stretch of water separating the Kelvin Peninsula to the south and the Botanical Gardens/CBD to the north. M47 is located on the northern shore of 'the narrows', to the southeast of the Queenstown Ice Arena. A location plan for M47 is appended as **Attachment [C2]**. A snip of this plan is provided in Figure 4.

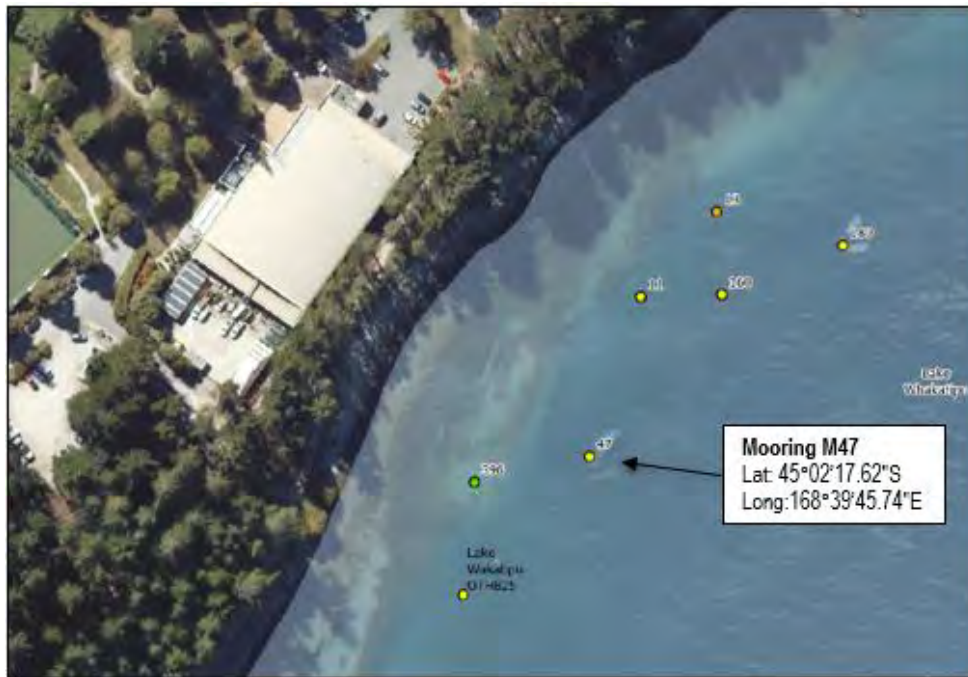


Figure 4: Location of Moorings M47 adjacent to the Queenstown Ice Arena

M183 is located directly north of 717 Peninsula Road, Kelvin Heights, in a cluster of jetties and moorings. A location plan for M183 is appended as **Attachment [C3]**. A snip of this plan is provided in Figure 4.

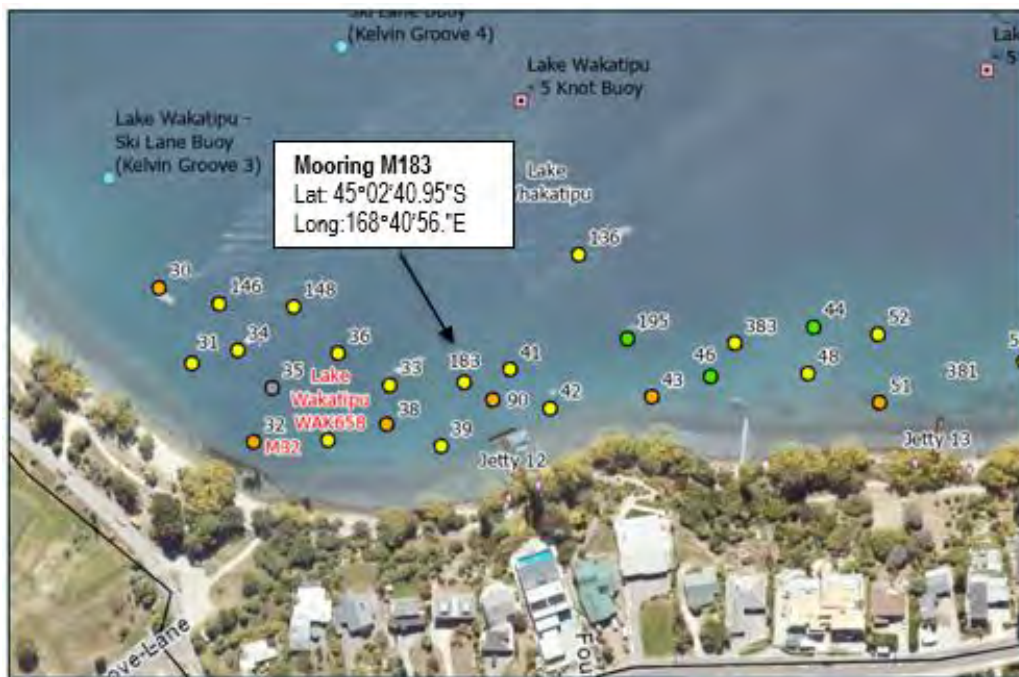


Figure 5: Location of Moorings M183 directly north of 717 Peninsula Road, Kelvin Heights

The Frankton Arm moorings are located within the Rural (Water) Zone in the Proposed District Plan (PDP), with the lakebed administered by LINZ on behalf of the Commission of Crown Lands. Accordingly, consultation with LINZ is underway and affected party approval is anticipated.

4. The Proposal

This is a proposal to seek retrospective resource consent to retain five (5) existing moorings in Lake Wakatipu, to moor vessels with a maximum length of up to 9.0 metres.

The moorings will be used to anchor different vessels in association with the various Watersports activity providers on an 'as and when required' basis, with occupancy varying depending on operational and logistical requirements.

M1, M5, M47, and M183 are swing moorings, attached with a chain extending from the weight to the surface of the lake, similar to the 'Mooring System' diagram in Figure 6. A buoy attached to the chain is the only component visible on the surface of the lake.

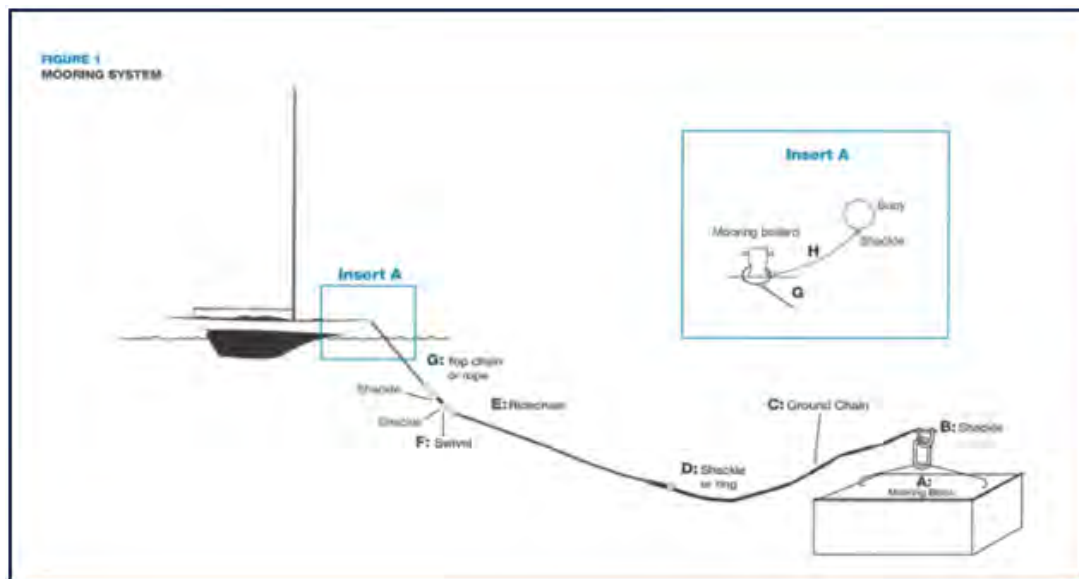


Figure 6: Diagram of the mooring system

Mooring M7 (located in Queenstown Bay) is a Fore and Aft mooring system, which secures a vessel at both the bow (front) and stern (back) to dedicated mooring buoys or anchors, preventing the boat from swinging. In this case, M7A is specifically for the stern and M7B is for the bow, so instead of swinging with the wind, the vessel moored to M7 stays in a fixed orientation.

Mooring Inspections for each of the proposed moorings has been undertaken by Garry Wright, of Wrights Building and Diving Services Ltd (appended as **Attachment [D]**). Specific detail regarding each mooring system is provided in the following table. It is anticipated that each mooring will be inspected every 2 years as per QLDC requirements, and a condition of consent is invited in this regard.

Table 1: Mooring system information

	Location	Mooring Block Dimensions/Weight	Mooring Buoy	Chains, shackles and ring components
M1	Queenstown Bay, opposite the Bathhouse Café. Latitude: 45°02'04.36"S Longitude: 168°39'40.12"E	1.2m x 1.2m x 0.6m Concrete block - 1050kgs	Orange A4 windy buoy: 	Mostly reported to be in good condition, however the middle shackle and yoke showing some signs of wear.
M5	Queenstown Bay, adjacent to the Queenstown Botanic Gardens. Latitude: 45°02'07.81"S Longitude: 168°39'38.89"E	Concrete Structure (Weight and dimensions not specified)	Orange mussel buoy: 	Reported to be in ok/good condition. The boat attachment is a 40mm rope approx. 2m long that shows signs of wear but still adequate. There are 2 yellow slings approx. 1.5m long that have been attached to the rope and these are new
M7A	Queenstown Bay, adjacent to the Queenstown Botanic Gardens. Latitude: 45°02'09.25"S Longitude: 168°39'35.87"E	1m x 1.5m x 0.5m Concrete Block – 1500kgs	Black mussel buoy: 	Reported to be in good condition however not all components visible and were assessed by feel only. The boat attachment rope (40mm, approx. 2m long) also reported to be in poor condition.
M7B	Queenstown Bay, adjacent to the Queenstown Botanic Gardens. Latitude: 45°02'08.68"S Longitude: 168°39'37.20"E	1m x 1m x 0.5m concrete block – 1050kgs	Orange A4 buoy: 	Approx. 14m long fisherman cray rope that goes right to the bottom of the mooring is reported to be in average condition and will likely need replacing at next inspection. Other components either not visible or in ok condition.
M47	Opposite the Ice Arena near the entrance of the Frankton Arm. Latitude: 45°02'17.62"S Longitude: 168°39'45.74"E	1m x 1m x 0.5m concrete block – 1050kgs	Orange A4 buoy: 	The boat attachment is made up of 3 x 2m strops, one is badly worn and the other two are showing some wear. Two shackles holding the strops are showing signs of wear. The strops which attach to a vessel are in very good condition – almost new. Other components in good condition.
M183	Directly north of 171 Peninsula Road, Kelvin Heights Latitude: 45°02'40.95"S Longitude: 168°40'56.57"E	1m x 1m x 0.5m concrete block – 1050kgs	Orange A4 buoy: 	The ground chain and mid chain is reported to be in poor condition, and the buoy has bad UV damage. Bottom and middle chains are noted as being in poor condition. Other components are in good/ok condition.

5. Matters Requiring Consent

5.1 Operative District Plan

The subject site is zoned Rural General under the Operative District Plan. There are no relevant rules under the ODP, as the relevant rules under the PDP must now be treated as operative pursuant to s86F.

5.2 Proposed District Plan

Queenstown Bay Moorings: M1, M5, M7

For moorings in the Queenstown Bay Waterfront Subzone, consent is required under the following rule:

- A **restricted discretionary** activity pursuant to Rule 12.4.12 for moorings within the 'Queenstown beach and gardens foreshore area' of the Queenstown Bay Waterfront Subzone. Discretion is restricted to:
 - a. whether they are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place, including whether they are situated in natural bays and not headlands;
 - b. whether the structure causes an impediment to craft manoeuvring and using shore waters;
 - c. the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;
 - d. the effects associated with congestion and clutter around the shoreline, including whether the structure contributes to an adverse cumulative effect;
 - e. whether the structure will be used by a number and range of people and craft, including the general public; and
 - f. the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design.

Frankton Arm Moorings: M47, M183

For moorings located in the Rural (Water) Zone, and the proposal requires consent under the following rules:

- A **discretionary** activity pursuant to Rule 21.15.8 for any structure or mooring that passes across or through the surface of any lake or river or is attached to the bank of any lake or river, other than were fences cross lakes and rivers. This rule applies to **M47**, which is adjacent to the Queenstown Ice Arena.
- A **restricted discretionary** activity pursuant to Rule 21.15.7 for moorings in the Frankton Arm, identified as the area located to the east of the Outstanding Natural Landscape line as shown on the District Plan web mapping application. **M183** is located to the east of this ONL line. Discretion is restricted to the following matters.
 - a. whether they are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place, including whether they are situated in natural bays and not headlands;
 - b. whether the structure causes an impediment to craft manoeuvring and using shore waters.
 - c. the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;

- d. the effects associated with congestion and clutter around the shoreline. Including whether the structure contributes to an adverse cumulative effect;
- e. whether the structure will be used by a number and range of people and craft, including the general public;
- f. the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design; and
- g. whether the structure enables the use of public water ferry services and/or water-based transport.

5.3 Otago Regional Plan: Water

In 1993 a deed was made to transfer the power to determine applications for land use consent for activities / structures affecting lakes from the Otago Regional Council (ORC) to the Queenstown Lakes District Council (QLDC) pursuant to Section 13(1)(a) of the RMA (refer to Attachment [E]). In accordance with the aforementioned deed the application has been considered under the relevant provisions of the Regional Council Plan: Water. The proposal requires consent under the following rule:

Applicable to all moorings: M1, M5, M7, M47, M183

- A **discretionary** activity pursuant to Rule 13.2.3.1 as the proposal involves the (retrospective) placement of a structure, fixed in, on, under or over the bed of a lake.

As the mooring blocks are already in place, no consents are sought to discharge sediment associated with placement of the mooring block on the lakebed.

5.4 Summary of Consents Required

The application is considered to be:

- a **discretionary** activity under the PDP; and
- a **discretionary** activity under the ORC regional Water Plan

Overall, the activity status is considered to be a **discretionary** activity.

5.5 Scope of Application

This application is for all matters requiring resource consent under the District Plans, rather than for the specific list of consent matters / non-compliances identified above by the author. As such, if the Council is of the view that resource consent is required for alternative or additional matters to those identified in this Assessment of Effects on the Environment (AEE), it has the discretion to grant consent to those matters as well as or in lieu of those identified in this AEE. If the Council is of the view that the activity status of any of the matters requiring consent is different to that described in this AEE, or that some or all of the matters requiring consent should be bundled or unbundled in a way that results in a different outcome to that expressed in this AEE, the Council has the ability under Section 104(5) of the RMA to process the application regardless of the type of activity that the application was expressed to be for.

6. Statutory Considerations

6.1 Section 104 – Matters for Assessment

Section 104(1) of the Act requires the Council to have regard to the following matters, subject to Part 2 of the Act:

- (a) *any actual and potential effects on the environment of allowing the activity; and*
- (b) *any relevant provisions of –*
 - (i) *a national environmental standard;*
 - (ii) *a national policy statement;*
 - (iii) *a regional policy statement or proposed regional policy statement;*
 - (iv) *a plan or proposed plan; and*
- (c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application.*

Section 104(2) of the RMA states that, in considering the effects on the environment of allowing an activity, a consent authority may disregard an adverse effect if a national environmental standard or the plan permits an activity with that effect.

Section 104(3) states that a consent authority must not have regard to trade competition or the effects of trade competition, or any effect on a person who has given written approval to the application.

6.2 Section 104B – Discretionary Activities

Under section 104B, a consent authority processing an application for a discretionary activity may grant or refuse a resource consent application, and if it grants the application, may impose conditions under section 108.

7. Assessment of Environmental Effects

While the moorings in this application are split into two different zones (Queenstown Bay Waterfront Subzone and Rural (Water) Zone) the assessment matters listed within PDP Rule 12.4.12 and Rule 21.15.7 are the same and cover all relevant matters. These assessment matters have therefore been used as a basis to structure the assessment of effects, which are summarised into the following headings.

- Landscape, visual and amenity
- Navigation and water safety
- Effects on recreation
- Cumulative effects
- Effects on the lakebed
- Cultural Values

7.1 Permitted Baseline

Minor repairs, maintenance or alterations of existing operational jetties and moorings are a permitted activity. However, as no records can be found in relation to the original establishment of the moorings, the permitted baseline is not considered to apply.

7.2 Effects on landscape and visual amenity

7.2.1 Queenstown Bay Moorings: M1, M5, M7

The objectives and policies in the PDP encourage the development of an ‘*exciting and vibrant waterfront*’; and more specifically:

‘provide for structures (including moorings, jetties and wharves) within the Queenstown Bay waterfront area subject to complying with bulk, location and appearance controls (if specified) and maintaining or enhancing the existing predominantly open character, a continuous pedestrian waterfront connection, and navigational safety.’

The Queenstown Bay Waterfront Subzone provides a visually engaging hub of water-based activity against an expansive lake and mountain backdrop. The continuous pedestrian waterfront connection refers to the towns highly trafficked, active travel promenade; a seamless route running along the shores of Lake Wakatipu, spanning from Steamer Wharf to the northwest, along Marine Parade and linking directly to the Queenstown Gardens in the southeast. While the proposed moorings are visible to a wide catchment area (i.e. the entire waterfront precinct), they are an anticipated feature in Queenstown Bay. The vessels utilising these moorings are associated with iconic adventure-based activities (refer to Figure 1 for examples), which adds to the excitement and vibrancy of the waterfront area as a bustling central hub. The buoys and/or vessels anchored to the moorings will not dominate the shore scape or obstruct the wider lake and mountain views. Overall, the existing open character of the Queenstown waterfront as well as the pedestrian waterfront connection, spanning from Steamer Wharf to the Botanic Gardens, is able to be maintained. Any adverse effects on landscape and visual amenity are considered to be less than minor.

7.2.2 Frankton Arm Moorings: M47, M183

While the bulk of Lake Wakatipu and the surrounding mountain topography display a high degree of natural, open character, Frankton Arm is distinct in that it is encircled by a mix of high density and lower density urban development. The majority of moorings in Lake Wakatipu are located within the Frankton Arm, many of which sit in clusters adjacent to areas characterised by significant residential development. This is particularly the case for M183, which is adjacent to Peninsula Road in Kelvin Heights.

In terms of visibility, when the moorings are vacant the small orange A4 buoy (refer to images of the buoys in table 1) is the only element visible on the surface of the lake. When moored by a vessel they will be more visible to the public i.e. from the public walking tracks and recreation areas, from distant viewpoints across the lake and also from private residences, many of which have lake views. However, in the context of the wider Frankton Arm, a vessel sitting on the surface of the water is not a dominant or obtrusive element in the shore scape. The visual amenity values of the wider landscape, such as the highly valued lake and mountain views, will not be adversely affected by this proposal.

7.3 Navigation and water safety

7.3.1 Queenstown Bay Moorings: M1, M5, M7

The proposed moorings in Queenstown Bay are located in a low-speed environment not a throughfare for craft. As mentioned, the activity providers utilising the moorings operate in accordance with their own individual resource consents. The proposed moorings simply provide an anchorage option for the vessels in close proximity to where several of the activities start and finish (Steamer Wharf). Occupancy will vary depending on operational logistics – this will be carefully and strategically managed by Watersports Ltd management.

Mooring inspections have been undertaken – refer to Table 1 for a summary or **Attachment [D]** for the full report. It is expected that the QLDC Harbourmaster will provide formal feedback to Council once this application is lodged. Subject to any recommendations from the Harbourmaster, the Queenstown Bay moorings are not considered to interfere with navigation or impose any undue safety risk to other lake users.

7.3.2 Frankton Arm Moorings: M47, M183

'The narrows' is the main thoroughfare in and out of the Frankton Arm with a high-speed access lane running through the middle - refer to Figure 7 below. M47 (adjacent to Queenstown Ice Arena) will not impede or obstruct users of the high-speed access lane.

M183 (adjacent to 717 Peninsula Road, Kelvin Heights) is located in a cluster of moorings in relatively close proximity to each other, so there is a possibility of a swing radius conflict being present for this mooring. It is expected that the QLDC Harbourmaster will provide formal feedback to Council once this application is lodged and any conflicts will be address at this time. Mooring inspections have been undertaken for M47 and M183 - refer to Table 1 for a summary or **Attachment [D]** for the full report. As above, subject to any recommendations from the Harbourmaster, this proposal is not considered to interfere with navigation or impose any undue safety risk to other lake users. Any effects relating to navigation and water safety will be less than minor.

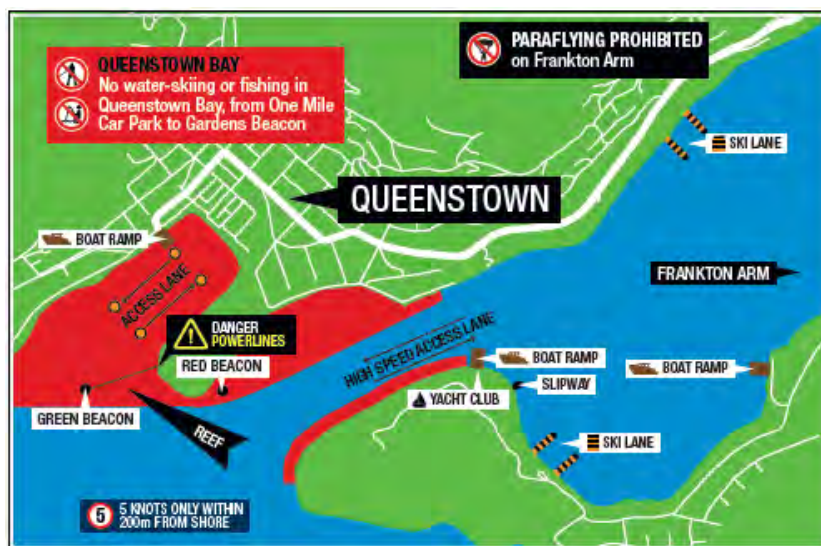


Figure 7: Map of Lake Wakatipu taken from the QLDC Lake Wakatipu Boating Guide

7.4 Effects on recreation

The proposed moorings will not adversely impact the many recreation opportunities available in/around Lake Wakatipu. As discussed in section 7.2.1, the moorings in Queenstown Bay will not alter or disturb the continuous pedestrian waterfront connection. Instead, the moorings contribute to the distinct character and associative attributes of the water-based activities and informal recreation experiences provided in Queenstown Bay and the Frankton Arm of Lake Wakatipu. A boat attached to the mooring may provide a point of visual interest for the public, however this is not considered to adversely affect the recreational experience of users. The historical and heritage associations of the lake as a place of recreation will be maintained and in this regard effects will be less than minor.

7.5 Cumulative effects

In considering cumulative effects of the proposal on the natural landscape, particular regard has been given to the extent existing and potential development may already have compromised the visual coherence and naturalness of the landscape. However, for the moorings located in Queenstown Bay, the waterfront precinct is already a bustling hive of activity featuring the busy main town pier and the TSS Earnslaw which departs regularly from Steamer Wharf. The location of the moorings is not considered to give rise to any *adverse* cumulative effects. Rather the moorings will reflect and fit the existing character of this part of the lake. With regard to the moorings located in the Frankton Arm, the spread of moorings along the foreshore area is contained within the immediate vicinity of existing boating structures meaning the encroachment out into the lake is not increased. As this proposal is for retrospective consent for moorings that are already located in the lake, adverse cumulative effects are not considered to result from this proposal.

7.6 Effects on the lakebed

The mooring blocks associated with each mooring have already been constructed and located on the bed of the lake to anchor the chain that a boat would moor against. Retrospective resource consent from ORC is sought as part of this application. However, as all concrete blocks have already been installed, no additional works are proposed, and no additional disturbance of the lakebed is anticipated. In addition, as per the QLDC Swing Mooring Booklet – January 2026, it is a requirement that the whole system must be inspected every two years to evaluate its condition and replace worn components, and inspection must be conducted by a suitably qualified professional. A condition of consent with regard to regular inspection is invited. Any adverse effects on the lakebed are considered to be less than minor.

7.7 Cultural Values

Lake Wakatipu is identified as a Statutory Acknowledgement Area under the Ngai Tahu Claims Settlement Act 1998. The mooring is located within Wāhi Tūpuna Site 33 as specified in Schedule 39.6 of the PDP. In this schedule, Whakātipu-wai-Māori (Lake Wakatipu) is recognised as being key in numerous Kāi Tahu pūrakau (stories) and has a deep spiritual significance for mana whenua. For generations, Whakātipu-wai-Māori also supported nohoaka (seasonal settlements), kāika (settlements), mahika kai (food gathering) as well as transportation routes for pounamu.

Accordingly, the following documents have been reviewed in the context of this application:

- Kāi Tahu Ki Otago Natural Resource Management Plan 2005
- The Cry of the People, Te Tangi a Tauira – Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

In addition, an assessment of the Wahi Tupuna chapter of the PDP (Chapter 39) has been included in this section. Consideration of other relevant objectives and policies is provided in section 10.

7.7.1 Kāi Tahu Ki Otago Natural Resource Management Plan 2005 Chapter 5: Otago Region

The Kai Tahu Iwi Management Plan sets out the issues, objectives and policies related to the management of the natural environment covering Ngai Tahu's tribal area, including Lake Wakatipu. Chapter 5 of the Kāi Tahu Iwi Management Plan discusses general issues, objectives and policies for all catchments across the Otago region. A summary of the most relevant provisions is provided in the table below.

5.3.2 Wai Maori General Issues	• Current water management does not adequately address Kāi Tahu ki Otago cultural values. • Cross mixing of water. • Deteriorating water quality. • Lack of consideration given to Kāi Tahu ki Otago cultural values in water research. • The fundamental question of ownership of water resources remains unresolved. • Damming. • Lack of adequate minimum flows that provide for Kāi Tahu ki Otago cultural values. • Setting of minimum flows may not appropriately consider social, biological and cultural needs.
5.3.3 Wai Maori General Objectives	i. The spiritual and cultural significance of water to Kāi Tahu ki Otago is recognised in all water management. ii. The waters of the Otago Catchment are healthy and support Kāi Tahu ki Otago customs. iii. There is no discharge of human waste directly to water. iv. Contaminants being discharged directly or indirectly to water are reduced. v. Flow regimes and water quality standards are consistent with the cultural values of Kāi Tahu ki Otago and are implemented throughout the Otago Region and lower Waitaki Catchment.
5.3.4 Wai Māori General Policies	1. To require an assessment of instream values for all activities affecting water. 2. To promote the cultural importance of water to Kāi Tahu ki Otago in all water management within the Otago Region and Lower Waitaki Catchment. 3. To promote co-ordinated research into water-related issues that provides for Kāi Tahu ki Otago input. 4. To protect and restore the mauri of all water. 5. To encourage the use of the Cultural Health Index as a tool for monitoring waterways. 6. To oppose any further cross mixing of waters. 7. To promote to the Otago Regional Council and Environment Canterbury minimum flow levels, flow regimes, lake levels and lake operating levels for lakes and rivers that recognise and provide for Kāi Tahu ki Otago cultural values and the healthy functioning of associated ecosystems.
5.8.1.6-8 Cultural Landscape policies	To require that jetties and other structures in the foreshore area are controlled to minimise adverse environmental impacts and to ensure access by Kāi Tahu ki Otago to culturally significant areas.

The waterways of Otago are a significant feature of the region, and water plays an important role in the spiritual beliefs and cultural traditions of Kāi Tahu. While the issues, objectives and policies outlined in the table are quite broad in scope, in terms of this proposal, new jetties and moorings are “controlled” through the PDP which ensures

adverse effects are minimised. The proposed moorings will not unduly restrict access to Lake Wakatipu or to any known culturally significant areas. As the moorings have already been established on the lakebed, no further disturbance to the lakebed is required and as such, the health of the lake in terms of water quality and ecosystems will be maintained. The proposal is considered to be consistent with the intention of Chapter 5 of the Kāi Tahu Iwi Management Plan.

7.7.2 Kāi Tahu Ki Otago Natural Resource Management Plan 2005 Chapter 10: Clutha/Mata-au Catchments

Chapter 10 also contains separate issues and policies for matters such as: Wai Māori; Wahi Tapu; Mahika Kai and Biodiversity; and Cultural Landscapes. The following is an assessment of the proposal against the Cultural Landscapes chapter, which is the most relevant to this application.

10.5.2 Cultural Landscapes Issues in the Clutha/Mata-au Catchment	Extensive spread of jetties and moorings in particular in Lake Wakātipu, Lake Wānaka and Lake Hāwea and adjacent to nohoaka sites.
10.2.3 Jetties and Moorings	6. To require the development of a strategy in conjunction with the Queenstown Lakes District Council to investigate the viability of public moorings in the Queenstown Lakes District. 7. To require that all moorings situated in the vicinity of nohoaka and camping sites to be publicly available. 8. To require jetties to be at a fixed location and any effects of earthworks or from the ongoing operation of jetties and be remedied or mitigated. 9. To require jetties and moorings to be located where they will not impede or restrict access to lakes, rivers and wetlands.

As noted in the table above, the 'extensive spread of jetties and moorings' is raised as an 'issue' the Kai Tahu Iwi Management Plan. In this instance, the moorings are contained within Queenstown Bay (the vibrant waterfront adjacent to the town centre) and the Frankton Arm (the most urban part of the lake due to residential development occurring on the northern and southern foreshore), and are located centrally within clusters of existing moorings, and therefore do not contribute to the spread of moorings across the wider unoccupied and undeveloped ONL areas of Lake Wakatipu.

Policy 6 is aimed more at QLDC and *public* moorings and does not apply to the proposal. With regard to Policy 7 and 9, the mooring is not known to be situated in the vicinity of any nohoaka and camping sites. Nor will it unduly impede or restrict access to Lake Wakatipu.

Based on the guidance available from the Kai Tahu Ki Otago Natural Resource Management Plan 2005, the proposal will not adversely affect cultural values.

7.7.3 Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

This iwi management plan sets out objectives and policies related to Climate Change, Air, High Country and Foothills for the entire Otago Region. The following table highlights the provisions that are most relevant to this proposal.

3.4	High Country and Foothills
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3.4.9	General Water Policy
3.4.9-1	Ensure protection and enhancement of the mauri or life supporting capacity of all high country and foothill waterways.
3.4.9-2	Advocate that all management decisions shall take into account the protection and survival of indigenous species of flora and fauna (rare and not rare and including taonga species contained in the Ngāi Tahu Claims Settlement Act 1998) in their natural habitats and ecosystems.
3.4.9-12	Promote the use of native species in new developments as a means of reducing the risk of plant pest spread.
3.4.14	Protecting sites of significance in High Country and Foothill Areas
3.4.14-1	Ensure that Ngāi Tahu ki Murihiku are able to effectively exercise their role as kaitiaki over wāhi tapu and wāhi taonga in Murihiku.
3.4.14-6	Avoid compromising unidentified, or unknown, sites of cultural significance as a consequence of ground disturbance associated with land use, subdivision and development.
3.4.14-9	Applications for activities in areas of cultural significance where there are no known sites but the likelihood of finding sites is high, may require one or more of the following (at the cost of the applicant): a. site visit; b. archaeological survey (walk over/test pitting), or a full archaeological description, by an archaeologist approved by Ngāi Tahu Ki Murihiku; c. cultural impact assessment; d. cultural monitoring; e. accidental discovery protocol agreement; archaeological authority; f. other (e.g. consent conditions).
3.4.14-12	Ensure that resource consent applicants are aware that liaising with iwi on the cultural impacts of a development does not constitute an archaeological assessment or iwi approval for a given proposal. An archaeological assessment requires follow up in respect to consultation.

The site is identified as wahi tupuna and is not wahi tapu or wahi taonga. The proposal avoids the compromising of unidentified sites of cultural significance as no further ground disturbance to the lakebed is required. The proposed moorings do not restrict or impede access to existing sites of significance. While this iwi management plan is more of a 'high level' document it has still been given relevant consideration in the context of this application. Overall, the proposal is not considered to be contrary to the policies outlined above.

7.7.4 Chapter 39 PDP: Wāhi Tūpuna

Chapter 39 seeks to ensure that activities within identified wāhi tūpuna areas are appropriately managed to protect manawhenua values within those areas. Wāhi Tūpuna 33 is Whakātipu-wai-Māori (Lake Wakatipu). Identified threats for this wāhi tūpuna include:

- a. Damming, activities affecting water quality*
- b. Buildings and structures, utilities*
- c. Earthworks*
- d. Subdivision and development*
- e. New roads or additions/alterations to existing roads, vehicle tracks and driveways*
- f. Commercial and commercial recreational activities*

Moorings are not specifically listed as a 'threat'. Arguably the proposal could be considered as a 'structure' or a 'development', however these terms capture everything, and it is considered that moorings would have been specifically listed if they had been identified as a 'threat'. Therefore, this proposal is not considered to give rise to any of the abovementioned threats to Wāhi Tūpuna 33. No physical works are required to the lakebed or the surface of the lake that will affect water quality. As discussed previously, this consent relates only to the lawful

establishment of the moorings to be utilised by Watersports Ltd. The individual commercial activities that form part of the Watersports collective already have individual consents to operate on the lake. No adverse effects are anticipated with regard to Whakātipu-wai-Māori and the associated manawhenua values.

7.8 Summary

The proposed moorings have been established on the bed of Lake Wakatipu and utilised in conjunction with iconic Queenstown experiences for many years. Watersports Ltd seeks to lawfully establish these moorings to ensure their continued use to anchor vessels associated with the tourism and transport brands that form part of their collective. Three of the moorings (M1, M5, M7) are located in Queenstown Bay and are located in the Queenstown Bay Waterfront Subzone. The other two moorings (M47, M183) are located in the Frankton Arm of Lake Wakatipu and are in the Rural (Water) Zone. The landscape and amenity values of the wider lake and mountain ONL will not be adversely affected by this proposal. Overall, the relevant effects have been considered, and the assessment of environmental effects above concludes that the proposed moorings will not result in adverse effects on the environment that are more than minor.

8. Effects on persons

Consultation is underway with Toitū Te Whenua - Land Information New Zealand, as the administer for the lake bed on behalf of the Crown.

Due to Lake Wakatipu being a Statutory Acknowledgement area, it is anticipated that the application will proceed on a limited notified basis to the below potentially affected persons:

- Aukaha (on behalf of Te Rūnanga o Ōtākou and Hokonui Rūnanga)
- Te Ao Marama Incorporated (on behalf of Ngā Papatipu Rūnaka ki Murihiku: Te Rūnaka o Awarua, Hokonui Rūnanga, Ōraka-Aparima Rūnaka, and Waihopai Rūnaka)

9. Notification Assessment

9.1 Public Notification

Step 1 – Mandatory public notification

- We are not requesting public notification of the application.
- Provided a request is reasonable, we are unlikely to refuse to provide further information or refuse the commissioning of a report under Section 92(2)(b) of the Act. The application does not involve exchange of recreation reserve land.
- The application does not seek to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

Accordingly, mandatory public notification of the application is not required.

Step 2 – Public notification precluded

- Public notification is not precluded by any rule or national environmental standard.

- The proposal is not for a controlled activity or a boundary activity.
- The proposal is not a prescribed activity

Accordingly, public notification of the application is not precluded.

Step 3 – If not precluded by Step 2, public notification is required in certain circumstances

- There are no rules or NES that require public notification.
- The proposal will not have adverse effects that are more than minor.

Step 4 – Special circumstances (s95(9))

- No special circumstances exist in relation to this application.

This application can be processed without public notification.

9.2 Limited Notification

Step 1 – Certain affected groups and affected persons must be notified

- Lake Wakatipu is a statutory acknowledgement area. As Aukaha and Te Ao Marama have not been consulted and therefore have not provided their written approval, this will trigger the requirement for affected persons under step 1.

Step 2 – Limited notification precluded in certain circumstances

- Not applicable as limited notification is required by step 1.

Step 3 – Certain Affected Persons Must be Notified

- Consideration of affected parties is required in accordance with section 95E. LINZ, as the owner of the lake bed, Aukaha and Te Ao Marama are considered to be affected in a minor way by the proposal.

Step 4 – Special circumstances

- No special circumstances exist in relation to this proposal.

This application must be processed on a limited-notified basis.

10. Policy Framework

10.1 Otago Regional Policy Statement 2019

Otago's Regional Policy Statement (ORPS) became fully operative on 4 March 2024. Regional and District Plans must give effect to it. The relevant objectives and policies are contained within Part B, Chapter 3 of the RPS as follows:

Objective 3.1 - The values (including intrinsic values) of ecosystems and natural resources are recognised and maintained, or enhanced where degraded

Policy 3.1.1 Fresh water

Safeguard the life-supporting capacity of fresh water and manage fresh water to:

a) Maintain good quality water and enhance water quality where it is degraded, including for:

- i. Important recreation values, including contact recreation; and
- ii. Existing drinking and stock water supplies;
- b) Maintain or enhance aquatic:
 - i. Ecosystem health;
 - ii. Indigenous habitats; and
 - iii. Indigenous species and their migratory patterns.
-
- d) Maintain or enhance, as far as practicable:
 - i. Natural functioning of rivers, lakes, and wetlands, their riparian margins, and aquifers;
 - ii. Coastal values supported by fresh water;
 - iii. The habitat of trout and salmon unless detrimental to indigenous biological diversity; and
 - iv. Amenity and landscape values of rivers, lakes, and wetlands;
- e) Control the adverse effects of pest species, prevent their introduction and reduce their spread;

Policy 3.1.2 Beds of rivers, lakes, wetlands, and their margins

Manage the beds of rivers, lakes, wetlands, their margins, and riparian vegetation to:

- a) Safeguard the life supporting capacity of fresh water;
 - b) Maintain good quality water, or enhance it where it has been degraded;
 - ...
 - d) Maintain or enhance ecosystem health and indigenous biological diversity;
 - e) Maintain or enhance, as far as practicable:
 - i. Their natural functioning and character; and
 - ii. Amenity values;
 - f) Control the adverse effects of pest species, prevent their introduction and reduce their spread;
- and, ...

Water quality, the natural functioning of the lake and the amenity and landscape values of Lake Wakatipu will be maintained. At a high level, the proposal is considered to be in accordance with the relevant objectives and policies within the RPS.

10.2 Proposed Otago Regional Policy Statement 2021 – Appeals Version

The Proposed Otago Regional Policy Statement 2021 (pRPS 21) was notified on 26 June 2021 sets the direction for future management of Otago's natural and physical resources.

LF-WAI-01 – Te Mana o te Wai

Otago's water bodies and their health and well-being are protected, and restored where they are degraded, so that the mauri of those water bodies is protected, and the management of land and water recognises and reflects that:

- (1) water is the foundation and source of all life – na te wai ko te hauora o ngā mea katoa,
- (2) there is an integral kinship relationship between water and Kāi Tahu whānui, and this relationship endures through time, connecting past, present and future,
- (3) each water body has a unique whakapapa and characteristics,
- (4) fresh water, land, and coastal water have a connectedness that supports and perpetuates life,
- (4A) protecting the health and well-being of water protects the wider environment,
- (5) Kāi Tahu exercise rakatirataka, manaakitaka and their kaitiakitaka duty of care and attention over wai and all the life it supports, and
- (6) all people and communities have a responsibility to exercise stewardship, care, and respect in the management of fresh water.

LF-FW-01A – Visions set for each FMU and rohe

In each FMU and rohe in Otago and within the timeframes specified in the freshwater_visions in LF-VM-02 to LF-VM-06:

- (1) healthy freshwater and estuarine ecosystems support healthy populations of indigenous species (including non-diadromous galaxiids and Canterbury mudfish) and mahika kai that are safe for consumption,

- (2) the interconnection of land, freshwater (including springs, groundwater, ephemeral water bodies, wetlands, rivers, and lakes) and coastal water is recognised,*
- (3) fish passage within and between catchments is provided for except where it is desirable to prevent the passage of some fish species in order to protect desired fish species, their life stages, or their habitats,*
- (4) the form, function and character of water bodies reflects their natural characteristics and natural behaviours to the extent reasonably practicable,*
- (5) the ongoing relationship of Kāi Tahu with wāhi tūpuna, including access to and use of water bodies, is sustained,*
- (6) the health of the water supports the health of people and their connections with water bodies,*
- (7) sustainable land and water management practices:*
 - (a) support food and fibre production and the continued social, economic, and cultural well-being of Otago's people and communities, and*
 - (b) improve the resilience of communities to the effects of climate change, and*
 - (c) ensure communities are appropriately serviced by community water supplies, and other three waters infrastructure,*
 - (8) direct discharges of wastewater to water bodies are phased out to the extent reasonably practicable, and*
 - (9) freshwater is managed as part of New Zealand's integrated response to climate change and renewable electricity generation activities are provided for.*

The proposal will not adversely affect the health and wellbeing of the lake, nor will it impact on the relationship of Kāi Tahu with wāhi tūpuna and access to and use of Lake Wakatipu. The proposal is considered to be in accordance with the relevant objectives and policies within the pRPS 21.

10.3 Otago Regional Plan: Water for Otago

Section 5.3 of the Regional Water Plan promotes the protection, maintenance or enhancement of spiritual and cultural beliefs, natural character and amenity values of Otago's lakes and rivers. The maintenance of public access and the protection of heritage values are also key principles. This proposal is able to maintain the cultural and heritage values, natural character and amenity values of Lake Wakatipu. In addition, the proposed moorings will not impede or obstruct access to the lake in any way.

Section 8 focusses on the protection of the lakebed and its complex and dynamic natural systems. The proposal will not cause any bed disturbance or affect stability of the bed or banks, or the flood and sediment carrying capacity of any lake, or fish migration. The proposal will not affect water quality, amenity values, or downstream users.

Overall, the proposal is consistent with the relevant provisions contained within the Otago Regional Plan: Water.

10.4 Operative District Plan

The objectives and policies of the ODP are no longer considered relevant as there are no rules triggered by which to implement the objectives and policies.

10.5 Proposed District Plan

The relevant objectives and policies are contained within Chapters 3 (Strategic Direction), 6 (Landscapes), 21 (Rural), 12 (Queenstown Town Centre) and 39 (Wāhi Tūpuna) of the PDP. Chapter 39 has already been considered in section 7 of this report so has not been included in the assessment below.

Chapter 3 - Strategic Direction

Strategic Objective 3.2.4 - The distinctive natural environments and ecosystems of the District are protected.

The relevant provisions of Chapter 3 seek to ensure the natural character of the beds and margins of the district's lakes, rivers and wetlands are preserved, or enhanced where possible, and protected from inappropriate subdivision, use and development. These provisions also seek to maintain or enhance the water quality and functions of the District's lakes, rivers and wetlands.

The natural character, water quality and function of the lake will be maintained as this proposal is for retrospective consent to formally establish five (5) moorings that have been established in their locations for a number of years. Therefore, no disturbance to the lakebed will result from this proposal. A recent inspection of each mooring has been undertaken, and the individual components of the mooring systems (rings, shackles, chains) are reported to be in good condition. The ongoing 2 yearly inspection of the mooring will ensure that the delicate natural ecosystem of the lake is maintained and protected.

Strategic Objective 3.2.5 - The retention of the District's distinctive landscapes.

These provisions seek to protect the landscape and visual amenity values and the natural character of Outstanding Natural Landscapes and Outstanding Natural Features from adverse effects of subdivision, use and development that are more than minor and/or not temporary in duration. In this instance, the moorings are a low-lying feature on the surface of the lake that will not dominate the shore scape. When moored by a vessel, the moorings are visible to a wider catchment, but in the context of the wider landscape, the highly valued lake and mountain views, will not be adversely affected by this proposal.

Overall, the proposal is considered to be consistent with the relevant objectives and policies contained within Chapter 3 of the PDP.

Chapter 6 – Landscapes/Rural Character

Objective 6.3.5 Managing Activities on Lakes and Rivers

Policy 6.3.5.1 – Manage the location, intensity and scale of structures on the surface and margins of water bodies including jetties, moorings and infrastructure recognising the functional needs of these activities, and the importance of lakes and rivers, including as a commercial recreation, tourism, transport and recreational resource, and ensure these structures are at a scale or in a location that, as far as practicable:

- a. protects the values of Outstanding Natural Features and Outstanding Natural Landscapes; and*
- b. maintains the landscape character of Rural Character Landscapes and maintains or enhances their visual amenity values.*

The Frankton Arm and Queenstown Bay Waterfront Subzone is not identified as being ONL, ONF or RCL in the PDP.

Policy 6.3.5.2 - Recognise the character of the Frankton Arm including the established jetties and wharves, and provide for their maintenance, upgrade or expansion.

Policy 6.3.5.4 – Provide for appropriate commercial and recreational activities on the surface of water bodies that do not involve construction of new structures.

The objective and associated policies above recognise that the lakes and rivers are a significant element of the national and international identity of the district and provide for a wide range of commercial and recreational

opportunities. The proposed moorings support the operation of several iconic tourism activity providers, on the surface of the lake that does not involve the construction of new structures. The proposal is considered to be consistent with the relevant objectives and policies contained within Chapter 6 of the PDP.

Chapter 12 – Queenstown Town Centre

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

12.2.5.1 Policy - Encourage the development of an exciting and vibrant waterfront, which maximises the opportunities and attractions inherent in its location and setting as part of the Town Centre.

12.2.5.6 Policy - Provide for structures (including moorings, jetties and wharves) within the Queenstown Bay waterfront area subject to complying with bulk, location and appearance controls (if specified) and maintaining or enhancing the existing predominantly open character, a continuous pedestrian waterfront connection, and navigational safety.

12.2.5.10 Policy - Manage commercial surface of water activities within the Queenstown Bay Waterfront Subzone in a manner that ensures navigational safety, having particular regard to compatibility with existing activities.

The moorings in Queenstown Bay add to the excitement and vibrancy of the town centre by providing anchorage for iconic and well-known adventure tourism activities. The moorings will not create a navigational safety hazard and the open character of the lakefront is able to be maintained.

Chapter 21 - Rural

21.2.12 Objective - The natural character of lakes and rivers and their margins is protected, or enhanced, while also providing for appropriate activities, including recreation, commercial recreation and public transport.

21.2.12.1 Policy – Have regard to statutory obligations, Wahi Tupuna and spiritual beliefs, and cultural traditions of tangata whenua where activities are undertaken on the surface of lakes and rivers and their margins.

21.2.12.2 Policy - Enable people to have access to a wide range of recreational experiences on the lakes and rivers, and their margins, while having regard to environmental and safety constraints of the various parts of each lake and river.

21.2.12.5 Policy – Protect, maintain or enhance the natural character and nature conservation values of lakes and rivers and their margins from inappropriate activities with particular regard to nesting and spawning areas, the intrinsic value of ecosystems and areas of indigenous fauna and habitat and recreational values.

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

The proposal has had regard to statutory obligations, Wāhi Tūpuna and the spiritual beliefs, and cultural traditions of tangata whenua, although consultation has yet to commence. The use of the moorings will not hinder public access to a wide range of recreational experiences on the lakes and their margins. The natural character and nature conservation values of the lake is able to be maintained, and the proposal does not adversely affect any

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

Overall, it is considered that the proposal is consistent with the relevant objectives and policies contained within the above chapters of the PDP.

11. Other Matters

Section 104(1)(c) of the Act permits Council to have regard to “any other matter the consent authority considers relevant and reasonably necessary to determine the application”.

11.1 QLDC Navigation Safety Bylaw 2025

This bylaw applies to the navigable waters and foreshore within the area of Queenstown Lakes District. The purpose of the bylaw (with regard to structures and moorings) is to regulate the placement and maintenance of moorings and maritime facilities.

Part 8 of the Navigation Safety Bylaw 2025 states the following;

47 Mooring permits

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

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

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

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

47.5 Mooring permits may be transferred in accordance with terms and conditions prescribed by the Council, including the payment of the applicable fee.

As far as the applicant is aware, all of the moorings have a current mooring permit from QLDC valid for the current period 1 July 2025 – 30 June 2026. A copy of these reports can be provided on request. It is understood that once this permit expires, the applicant will need to obtain a new permit for each mooring.

11.2 Otago Regional Council Navigation Safety Bylaw 2020

This Bylaw applies to all waters in the Otago Region including the territorial sea and all inland waters apart from the navigable waters in the Queenstown Lakes District Council area, which are administered by QLDC. As such, the ORC Navigation Safety Bylaw does not apply to this proposal.

11.3 National Policy Statement for Freshwater Management 2020 updated 2025 (NPS-FM)

The NPS-FM provides legally binding direction to local councils on managing freshwater to restore and protect its health, prioritising the concept of *Te Mana o te Wai*. It requires regional councils to set long-term visions, establish

limits on resource use, and monitor ecosystem health and human contact, with a focus on reversing degradation within a generation. The following objective is considered most relevant to this proposal –

2.1 Objective (1) The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:

(a) first, the health and well-being of water bodies and freshwater ecosystems

(b) second, the health needs of people (such as drinking water)

(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

The proposal provides for the social, economic, and cultural wellbeing of several Queenstown activity providers by providing anchorage opportunities in Lake Wakatipu in a way that is consistent with NPS-FM. Overall, the proposal is consistent with the relevant objectives of the NPS-FM.

12. Conclusion

Retrospective resource consent is sought to retain five (5) moorings in Lake Wakatipu, three being located in Queenstown Bay and two located in the Frankton Arm. Overall, it is concluded that the proposed activity is not likely to have any adverse effects on the environment that are more than minor. The proposal is consistent with the relevant objectives and policies of the PDP, the ORPS's, and meets the purpose and principles of the Resource Management Act 1991.

Attachments

- Attachment [A]: Application Form
- Attachment [B]: Survey Office Plan 6775
- Attachment [C1]: Location Plan – M1, M5, M7
- Attachment [C2]: Location Plan – M47
- Attachment [C3]: Location Plan – M183
- Attachment [D]: Mooring Inspection Reports
- Attachment [E]: ORC to QLDC transfer of powers

APPENDIX 2 – NAVIGATIONAL SAFETY REPORT – M1

NAVIGATIONAL SAFETY COMMENTS – RESOURCE CONSENT APPLICATION

TO: Rebecca Holden

FROM: Ricky Campbell, QLDC Harbourmaster

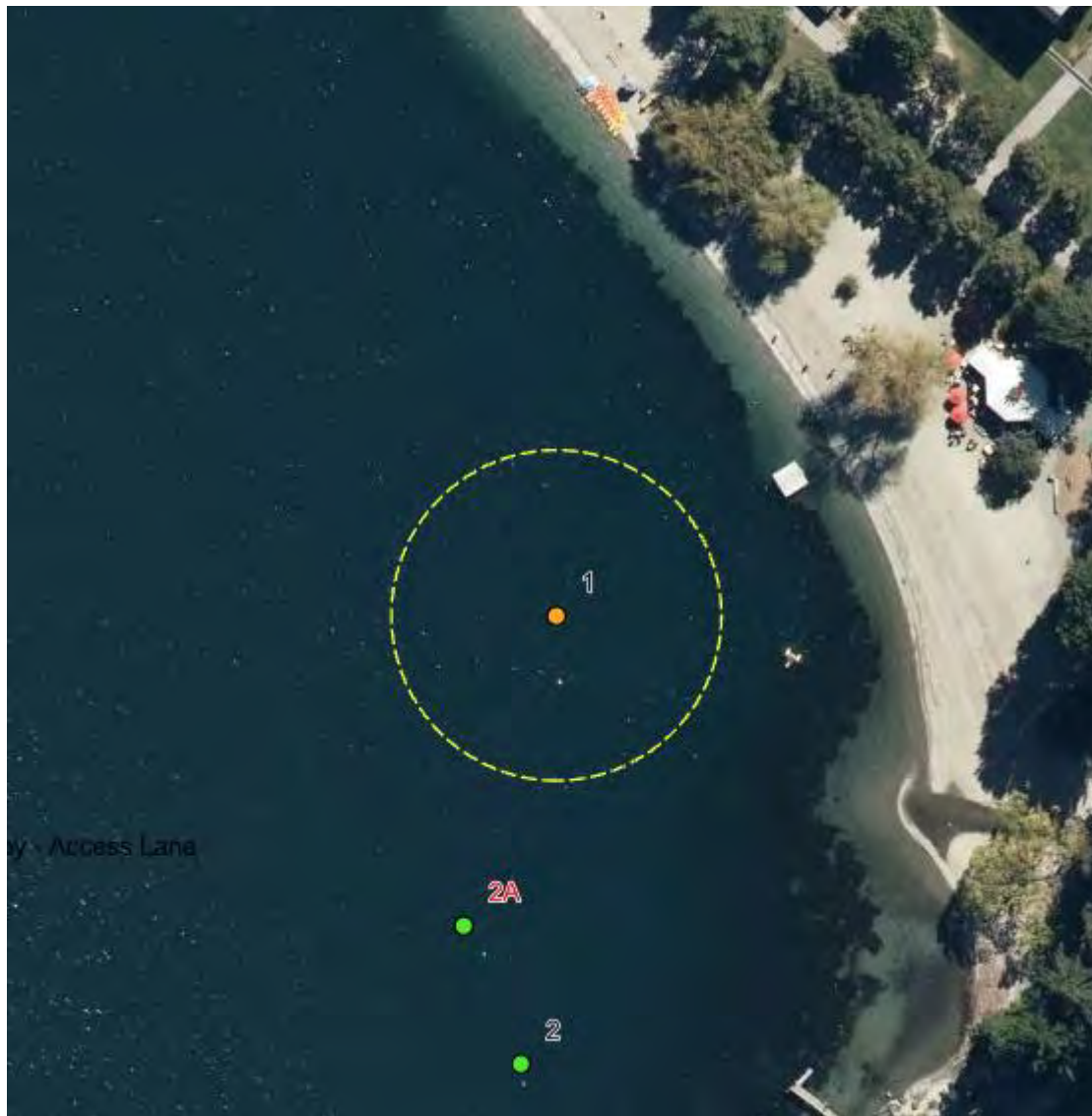
DATE: 15th July 2026

APPLICATION DETAILS	
REFERENCE	RM260706
APPLICANT	Watersports Holdings Limited Partnership
APPLICATION TYPE & DESCRIPTION	Applicant to lawfully establish an existing swing mooring (M01) within Queenstown Bay, Lake Wakatipu
ADDRESS	Within Queenstown Bay, Lake Wakatipu
ZONE	Rural (PDP) RURAL General (ODP)
SITE ADDRESS	N/A
ACTIVITY STATUS	Discretionary
VALUATION NUMBER	N/A

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Rebecca Holden
DATE OF REQUEST	03.07.2026
WORKING DAYS AT TIME OF REQUEST	0
FINAL DATE FOR FURTHER INFORMATION REQUESTS	10.07.2026
DATE REPORT REQUIRED BY:	ASAP
INDICATION OF NOTIFICATION	Limited Notification
TYPE OF COMMENT REQUIRED	Memo
REQUESTED AREAS OF COMMENT	Navigational safety matters including: a) Any navigational safety concerns (e.g. swing radius clash, depth of lake) b) Whether the mooring design is fit for purpose and structurally sound.

MOORING LOCATION DIAGRAM – M01

(-45° 02' 04.36 S 168° 39' 40.12 E) (-45.034544 S 168.661144 E)



1.0 OVERVIEW

Brief Description of Proposal	Watersports Holdings Limited Partnership have made a Resource Consent application in respect of their existing mooring (M01) located within Queenstown Bay, Lake Wakatipu. The purpose of this resource Consent application is to legalise an existing mooring located at the above location. Watersports Holdings Limited Partnership have had Garry Wright from Wright Building and Dive Services complete a subsurface mooring inspection survey on the identified mooring M01, Garry Wright is an experienced diver and based on this I accept his report as being accurate and complete.
History	RM:260706
Waterbodies	Location: Queenstown Bay, Lake Wakatipu.

2.0 SAFETY MANAGEMENT

Safety Management comments	A Resource Consent application in regard to the mooring M01 was filed with the Queenstown Lakes District Council on 03.07.2026. As part of this process, the applicant submits a mooring survey document from a recent mooring inspection carried out on the mooring to show it is fit for purpose and meets the requirements under the Navigational Safety Bylaw 2025, after having the applicant supplied mooring survey document forwarded to myself for a desktop review and comment. Mooring Swing Radius Using the coordinates supplied by Garry Wright within the mooring survey document, I note that there are NO swing radius conflict with surrounding mooring or structures, when considering the swing radius made up of mooring swing radius of 16.5 metres and a vessel length of up to 9.0 metres totalling 25.5 metres. With no conflict with surrounding moorings present, I am in support of this application.
Safety Operation Plan (SOP) comments	Nil Required.
Maritime comment obtained?	No Comment Required from Maritime NZ

3.0 LEGISLATION

- Maritime Transport Act 1994
- Navigation Safety Bylaw 2025

4.0 RECOMMENDED CONDITIONS/ADVICE NOTES

Please see notes above.

5.0 FINAL COMMENT

Prepared by: Ricky Campbell
 Harbourmaster
 Queenstown Lakes District Council

Kind Regards

Ricky

Ricky Campbell

District Harbourmaster
 Queenstown Lakes District Council
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 New Zealand
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APPENDIX 3 – NAVIGATIONAL SAFETY REPORT – M5

NAVIGATIONAL SAFETY COMMENTS – RESOURCE CONSENT APPLICATION

TO: Rebecca Holden

FROM: Ricky Campbell, QLDC Harbourmaster

DATE: 15th July 2026

APPLICATION DETAILS	
REFERENCE	RM260706
APPLICANT	Watersports Holdings Limited Partnership
APPLICATION TYPE & DESCRIPTION	Applicant to lawfully establish an existing swing mooring (M05) within Queenstown Bay, Lake Wakatipu
ADDRESS	Within Queenstown Bay, Lake Wakatipu
ZONE	Rural (PDP) RURAL General (ODP)
SITE ADDRESS	N/A
ACTIVITY STATUS	Discretionary
VALUATION NUMBER	N/A

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Rebecca Holden
DATE OF REQUEST	03.07.2026
WORKING DAYS AT TIME OF REQUEST	0
FINAL DATE FOR FURTHER INFORMATION REQUESTS	10.07.2026
DATE REPORT REQUIRED BY:	ASAP
INDICATION OF NOTIFICATION	Limited Notification
TYPE OF COMMENT REQUIRED	Memo
REQUESTED AREAS OF COMMENT	Navigational safety matters including: a) Any navigational safety concerns (e.g. swing radius clash, depth of lake) b) Whether the mooring design is fit for purpose and structurally sound.

MOORING LOCATION DIAGRAM – M05

(-45° 02' 07.81 S 168° 39' 38.89 E) (-45.035502 S 168.660802 E)



1.0 OVERVIEW

Brief Description of Proposal	Watersports Holdings Limited Partnership have made a Resource Consent application in respect of their existing mooring (M05) located within Queenstown Bay, Lake Wakatipu. The purpose of this resource Consent application is to legalise an existing mooring located at the above location. Watersports Holdings Limited Partnership have had Garry Wright from Wright Building and Dive Services complete a subsurface mooring inspection survey on the identified mooring M05, Garry Wright is an experienced diver and based on this I accept his report as being accurate and complete.
History	RM:260706
Waterbodies	Location: Queenstown Bay, Lake Wakatipu.

2.0 SAFETY MANAGEMENT

Safety Management comments	A Resource Consent application in regard to the mooring M05 was filed with the Queenstown Lakes District Council on 03.07.2026. As part of this process, the applicant submits a mooring survey document from a recent mooring inspection carried out on the mooring to show it is fit for purpose and meets the requirements under the Navigational Safety Bylaw 2025, after having the applicant supplied mooring survey document forwarded to myself for a desktop review and comment. Mooring Swing Radius Using the coordinates supplied by Garry Wright within the mooring survey document, I note that there are NO swing radius conflict with surrounding mooring or structures, when considering the swing radius made up of mooring swing radius of 13.0 metres and a vessel length of up to 9.0 metres totalling 22.0 metres. With no conflict with surrounding moorings present, I am in support of this application.
Safety Operation Plan (SOP) comments	Nil Required.
Maritime comment obtained?	No Comment Required from Maritime NZ

3.0 LEGISLATION

- Maritime Transport Act 1994
- Navigation Safety Bylaw 2025

4.0 RECOMMENDED CONDITIONS/ADVICE NOTES

Please see notes above.

5.0 FINAL COMMENT

Prepared by: Ricky Campbell
Harbourmaster
Queenstown Lakes District Council

Kind Regards

Ricky

Ricky Campbell

District Harbourmaster
Queenstown Lakes District Council
DDI: 0800 2262851 (24/7)
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APPENDIX 4 – NAVIGATIONAL SAFETY REPORT – M7

NAVIGATIONAL SAFETY COMMENTS – RESOURCE CONSENT APPLICATION

TO: Rebecca Holden

FROM: Ricky Campbell, QLDC Harbourmaster

DATE: 15th July 2026

APPLICATION DETAILS	
REFERENCE	RM260706
APPLICANT	Watersports Holdings Limited Partnership
APPLICATION TYPE & DESCRIPTION	Applicant to lawfully establish an existing swing mooring (M07 – Fixed Pole Mooring) within Queenstown Bay, Lake Wakatipu
ADDRESS	Within Queenstown Bay, Lake Wakatipu
ZONE	Rural (PDP) RURAL General (ODP)
SITE ADDRESS	N/A
ACTIVITY STATUS	Discretionary
VALUATION NUMBER	N/A

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Rebecca Holden
DATE OF REQUEST	03.07.2026
WORKING DAYS AT TIME OF REQUEST	0
FINAL DATE FOR FURTHER INFORMATION REQUESTS	10.07.2026
DATE REPORT REQUIRED BY:	ASAP
INDICATION OF NOTIFICATION	Limited Notification
TYPE OF COMMENT REQUIRED	Memo
REQUESTED AREAS OF COMMENT	Navigational safety matters including: a) Any navigational safety concerns (e.g. swing radius clash, depth of lake) b) Whether the mooring design is fit for purpose and structurally sound.

MOORING LOCATION DIAGRAM – M07 & M07A – (Fixed Pole Mooring)

(-45° 02'09.25 S 168° 39'35.87 E) (-45.035902 S 168.659963 E)



1.0 OVERVIEW

Brief Description of Proposal	Watersports Holdings Limited Partnership have made a Resource Consent application in respect of their existing fixed pole mooring (M07) located within Queenstown Bay, Lake Wakatipu. The purpose of this resource Consent application is to legalise an existing fixed pole mooring located at the above location. Watersports Holdings Limited Partnership have had Garry Wright from Wright Building and Dive Services complete a subsurface mooring inspection survey on the identified mooring M07, Garry Wright is an experienced diver and based on this I accept his report as being accurate and complete.
History	RM:260706
Waterbodies	Location: Queenstown Bay, Lake Wakatipu.

2.0 SAFETY MANAGEMENT

Safety Management comments	A Resource Consent application in regard to the fixed pole mooring M07 & M07A was filed with the Queenstown Lakes District Council on 03.07.2026. As part of this process, the applicant submits a mooring survey document from a recent mooring inspection carried out on the mooring to show it is fit for purpose and meets the requirements under the Navigational Safety Bylaw 2025, after having the applicant supplied mooring survey document forwarded to myself for a desktop review and comment. Mooring Swing Radius – Fixed Pole Mooring Using the coordinates supplied by Garry Wright within the mooring survey document, I note that this is a fixed pole mooring therefore there is NO swing radius conflict with surrounding mooring or structures. With no conflict with surrounding moorings present, I am in support of this application.
Safety Operation Plan (SOP) comments	Nil Required.
Maritime comment obtained?	No Comment Required from Maritime NZ

3.0 LEGISLATION

- Maritime Transport Act 1994
- Navigation Safety Bylaw 2025

4.0 RECOMMENDED CONDITIONS/ADVICE NOTES

Please see notes above.

5.0 FINAL COMMENT

Prepared by: Ricky Campbell
 Harbourmaster
 Queenstown Lakes District Council

Kind Regards

Ricky

Ricky Campbell

District Harbourmaster
 Queenstown Lakes District Council
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 New Zealand
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APPENDIX 5 – NAVIGATIONAL SAFETY REPORT – M47

NAVIGATIONAL SAFETY COMMENTS – RESOURCE CONSENT APPLICATION

TO: Rebecca Holden

FROM: Craig Fahey, Waterways Regulatory Services Manager | QLDC Harbourmaster

DATE: 21 August 2026

APPLICATION DETAILS	
REFERENCE	RM260706
APPLICANT	Watersports Holdings Limited Partnership
APPLICATION TYPE & DESCRIPTION	Application to lawfully establish an existing swing mooring (M47) within the Park Street Cluster, Lake Wakatipu.
ADDRESS	Within the Frankton Arm, Lake Wakatipu.
ZONE	Rural (PDP) Rural General (ODP)
SITE ADDRESS	N/A
ACTIVITY STATUS	Discretionary
VALUATION NUMBER	N/A

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Rebecca Holden
DATE OF REQUEST	03.07.2026
WORKING DAYS AT TIME OF REQUEST	0
FINAL DATE FOR FURTHER INFORMATION REQUESTS	10.07.2026
DATE REPORT REQUIRED BY:	ASAP
INDICATION OF NOTIFICATION	Limited Notification
TYPE OF COMMENT REQUIRED	Memo
REQUESTED AREAS OF COMMENT	Navigational safety matters including: a) Any navigational safety concerns (e.g. swing radius clash, depth of lake) b) Whether the mooring design is fit for purpose and structurally sound.

MOORING LOCATION DIAGRAM – M47

Latitude -45.038228 / 45° 02' 17.62" S

Longitude 168.662705 / 168° 39' 45.74" E



Please note: M47 circle projected represents the zero allowable overlap limit (ZOL).

1.0 OVERVIEW

1.1 Brief Description of Proposal	Watersports Holdings Limited Partnership has made a resource consent application in respect of an existing swing mooring, M47, located within the Park Street Cluster, Lake Wakatipu. The purpose of this resource consent application is to lawfully establish the existing mooring at the above location. The application requires Harbourmaster comment on navigational safety, including swing-radius conflict, water depth, and whether the mooring design is fit for purpose and structurally sound. The Harbourmaster's assessment relies on the applicant-supplied mooring inspection information prepared by Wright Building and Dive Services.
1.2 History	RM260706
1.3 Waterbodies	Location: Frankton Arm, Lake Wakatipu.

2.0 SAFETY MANAGEMENT

2.1 SAFETY MANAGEMENT COMMENTS	A resource consent application for mooring M47 was lodged with Queenstown Lakes District Council on 03.07.2026. The applicant-supplied mooring inspection information has been reviewed to inform Harbourmaster comment on navigational safety matters. Assessment approach For moorings in congested areas, the assessment considers whether the mooring arrangement provides adequate separation from nearby moorings having regard to the applicant-supplied survey information, vessel length, mooring design, water depth and separation between mooring blocks. Mooring Swing Radius Based on the applicant-supplied sub-surface mooring survey, the assessed swing radius overlaps with surrounding consented mooring M396. Using the supplied GPS coordinates, mooring block location, survey specifications, and a vessel length of up to 9.0 metres overall, M47 has been assessed as falling within acceptable overlap limits. This assessment was informed by an accepted methodology, developed with input from a recognised naval engineer, for assessing safe permitted swing overlap between moorings. Based on the information provided, no navigational safety issues have been identified that would prevent support for the application.
2.2 Safety Operation Plan (SOP) comments	Nil required.
2.3 Maritime comment obtained?	Planner to address.

3.0 LEGISLATION

- Maritime Transport Act 1994
- Navigation Safety Bylaw 2025

4.0 RECOMMENDED CONDITIONS/ADVICE NOTES

Advice Note:

The use of a mooring is at the occupier's risk. Compliance with spacing criteria does not guarantee that boat-to-boat contact will never occur, and Council is not liable for any damage to occupying boats or for damage to a third party arising from the use of a mooring by the occupier or mooring owner. If the applicant intends to use this mooring for vessels exceeding 9.0 metres overall, further Harbourmaster review is required to recalculate the swing radius, reassess the relationship with surrounding moorings, and confirm whether the mooring design meets relevant QLDC mooring requirements. The mooring owner is responsible for maintaining and keeping the mooring in good order in accordance with all technical specifications, approved consent requirements, permit conditions, and all relevant regulations and legislation.

Recommended condition:

See note above

5.0 FINAL COMMENT

Based on the information provided, no navigational safety issues have been identified that would prevent support for the application.

Prepared by: Craig Fahey
Waterways Regulatory Services Manager | QLDC Harbourmaster
Queenstown Lakes District Council

APPENDIX 6 – NAVIGATIONAL SAFETY REPORT – M183

NAVIGATIONAL SAFETY COMMENTS – RESOURCE CONSENT APPLICATION

TO: Rebecca Holden

FROM: Craig Fahey, Waterways Regulatory Services Manager | QLDC Harbourmaster

DATE: 21 August 2026

APPLICATION DETAILS	
REFERENCE	RM260706
APPLICANT	Watersports Holdings Limited Partnership
APPLICATION TYPE & DESCRIPTION	Application to lawfully establish an existing swing mooring (M183) within the Kelvin Grove cluster, Lake Wakatipu.
ADDRESS	Within the Frankton Arm, Lake Wakatipu.
ZONE	Rural (PDP) Rural General (ODP)
SITE ADDRESS	N/A
ACTIVITY STATUS	Discretionary
VALUATION NUMBER	N/A

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Rebecca Holden
DATE OF REQUEST	03.07.2026
WORKING DAYS AT TIME OF REQUEST	0
FINAL DATE FOR FURTHER INFORMATION REQUESTS	10.07.2026
DATE REPORT REQUIRED BY:	ASAP
INDICATION OF NOTIFICATION	Limited Notification
TYPE OF COMMENT REQUIRED	Memo
REQUESTED AREAS OF COMMENT	Navigational safety matters including: a) Any navigational safety concerns (e.g. swing radius clash, depth of lake) b) Whether the mooring design is fit for purpose and structurally sound.

MOORING LOCATION DIAGRAM – M183

Latitude -45.044708 / 45° 02' 40.95" S

Longitude 168.682380 / 168° 40' 56.57" E



Please note: M183 circle projected represents the calculated zero allowable overlap limit (ZOL).

1.0 OVERVIEW

1.1 Brief Description of Proposal	Watersports Holdings Limited Partnership has made a resource consent application in respect of an existing swing mooring, M183, located within the Kelvin Grove cluster, Lake Wakatipu. The purpose of this resource consent application is to lawfully establish the existing mooring at the above location. The application requires Harbourmaster comment on navigational safety, including swing-radius conflict, water depth, and whether the mooring design is fit for purpose and structurally sound. The Harbourmaster's assessment relies on the applicant-supplied mooring inspection information prepared by Wright Building and Dive Services.
1.2 History	RM260706
1.3 Waterbodies	Location: Frankton Arm, Lake Wakatipu.

2.0 SAFETY MANAGEMENT

2.1 SAFETY MANAGEMENT COMMENTS	A resource consent application for mooring M183 was lodged with Queenstown Lakes District Council on 03.07.2026. The applicant-supplied mooring inspection information has been reviewed to inform Harbourmaster comment on navigational safety matters. Assessment approach For moorings in congested areas, the assessment considers whether the mooring arrangement provides adequate separation from nearby moorings having regard to the applicant-supplied survey information, vessel length, mooring design, water depth and separation between mooring blocks. Mooring Swing Radius Based on the applicant-supplied sub-surface mooring survey, the assessed swing radius identifies potential overlap with surrounding mooring M90. Using the supplied GPS coordinates, mooring block location, survey specifications, and a vessel length of up to 8.0 metres overall, M183 has been assessed as falling within acceptable overlap limits. This assessment was informed by an accepted methodology, developed with input from a recognised naval engineer, for assessing safe permitted swing overlap between moorings. Please note: Potential overlap with existing moorings M41 and M33 has been identified. However, where surrounding moorings are not lawfully established under the RMA at the time of this report, accurate location information and mooring system design details may not have been provided. A reliable assessment of whether a conflict exists, or its extent, cannot therefore be completed for those moorings. Based on the information provided, no navigational safety issues have been identified that would prevent support for the application.
2.2 Safety Operation Plan (SOP) comments	Nil required.
2.3 Maritime comment obtained?	Planner to address.

3.0 LEGISLATION

- Maritime Transport Act 1994
- Navigation Safety Bylaw 2025

4.0 RECOMMENDED CONDITIONS/ADVICE NOTES

Advice Note:

The use of a mooring is at the occupier's risk. Compliance with spacing criteria does not guarantee that boat-to-boat contact will never occur, and Council is not liable for any damage to occupying boats or for damage to a third party arising from the use of a mooring by the occupier or mooring owner. The mooring owner is responsible for maintaining and keeping the mooring in good order in accordance

with all technical specifications, approved consent requirements, permit conditions, and all relevant regulations and legislation.

Consent holder must obtain and maintain an annual QLDC mooring permit as per the requirements of the Navigation Safety Bylaw 2025

Recommended condition:

5.0 FINAL COMMENT

Based on the information provided, no navigational safety issues have been identified that would prevent support for the application.

Prepared by: Craig Fahey
Waterways Regulatory Services Manager | QLDC Harbourmaster
Queenstown Lakes District Council

TechnologyOne ECM Document Summary

Printed On 21-Sep-2026

Class	Description	Doc Set Id / Note Id	Version	Date
PUB_ACC	[A] Application Form	10277822	1	08-Sep-2026
PUB_ACC	AEE	9711335	1	25-Jun-2026
PUB_ACC	[B] Survey Office Plan 6775	9711341	1	25-Jun-2026
PUB_ACC	[C1] Location Plan - M1, M5, M7	9711340	1	25-Jun-2026
PUB_ACC	[C2] Location Plan - M47	9711339	1	25-Jun-2026
PUB_ACC	[C3] Location Plan - M183	9711338	1	25-Jun-2026
PUB_ACC	[D] Mooring Inspection Reports	9711337	1	25-Jun-2026
PUB_ACC	[E] ORC to QLDC transfer of powers	9711336	1	25-Jun-2026
PUB_ACC	Mooring Permit 1 2025 - 2026	9732696	1	05-Jul-2026
PUB_ACC	Mooring Permit 5 2025 - 2026	9732697	1	05-Jul-2026
PUB_ACC	Mooring Permit 7 2025 - 2026	9732700	1	05-Jul-2026
PUB_ACC	Mooring Permit 47 2025 - 2026	9732698	1	05-Jul-2026
PUB_ACC	Mooring Permit 183 2025 - 2026	9732699	1	05-Jul-2026
PUB_ACC	LINZ APA	10304667	1	20-Sep-2026



APPLICATION FOR RESOURCE CONSENT FOR A WATER-BASED ACTIVITY



Under Section 88 of the Resource Management Act 1991 (Form 9)

PLEASE COMPLETE ALL MANDATORY FIELDS* OF THIS FORM.

This form provides contact information and details of your application. If your form does not provide the required information it will be returned to you to complete. Until we receive a completed form and payment of the initial fee, your application will not be accepted for processing.

APPLICANT //

- Must be a person or legal entity (limited liability company or trust).
- Full names of all trustees required.
- The applicant name(s) will be the consent holder(s) responsible for the consent and any associated costs.

*Applicant's Full Name / Company / Trust: **WATERSPORTS HOLDINGS LIMITED PARTNERSHIP**
(Name Decision is to be issued in)

*All trustee names (if applicable):

Contact Name if Company or Trust: **Hamish Emerson**

*Postal Address: **P.O Box 802 Queenstown**

*Contact details supplied must be for the applicant and not for an agent acting on their behalf and must include a valid postal address

*Post code:

9300

*Email Address: **hamish@watersports.nz**

*Phone Numbers: Day **0274 360 986**

Mobile:

The Applicant is:



Owner



Lessee



Occupier



Other - Please Specify



Our preferred methods of corresponding with you are by email and phone.
The decision will be sent to the Correspondence Details via email unless requested otherwise.



CORRESPONDENCE DETAILS // If different than above – E.g. consultant or agent

Name & Company: **Kylie Columb - Vivian Espie Ltd**

Phone Numbers: Day **03 441 4141**

Mobile:

Email Address: **kylie@vivianespie.co.nz**



INVOICING DETAILS //

Invoices will be made out to the applicant but can be sent to another party if paying on the applicant's behalf.
For more information regarding payment please refer to the Fees Information section of this form.

*Please select a preference for who should receive any invoices and how they would like to receive them.

Applicant:



Agent:



Other, please specify:

Email:



Post:



*Attention: **Hamish**

*Postal Address:

*Post code:

*Please provide an email AND full postal address.

*Email: **accounts@watersports.nz**



DEVELOPMENT CONTRIBUTIONS INVOICING DETAILS //

If it is assessed that your consent requires development contributions any invoices and correspondence relating to these will be sent via email. Invoices will be sent to the email address provided above unless an alternative address is provided below. Invoices will be made out to the applicant/owner but can be sent to another party if paying on the applicant's behalf. For more information please see appendix 2 at the end of this form.

Please select a preference for who should receive any invoices.

Details are the same as above



Applicant:

☐☐

Other, please specify:

*Attention:

*Email:

[Click here for further information and our estimate request form](#)



DETAILS OF SITE

Address / Location to which this application relates: Provide the name of the waterbody (i.e. lake or river) where the proposed works/activity will take place. Include proximity to any well-known landmark and land address for any associated land based activity/ landing points:

This consent application is submitted by Watersports Holdings Limited Partnership for retrospective resource consent to lawfully establish five (5) moorings in Lake Wakatipu - M1, M5, M7, M47 and M183. Three of these moorings (M1, M5, M7) are located in Queenstown Bay. Two moorings (M47 and M183) are located in the Frankton Arm.

GPS LOCATION OF PROPOSED WORKS //

(Note: this must be supplied for all mooring and jetty applications, and any other waterbased activity that does not have an associated land parcel attached to the operation)

GPS co-ordinates: Note: you must specify which GPS co-ordinate system* was used to identify the GPS location - Decimal Degrees (DD) or Degrees Minutes Seconds (DMS) (*The Harbourmaster prefers the Decimal Degrees (DD) co-ordinate systems, but either can be used)

Please refer to application as the online application form wont allow space for all co-ordinates

For any land based areas:

Legal Description:

Owners/Occupiers:

District Plan Zone: Rural (Water)

Permit Number: If you have a current permit for your activity from QLDC (i.e. an existing mooring permit), specify your permit number and the name of the person / entity that the permit is issued to

M1, M7, M47 - Watersports Ltd // M5 Jarrod Johnston (Queenstown Marine) // M183 - Shane Jo

Other Users: Identify other occupiers/users in particular consent holders, of the relevant waterbody



SITE VISIT REQUIREMENTS// Should a Council officer need to undertake a site visit please answer the questions below

Is there a gate or security system restricting access by council?

YES ☐ NO ☒

Is there a dog on the property?

YES ☐ NO ☒

Are there any other hazards or entry restrictions that council staff need to be aware of?

If 'yes' please provide information below

YES ☐ NO ☒

The moorings are located in the bed of Lake Wakatipu and are therefore visible but not accessible from the lake shore.



PRE-APPLICATION MEETING

Have you had a pre-application meeting with QLDC regarding this proposal?

☐

Yes

☒

No

☐

Copy of minutes attached

If 'yes', provide the reference number:



CONSENT(S) APPLIED FOR

75



Land use consent to establish and operate a water based activity comprising:



Erect or place a new structure



Alter / extend an existing structure



Replace / demolish an existing structure



Transfer of consent(s):

(Please provide a letter from both the current & new consent holders authorizing this request)

Retrospective consent sought to establish five (5) existing moorings on the bed of Lake Wakatipu.



BRIEF DESCRIPTION OF THE PROPOSAL

Consent is sought to undertake a water-based activity on **Lake Wakatipu**

(Lake / River)

The activity will operate **year round**

(dates / duration)

to provide for **the mooring of different vessels associated with the the activities ar** (number persons)

Brief description of activity:

Proposed Moorings M1, M5, M7, M47 and M183 have been utilised by iconic Queenstown activity providers (such as Thunderjet, Paraflights, Hydro Attack and Queenstown Marine) for many years. The applicant, Watersports Holdings Partnership Ltd, seeks consent to formally establish these moorings in line with recent QLDC mooring requirements. This will ensure their continued use to support the water-based activities and experiences that form part of the Watersports collective.

Further Description to be provided in an assessment attached. See below.



OTHER CONSENTS

Are any additional consent(s) required that have been applied for separately?

- ☒ Otago Regional Council — Use of bed of lake or river (note if has/has not been applied for):



Yes



No



N/A

- ☒ Are you seeking consent from both QLDC and ORC in this one application (i.e. for a jetty or mooring):



Yes



No



N/A



APPLICATION NOTIFICATION

Are you requesting public notification for the application?



Yes



No

Please note there is an additional fee payable for notification. Please refer to Fees schedule



INFORMATION REQUIRED TO BE SUBMITTED //

Attach to this form any information required (see below & appendix 1).

To be accepted for processing, your application must include the following information where relevant to your proposed activity:



A site plan or map showing the locality and extent of the activity and the proximity of any nearby activities (e.g. other moorings and the extent of their swing in relation to your proposed mooring)



Demonstrate compliance with the most up to date QLDC Swing Moorings Booklet (if relevant)



Details of any associated land based buildings or structures, parking areas.
Details of any signage & locations.



A Safety Management Plan



Noise report (if relevant)



Written approval of every person who may be adversely affected by granting of consent (s95E)

Consultation required with:
Aukaha
Te Ao Marama INC
Fish & Game New Zealand

Consultation required where relevant:
Guardians of Lake Wanaka
Guardians of Lake Hawea
Department of Conservation
Land Information New Zealand



An Assessment of Effects (AEE).

An AEE is a written document outlining how the potential effects of the activity have been considered: safety, noise, traffic and parking, signage and impact on the waterbody including other users. Address the relevant provisions of the District Plan and affected parties including who has or has not provided written approval. See [Appendix 1](#) for more detail.



We prefer to receive applications electronically – see Appendix 3 [Naming of Documents Guide](#)

Please ensure documents are scanned at a minimum resolution of 300 dpi.

Each document should be no greater than 10mb



The information that you have provided on this form is public information and is gathered for a lawful purpose to ensure the efficient functioning of Council's duties, powers and functions under the Resource Management Act 1991 and the Building Act 2004. The information will enable Council to adequately assess your application for Resource Consent in accordance with the statutory processes under the Resource Management Act 1991. The information may also be collected for and disclosed to, the Ministry for the Environment and Queenstown Lakes District Council, for the purpose of statistical analysis, so that the Agencies can efficiently undertake their statutory duties. The information will be stored on a public register (Council's eDocs website) and is available to the public in accordance with the terms and conditions set out on the eDocs website.

While available to the public through the eDocs portal, any disclosure of the information on the website must be in accordance with the Local Government Official Information and Meetings Act 1987 and must not be used for a purpose other than for the reason it was collected. Members of the public should not share or distribute this information for any purpose that is not a lawful purpose set out under relevant legislation.

Any unauthorised use, disclosure, or distribution of this information by third parties may constitute a breach of the Privacy Principles set out under the Privacy Act 2020 and may be reported to the Privacy Commissioner which could result in legal sanctions.



FEES INFORMATION

Section 36 of the Resource Management Act 1991 deals with administrative charges and allows a local authority to levy charges that relate to, but are not limited to, carrying out its functions in relation to receiving, processing of applications under this Act.

An invoice for an initial fee will be sent out typically within 1-2 business days of receipt of correctly completed application. Your application will not be processed until this invoice is paid. [When making payment please use the application reference.](#)

[Incorrectly referenced payments will be refunded directly to your bank account and you will be required to resubmit payment using the correct application reference.](#)

If the initial fee charged is insufficient to cover the actual and reasonable costs of work undertaken on the application you will be required to pay any additional amounts. These will be invoiced monthly and are payable by the 20th of the month.

If your application is notified or requires a hearing you will be required to pay a notification deposit and/or a hearing deposit. An applicant may not offset any previous invoices issued against such deposits. If unpaid, the processing of an application, provision of a service, or performance of a function will be suspended until the sum is paid in full.

Section 357B of the Resource Management Act provides a right of objection in respect of additional charges. An objection must be submitted using the correct application form and required documents. This must be lodged within 15 working days of the receipt of the final invoice.

LIABILITY FOR PAYMENT – Please note that by signing and lodging this application form you are acknowledging that the details in the invoicing section are responsible for payment of invoices and in addition will be liable to pay all costs and expenses of debt recovery and/or legal costs incurred by QLDC related to the enforcement of any debt.

ADMINISTRATION FEE - The initial fee includes an administration lodgement fee for staff time spent setting up your application and generating your invoice.

MONITORING FEES – Please also note that the initial fee paid at lodgement includes an initial monitoring fee as per our Charges and Fees for Land Use Consent applications as once Resource Consent is approved you will be required to meet the costs of monitoring any conditions applying to the consent, pursuant to Section 35 of the Resource Management Act 1991. This initial monitoring fee also applies to designation related applications. For all application types the monitoring team may still charge an hourly rate if monitoring is deemed required.

DEVELOPMENT CONTRIBUTIONS – Your development may also incur development contributions under the Local Government Act 2002. You will be liable for payment of any such contributions.

A list of Charges and Fees is available on our website.



PAYMENT // An initial fee is payable upon receiving the initial fee invoice following the lodgment of this application.

Please wait for the initial fee invoice to be issued and use the application reference on the invoice for your payment.

This fee MUST be paid with the correct application reference in order for the processing to begin.

Incorrectly referenced payments will be refunded directly to your bank account and you will be required to resubmit payment using the correct application reference.

Amount to Pay

\$1544 - Land Use Other applications

APPLICATION & DECLARATION

The Council relies on the information contained in this application being complete and accurate. The Applicant must take all reasonable steps to ensure that it is complete and accurate and accepts responsibility for information in this application being so.



If lodging this application as **the Applicant:**

I/we hereby represent and warrant that I am/we are aware of all of my/our obligations arising under this application including, in particular but without limitation, my/our obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.

OR:



If lodging this application as **agent of the Applicant:**

I/we hereby represent and warrant that I am/we are authorised to act as agent of the Applicant in respect of the completion and lodging of this application and that the Applicant/ Agent whose details are in the invoicing section is aware of all of his/her/its obligations arising under this application including, in particular but without limitation, his/her/its obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.



PLEASE TICK

I hereby apply for the resource consent(s) for the Proposal described above and I certify that, to the best of my knowledge and belief, the information given in this application is complete and accurate.

Signed (by or as authorised agent of the Applicant) ** **Kylie Columb**

Digitally signed by Kylie Columb
Date: 2026.06.11 11:32:17 +12'00'

Full name of person lodging this form **Kylie Columb**

Firm/Company **Vivian Espie Ltd**

Dated **6/25/26**

**If this form is being completed on-line you will not be able, or required, to sign this form and the on-line lodgement will be treated as confirmation of your acknowledgement and acceptance of the above responsibilities and liabilities and that you have made the above representations, warranties and certification.

Section 2 of the District Plan provides additional information on the information that should be submitted with a land use or subdivision consent.

The RMA (Fourth Schedule to the Act) requires the following:

1 INFORMATION MUST BE SPECIFIED IN SUFFICIENT DETAIL

- Any information required by this schedule, including an assessment under clause 2(1)(f) or (g), must be specified in sufficient detail to satisfy the purpose for which it is required.

2 INFORMATION REQUIRED IN ALL APPLICATIONS

- (1) An application for a resource consent for an activity (the activity) must include the following:

- (a) a description of the activity;
- (b) a description of the site at which the activity is to occur;
- (c) the full name and address of each owner or occupier of the site;
- (d) a description of any other activities that are part of the proposal to which the application relates;
- (e) a description of any other resource consents required for the proposal to which the application relates;

Information provided within the Form above

- (f) an assessment of the activity against the matters set out in Part 2;
- (g) an assessment of the activity against any relevant provisions of a document referred to in section 104(1)(b).

- (2) The assessment under subclause (1)(g) must include an assessment of the activity against—

- (a) any relevant objectives, policies, or rules in a document; and
- (b) any relevant requirements, conditions, or permissions in any rules in a document; and
- (c) any other relevant requirements in a document (for example, in a national environmental standard or other regulations).

Include in an attached Assessment of Effects (see Clauses 6 & 7 below)

- (3) An application must also include an assessment of the activity's effects on the environment that—

- (a) includes the information required by clause 6; and
- (b) addresses the matters specified in clause 7; and
- (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

ADDITIONAL INFORMATION REQUIRED IN SOME APPLICATIONS

- An application must also include any of the following that apply:
 - (a) if any permitted activity is part of the proposal to which the application relates, a description of the permitted activity that demonstrates that it complies with the requirements, conditions, and permissions for the permitted activity (so that a resource consent is not required for that activity under section 87A(1));
 - (b) if the application is affected by section 124 or 165ZH(1)(c) (which relate to existing resource consents), an assessment of the value of the investment of the existing consent holder (for the purposes of section 104(2A));

Clause 6: Information required in assessment of environmental effects

- (1) An assessment of the activity's effects on the environment must include the following information:
 - (a) if it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity;
 - (b) an assessment of the actual or potential effect on the environment of the activity;
 - (c) if the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment that are likely to arise from such use;
 - (d) if the activity includes the discharge of any contaminant, a description of—
 - (i) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
 - (ii) any possible alternative methods of discharge, including discharge into any other receiving environment;
 - (e) a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect;
 - (f) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted;
 - (g) if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved;
 - (h) if the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).
- (2) A requirement to include information in the assessment of environmental effects is subject to the provisions of any policy statement or plan.
- (3) To avoid doubt, subclause (1)(f) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not—
 - (a) oblige the applicant to consult any person; or
 - (b) create any ground for expecting that the applicant will consult any person.

CLAUSE 7: MATTERS THAT MUST BE ADDRESSED BY ASSESSMENT OF ENVIRONMENTAL EFFECTS

- (1) An assessment of the activity's effects on the environment must address the following matters:
 - (a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects;
 - (b) any physical effect on the locality, including any landscape and visual effects;
 - (c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity;
 - (d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations;
 - (e) any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants;
 - (f) any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations.
- (2) The requirement to address a matter in the assessment of environmental effects is subject to the provisions of any policy statement or plan.

Will your resource consent result in a Development Contribution and what is it?

- A Development Contribution can be triggered by the granting of a resource consent and is a financial charge levied on new developments. It is assessed and collected under the Local Government Act 2002. It is intended to ensure that any party, who creates additional demand on Council infrastructure, contributes to the extra cost that they impose on the community. These contributions are related to the provision of the following council services:
 - Water supply
 - Wastewater supply
 - Stormwater supply
 - Reserves, Reserve Improvements and Community Facilities
 - Transportation (also known as Rooding)

[Click here for more information on development contributions and their charges.](#)

OR Submit an Estimate request *please note administration charges will apply



While it is not essential that your documents are named the following, it would be helpful if you could title your documents for us. You may have documents that do not fit these names; therefore below is a guide of some of the documents we receive for resource consents. Please use a generic name indicating the type of document.

Application Form

Assessment of Environmental Effects (AEE)

Affected Party Approval/s

Safety Management Plan

Traffic Report

PREPARED FOR:
WATERSPORTS HOLDINGS LIMITED PARTNERSHIP
25 JUNE 2026
#J2572

ASSESSMENT OF ENVIRONMENTAL EFFECTS

RETROSPECTIVE RESOURCE
CONSENT TO ESTABLISH FIVE (5)
MOORINGS IN LAKE WAKATIPU

M1, M5, M7(A&B): LOCATED IN
QUEENSTOWN BAY

M47 & M183: LOCATED IN
THE FRANKTON ARM

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Attachments

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Attachment [B]:	Survey Office Plan 6775
Attachment [C1]:	Location Plan –M1, M5, M7
Attachment [C2]:	Location Plan – M47
Attachment [C3]:	Location Plan – M183
Attachment [D]:	Mooring Inspection Reports
Attachment [E]:	ORC to QLDC transfer of powers

Quality assurance

Prepared by	Kylie Columb	Planner	11/6/26
Reviewed by	Kenny Macdonald	Senior Planner	14/6/26

1. Key Information

	QUEENSTOWN BAY MOORINGS x 3: M1, M5, M7	FRANKTON ARM MORINGS x 2: M47, M183
GPS Location	M1: 45°02'04.36"S / 168°39'40.12"E M5: 45°02'07.81"S / 168°39'38.89"E M7A: 45°02'09.25"S / 168°39'35.87"E M7B: 45°02'08.68"S / 168°39'37.20"E <i>Note: 7A & 7B are part of the same mooring. 7A is for the stern and 7B is for the bow of the boat.</i>	M47: 45°02'17.62"S / 168°39'45.74"E M183: 45°02'40.95"S / 168°40'56.57"E
Legal Description	28 Marine Parade, Queenstown Part Section 74 Block XX Shotover SD	N/A – surface and bed of Lake Wakatipu
Owner	Toitu Te Whenua - Land Information New Zealand (LINZ) is the administrator for the Lakebed	
Occupiers	N/A	N/A
Applicant	Watersports Holdings Limited Partnership	
Operative District Plan: Zoning	Queenstown Town Centre - Waterfront Zone	Rural General Zone (Water)
Designations & Special Provisions	N/A	N/A
Proposed District Plan Zoning	Queenstown Bay Waterfront Subzone	Rural Zone (Water)
Designations & Special Provisions	Wahi Tupuna Number 33 – Whakatipu-wai-Maori (Lake Wakatipu)	Wahi Tupuna Number 33– Whakatipu-wai-Maori (Lake Wakatipu)
Proposed Activity	Retrospective resource consent to establish five (5) existing moorings in Lake Wakatipu.	
Operative District Plan	Rural General Zone: The Proposed District Plan rules identified below are not under appeal. The equivalent rules of the ODP must now be treated as inoperative pursuant to section 86F of the RMA.	
Proposed District Plan Activity Status	Queenstown Bay Waterfront Subzone: A restricted discretionary activity pursuant to Rule 12.4.12 for moorings within the Queenstown beach and gardens foreshore area of the Queenstown Bay Waterfront Subzone. Discretion is restricted to matters listed a-f.	Rural Zone (Water): M47: A discretionary activity pursuant to Rule 21.15.8 for any structure or mooring that passes across or through the surface of any lake or river or is attached to the bank of any lake or river, other than where fences cross lakes and rivers. M183: A restricted discretionary activity pursuant to Rule 21.15.7, for moorings in the Frankton Arm located to the east of the Outstanding Natural Landscape line as shown on the District Plan web mapping application. Discretion is restricted to matters listed a-g.
Otago Regional Plan: Water	A discretionary activity pursuant to Rule 13.2.3.1 as the proposal involves the (retrospective) placement of a structure, fixed in, on, under or over the bed of a lake.	
Written Approvals/Consultation	Consultation with Toitu Te Whenua – Land Information NZ (LINZ) as the administer of the lakebed is currently underway for each mooring. No other consultation has been undertaken as it is anticipated that the application will progress on a (limited) notified basis.	

2. Introduction

This report is submitted as part of the application by Watersports Holdings Limited Partnership (the applicant) for retrospective resource consent to lawfully establish five (5) moorings in Lake Wakatipu - M1, M5, M7, M47 and M183. The application form for a water-based activity is appended as **Attachment [A]** and a location plan for the proposed moorings is appended as **Attachment [C1]-[C3]**. The purpose of this report is to provide sufficient information to enable a full understanding of the proposal and any effects that the proposal may have on the environment.

3. Background Information

3.1 About the applicant

Watersports Ltd started as one brand and an ambition to share the beauty, excitement and freedom of Lake Wakatipu with the world. It has evolved into a collective of iconic Queenstown experiences, offering some of the regions most recognised tourism and transport brands. This includes Thunder Jet, Paraflights, Hydro Attack, Jet Ski Tours, Queenstown Boat Charters, Orbus Ferries and Queenstown Marine. Apart from Queenstown Marine, who have a shop on Glenda Drive in Frankton and at the Frankton Marina, the other activities operate from Steamer Wharf in Queenstown Bay. A Watersports kiosk, which provides information and guest check in services, is also located at Steamer Wharf, 88 Beach Street, Queenstown Bay.

To support these water-based activities, Watersports Ltd own a number of moorings in Lake Wakatipu which are used to anchor the vessels associated with the different activities, examples of which are illustrated below. Occupancy varies and the moorings are used interchangeably by the activity providers depending on logistical/operational requirements.



Figure 1: Example of the boats typically used by the proposed moorings

This proposal is not for the actual activity, as each provider operates under its own Resource Consent. The application relates solely to the general use of the existing moorings on an 'as and when required' basis, by all of the service providers that are incorporated under the Watersports brand.

3.2 General Location

For ease of reference, the moorings in this application are referred to as the 'Queenstown Bay moorings' (moorings M1, M5 and M7) and the 'Frankton Arm moorings' (mooring M47 and M183). Their location in Lake Wakatipu is indicated in Figure 2.



Figure 2: The location of proposed moorings in Lake Wakatipu, indicated by the yellow pins (identified on Google Earth using the GPS co-ordinates)

It is acknowledged that LINZ is the administrator of the lakebed on behalf of the commissioner of crown lands, and consultation with regard to affected party approval is currently underway.

3.3 Queenstown Bay Moorings x 3

Moorings M1, M5 and M7 in Queenstown Bay are close to the historic Bathhouse café and the Queenstown Gardens. This stretch of shoreline features several moorings with approximately 4-7 vessels berthed at any one time. This area is specifically identified on the Proposed District Plan maps as the Queenstown Bay Waterfront Subzone:

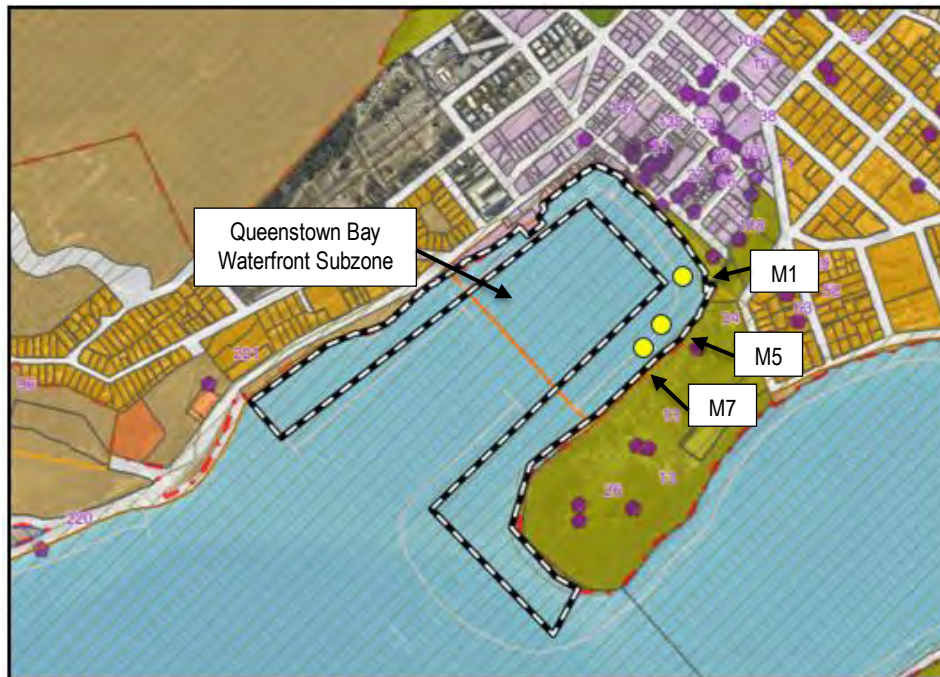


Figure 3: Approximate location of Moorings M1, M5 and M7 (indicated by the yellow dots) in the context of the Queenstown Waterfront Subzone, which is the area to the northeast of the orange line.

The wider Queenstown Bay is host to many berths of prominent local commercial recreational vessels and during summer months is used for small scale commercial recreational activities (paddle boats, kayaks, etc.). The Bay is also used by many private recreational vessels. The shores surrounding Queenstown Bay are highly modified, with the town centre on the northern shores, and the gardens and walking tracks on the southern shores.

This section of the lake has a legal description (Part Section 74 Block XX Shotover SD), and while there is no official Record of Title available, the Survey Office Plan has been obtained from LINZ and is appended as **Attachment [B]**. A location plan for M1, M5 and M7(A & B) is appended as **Attachment [C1]**.

3.4 Frankton Arm Moorings x 2

The Frankton Arm is a large open body of water accessed from the rest of the lake by 'the narrows' – a narrow stretch of water separating the Kelvin Peninsula to the south and the Botanical Gardens/CBD to the north. M47 is located on the northern shore of 'the narrows', to the southeast of the Queenstown Ice Arena. A location plan for M47 is appended as **Attachment [C2]**. A snip of this plan is provided in Figure 4.

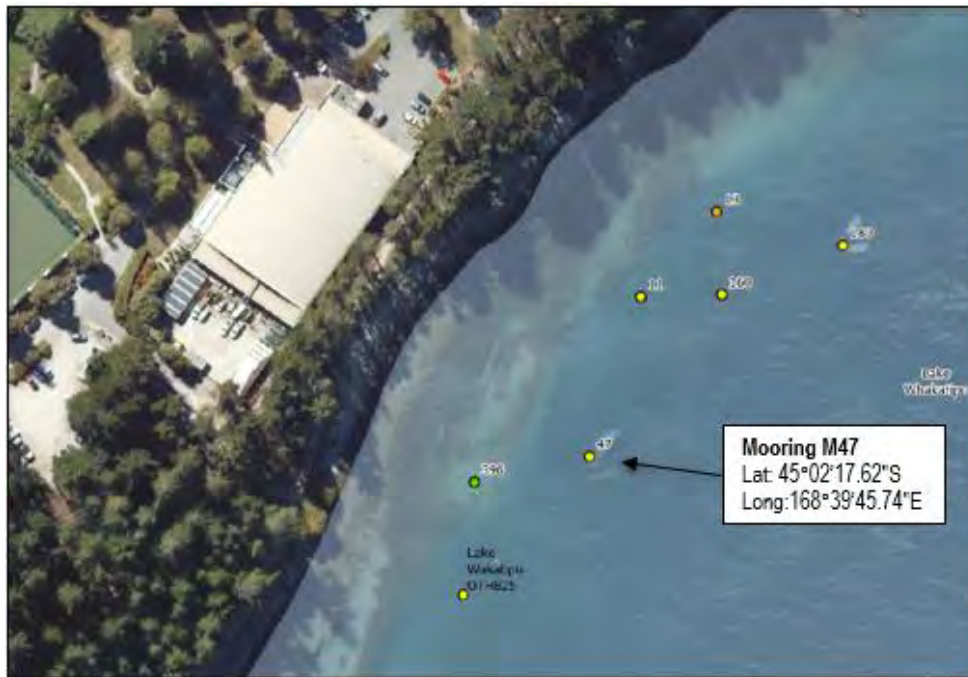


Figure 4: Location of Moorings M47 adjacent to the Queenstown Ice Arena

M183 is located directly north of 717 Peninsula Road, Kelvin Heights, in a cluster of jetties and moorings. A location plan for M183 is appended as **Attachment [C3]**. A snip of this plan is provided in Figure 4.

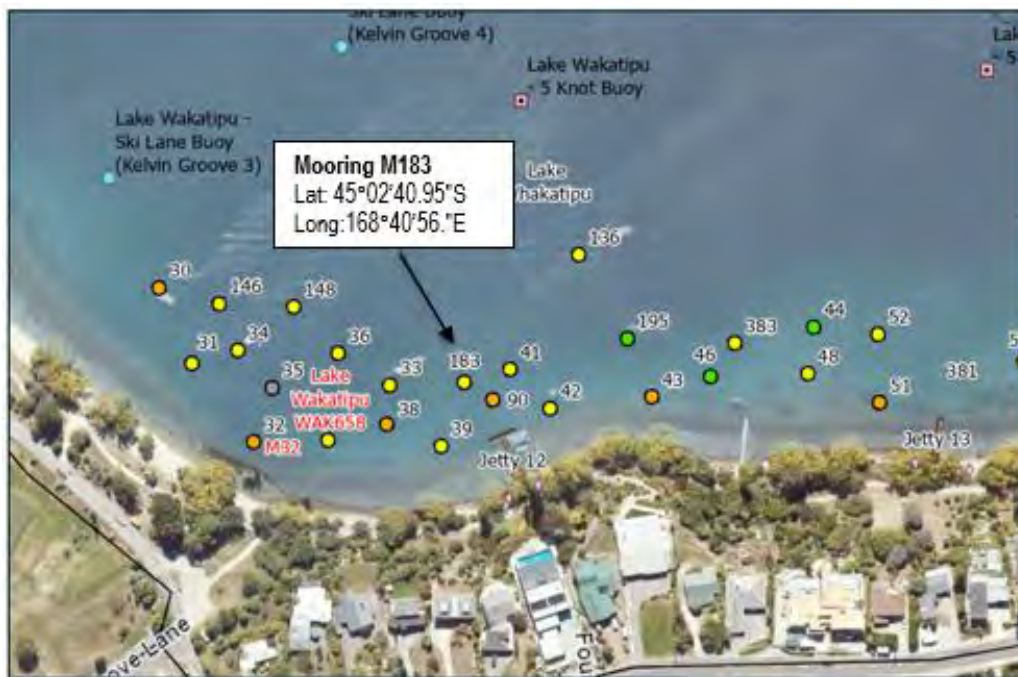


Figure 5: Location of Moorings M183 directly north of 717 Peninsula Road, Kelvin Heights

The Frankton Arm moorings are located within the Rural (Water) Zone in the Proposed District Plan (PDP), with the lakebed administered by LINZ on behalf of the Commission of Crown Lands. Accordingly, consultation with LINZ is underway and affected party approval is anticipated.

4. The Proposal

This is a proposal to seek retrospective resource consent to retain five (5) existing moorings in Lake Wakatipu, to moor vessels with a maximum length of up to 9.0 metres.

The moorings will be used to anchor different vessels in association with the various Watersports activity providers on an 'as and when required' basis, with occupancy varying depending on operational and logistical requirements.

M1, M5, M47, and M183 are swing moorings, attached with a chain extending from the weight to the surface of the lake, similar to the 'Mooring System' diagram in Figure 6. A buoy attached to the chain is the only component visible on the surface of the lake.

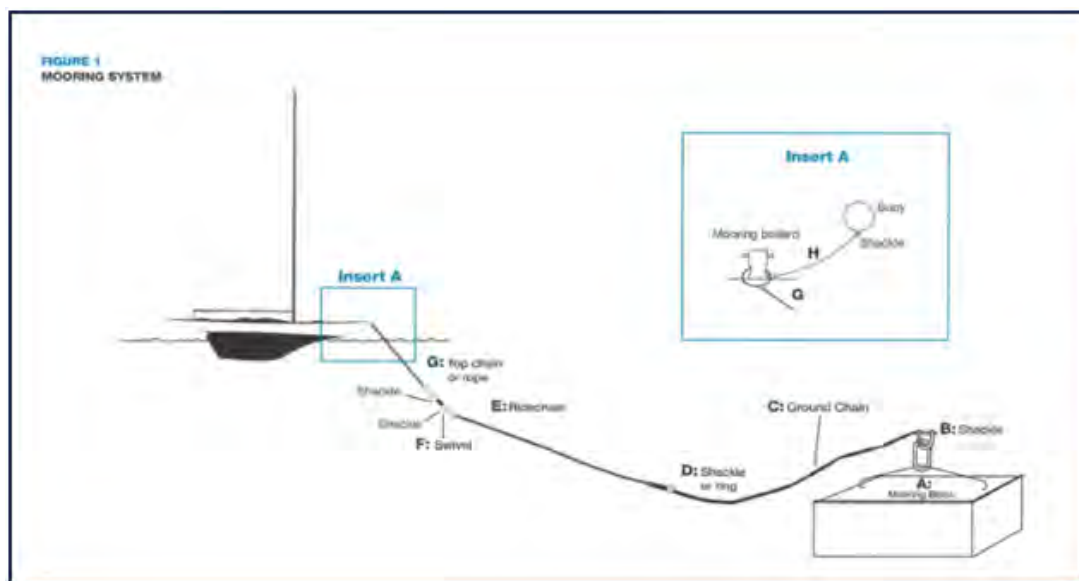


Figure 6: Diagram of the mooring system

Mooring M7 (located in Queenstown Bay) is a Fore and Aft mooring system, which secures a vessel at both the bow (front) and stern (back) to dedicated mooring buoys or anchors, preventing the boat from swinging. In this case, M7A is specifically for the stern and M7B is for the bow, so instead of swinging with the wind, the vessel moored to M7 stays in a fixed orientation.

Mooring Inspections for each of the proposed moorings has been undertaken by Garry Wright, of Wrights Building and Diving Services Ltd (appended as **Attachment [D]**). Specific detail regarding each mooring system is provided in the following table. It is anticipated that each mooring will be inspected every 2 years as per QLDC requirements, and a condition of consent is invited in this regard.

Table 1: Mooring system information

	Location	Mooring Block Dimensions/Weight	Mooring Buoy	Chains, shackles and ring components
M1	Queenstown Bay, opposite the Bathhouse Café. Latitude: 45°02'04.36"S Longitude: 168°39'40.12"E	1.2m x 1.2m x 0.6m Concrete block - 1050kgs	Orange A4 windy buoy: 	Mostly reported to be in good condition, however the middle shackle and yoke showing some signs of wear.
M5	Queenstown Bay, adjacent to the Queenstown Botanic Gardens. Latitude: 45°02'07.81"S Longitude: 168°39'38.89"E	Concrete Structure (Weight and dimensions not specified)	Orange mussel buoy: 	Reported to be in ok/good condition. The boat attachment is a 40mm rope approx. 2m long that shows signs of wear but still adequate. There are 2 yellow slings approx. 1.5m long that have been attached to the rope and these are new
M7A	Queenstown Bay, adjacent to the Queenstown Botanic Gardens. Latitude: 45°02'09.25"S Longitude: 168°39'35.87"E	1m x 1.5m x 0.5m Concrete Block – 1500kgs	Black mussel buoy: 	Reported to be in good condition however not all components visible and were assessed by feel only. The boat attachment rope (40mm, approx. 2m long) also reported to be in poor condition.
M7B	Queenstown Bay, adjacent to the Queenstown Botanic Gardens. Latitude: 45°02'08.68"S Longitude: 168°39'37.20"E	1m x 1m x 0.5m concrete block – 1050kgs	Orange A4 buoy: 	Approx. 14m long fisherman cray rope that goes right to the bottom of the mooring is reported to be in average condition and will likely need replacing at next inspection. Other components either not visible or in ok condition.
M47	Opposite the Ice Arena near the entrance of the Frankton Arm. Latitude: 45°02'17.62"S Longitude: 168°39'45.74"E	1m x 1m x 0.5m concrete block – 1050kgs	Orange A4 buoy: 	The boat attachment is made up of 3 x 2m strops, one is badly worn and the other two are showing some wear. Two shackles holding the strops are showing signs of wear. The strops which attach to a vessel are in very good condition – almost new. Other components in good condition.
M183	Directly north of 171 Peninsula Road, Kelvin Heights Latitude: 45°02'40.95"S Longitude: 168°40'56.57"E	1m x 1m x 0.5m concrete block – 1050kgs	Orange A4 buoy: 	The ground chain and mid chain is reported to be in poor condition, and the buoy has bad UV damage. Bottom and middle chains are noted as being in poor condition. Other components are in good/ok condition.

5. Matters Requiring Consent

5.1 Operative District Plan

The subject site is zoned Rural General under the Operative District Plan. There are no relevant rules under the ODP, as the relevant rules under the PDP must now be treated as operative pursuant to s86F.

5.2 Proposed District Plan

Queenstown Bay Moorings: M1, M5, M7

For moorings in the Queenstown Bay Waterfront Subzone, consent is required under the following rule:

- A **restricted discretionary** activity pursuant to Rule 12.4.12 for moorings within the 'Queenstown beach and gardens foreshore area' of the Queenstown Bay Waterfront Subzone. Discretion is restricted to:
 - a. whether they are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place, including whether they are situated in natural bays and not headlands;
 - b. whether the structure causes an impediment to craft manoeuvring and using shore waters;
 - c. the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;
 - d. the effects associated with congestion and clutter around the shoreline, including whether the structure contributes to an adverse cumulative effect;
 - e. whether the structure will be used by a number and range of people and craft, including the general public; and
 - f. the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design.

Frankton Arm Moorings: M47, M183

For moorings located in the Rural (Water) Zone, and the proposal requires consent under the following rules:

- A **discretionary** activity pursuant to Rule 21.15.8 for any structure or mooring that passes across or through the surface of any lake or river or is attached to the bank of any lake or river, other than were fences cross lakes and rivers. This rule applies to **M47**, which is adjacent to the Queenstown Ice Arena.
- A **restricted discretionary** activity pursuant to Rule 21.15.7 for moorings in the Frankton Arm, identified as the area located to the east of the Outstanding Natural Landscape line as shown on the District Plan web mapping application. **M183** is located to the east of this ONL line. Discretion is restricted to the following matters.
 - a. whether they are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place, including whether they are situated in natural bays and not headlands;
 - b. whether the structure causes an impediment to craft manoeuvring and using shore waters.
 - c. the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;

- d. the effects associated with congestion and clutter around the shoreline. Including whether the structure contributes to an adverse cumulative effect;
- e. whether the structure will be used by a number and range of people and craft, including the general public;
- f. the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design; and
- g. whether the structure enables the use of public water ferry services and/or water-based transport.

5.3 Otago Regional Plan: Water

In 1993 a deed was made to transfer the power to determine applications for land use consent for activities / structures affecting lakes from the Otago Regional Council (ORC) to the Queenstown Lakes District Council (QLDC) pursuant to Section 13(1)(a) of the RMA (refer to Attachment [E]). In accordance with the aforementioned deed the application has been considered under the relevant provisions of the Regional Council Plan: Water. The proposal requires consent under the following rule:

Applicable to all moorings: M1, M5, M7, M47, M183

- A **discretionary** activity pursuant to Rule 13.2.3.1 as the proposal involves the (retrospective) placement of a structure, fixed in, on, under or over the bed of a lake.

As the mooring blocks are already in place, no consents are sought to discharge sediment associated with placement of the mooring block on the lakebed.

5.4 Summary of Consents Required

The application is considered to be:

- a **discretionary** activity under the PDP; and
- a **discretionary** activity under the ORC regional Water Plan

Overall, the activity status is considered to be a **discretionary** activity.

5.5 Scope of Application

This application is for all matters requiring resource consent under the District Plans, rather than for the specific list of consent matters / non-compliances identified above by the author. As such, if the Council is of the view that resource consent is required for alternative or additional matters to those identified in this Assessment of Effects on the Environment (AEE), it has the discretion to grant consent to those matters as well as or in lieu of those identified in this AEE. If the Council is of the view that the activity status of any of the matters requiring consent is different to that described in this AEE, or that some or all of the matters requiring consent should be bundled or unbundled in a way that results in a different outcome to that expressed in this AEE, the Council has the ability under Section 104(5) of the RMA to process the application regardless of the type of activity that the application was expressed to be for.

6. Statutory Considerations

6.1 Section 104 – Matters for Assessment

Section 104(1) of the Act requires the Council to have regard to the following matters, subject to Part 2 of the Act:

- (a) *any actual and potential effects on the environment of allowing the activity; and*
- (b) *any relevant provisions of –*
 - (i) *a national environmental standard;*
 - (ii) *a national policy statement;*
 - (iii) *a regional policy statement or proposed regional policy statement;*
 - (iv) *a plan or proposed plan; and*
- (c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application.*

Section 104(2) of the RMA states that, in considering the effects on the environment of allowing an activity, a consent authority may disregard an adverse effect if a national environmental standard or the plan permits an activity with that effect.

Section 104(3) states that a consent authority must not have regard to trade competition or the effects of trade competition, or any effect on a person who has given written approval to the application.

6.2 Section 104B – Discretionary Activities

Under section 104B, a consent authority processing an application for a discretionary activity may grant or refuse a resource consent application, and if it grants the application, may impose conditions under section 108.

7. Assessment of Environmental Effects

While the moorings in this application are split into two different zones (Queenstown Bay Waterfront Subzone and Rural (Water) Zone) the assessment matters listed within PDP Rule 12.4.12 and Rule 21.15.7 are the same and cover all relevant matters. These assessment matters have therefore been used as a basis to structure the assessment of effects, which are summarised into the following headings.

- Landscape, visual and amenity
- Navigation and water safety
- Effects on recreation
- Cumulative effects
- Effects on the lakebed
- Cultural Values

7.1 Permitted Baseline

Minor repairs, maintenance or alterations of existing operational jetties and moorings are a permitted activity. However, as no records can be found in relation to the original establishment of the moorings, the permitted baseline is not considered to apply.

7.2 Effects on landscape and visual amenity

7.2.1 Queenstown Bay Moorings: M1, M5, M7

The objectives and policies in the PDP encourage the development of an ‘*exciting and vibrant waterfront*’; and more specifically:

‘provide for structures (including moorings, jetties and wharves) within the Queenstown Bay waterfront area subject to complying with bulk, location and appearance controls (if specified) and maintaining or enhancing the existing predominantly open character, a continuous pedestrian waterfront connection, and navigational safety.’

The Queenstown Bay Waterfront Subzone provides a visually engaging hub of water-based activity against an expansive lake and mountain backdrop. The continuous pedestrian waterfront connection refers to the towns highly trafficked, active travel promenade; a seamless route running along the shores of Lake Wakatipu, spanning from Steamer Wharf to the northwest, along Marine Parade and linking directly to the Queenstown Gardens in the southeast. While the proposed moorings are visible to a wide catchment area (i.e. the entire waterfront precinct), they are an anticipated feature in Queenstown Bay. The vessels utilising these moorings are associated with iconic adventure-based activities (refer to Figure 1 for examples), which adds to the excitement and vibrancy of the waterfront area as a bustling central hub. The buoys and/or vessels anchored to the moorings will not dominate the shore scape or obstruct the wider lake and mountain views. Overall, the existing open character of the Queenstown waterfront as well as the pedestrian waterfront connection, spanning from Steamer Wharf to the Botanic Gardens, is able to be maintained. Any adverse effects on landscape and visual amenity are considered to be less than minor.

7.2.2 Frankton Arm Moorings: M47, M183

While the bulk of Lake Wakatipu and the surrounding mountain topography display a high degree of natural, open character, Frankton Arm is distinct in that it is encircled by a mix of high density and lower density urban development. The majority of moorings in Lake Wakatipu are located within the Frankton Arm, many of which sit in clusters adjacent to areas characterised by significant residential development. This is particularly the case for M183, which is adjacent to Peninsula Road in Kelvin Heights.

In terms of visibility, when the moorings are vacant the small orange A4 buoy (refer to images of the buoys in table 1) is the only element visible on the surface of the lake. When moored by a vessel they will be more visible to the public i.e. from the public walking tracks and recreation areas, from distant viewpoints across the lake and also from private residences, many of which have lake views. However, in the context of the wider Frankton Arm, a vessel sitting on the surface of the water is not a dominant or obtrusive element in the shore scape. The visual amenity values of the wider landscape, such as the highly valued lake and mountain views, will not be adversely affected by this proposal.

7.3 Navigation and water safety

7.3.1 Queenstown Bay Moorings: M1, M5, M7

The proposed moorings in Queenstown Bay are located in a low-speed environment not a throughfare for craft. As mentioned, the activity providers utilising the moorings operate in accordance with their own individual resource consents. The proposed moorings simply provide an anchorage option for the vessels in close proximity to where several of the activities start and finish (Steamer Wharf). Occupancy will vary depending on operational logistics – this will be carefully and strategically managed by Watersports Ltd management.

Mooring inspections have been undertaken – refer to Table 1 for a summary or **Attachment [D]** for the full report. It is expected that the QLDC Harbourmaster will provide formal feedback to Council once this application is lodged. Subject to any recommendations from the Harbourmaster, the Queenstown Bay moorings are not considered to interfere with navigation or impose any undue safety risk to other lake users.

7.3.2 Frankton Arm Moorings: M47, M183

'The narrows' is the main thoroughfare in and out of the Frankton Arm with a high-speed access lane running through the middle - refer to Figure 7 below. M47 (adjacent to Queenstown Ice Arena) will not impede or obstruct users of the high-speed access lane.

M183 (adjacent to 717 Peninsula Road, Kelvin Heights) is located in a cluster of moorings in relatively close proximity to each other, so there is a possibility of a swing radius conflict being present for this mooring. It is expected that the QLDC Harbourmaster will provide formal feedback to Council once this application is lodged and any conflicts will be address at this time. Mooring inspections have been undertaken for M47 and M183 - refer to Table 1 for a summary or **Attachment [D]** for the full report. As above, subject to any recommendations from the Harbourmaster, this proposal is not considered to interfere with navigation or impose any undue safety risk to other lake users. Any effects relating to navigation and water safety will be less than minor.



Figure 7: Map of Lake Wakatipu taken from the QLDC Lake Wakatipu Boating Guide

7.4 Effects on recreation

The proposed moorings will not adversely impact the many recreation opportunities available in/around Lake Wakatipu. As discussed in section 7.2.1, the moorings in Queenstown Bay will not alter or disturb the continuous pedestrian waterfront connection. Instead, the moorings contribute to the distinct character and associative attributes of the water-based activities and informal recreation experiences provided in Queenstown Bay and the Frankton Arm of Lake Wakatipu. A boat attached to the mooring may provide a point of visual interest for the public, however this is not considered to adversely affect the recreational experience of users. The historical and heritage associations of the lake as a place of recreation will be maintained and in this regard effects will be less than minor.

7.5 Cumulative effects

In considering cumulative effects of the proposal on the natural landscape, particular regard has been given to the extent existing and potential development may already have compromised the visual coherence and naturalness of the landscape. However, for the moorings located in Queenstown Bay, the waterfront precinct is already a bustling hive of activity featuring the busy main town pier and the TSS Earnslaw which departs regularly from Steamer Wharf. The location of the moorings is not considered to give rise to any *adverse* cumulative effects. Rather the moorings will reflect and fit the existing character of this part of the lake. With regard to the moorings located in the Frankton Arm, the spread of moorings along the foreshore area is contained within the immediate vicinity of existing boating structures meaning the encroachment out into the lake is not increased. As this proposal is for retrospective consent for moorings that are already located in the lake, adverse cumulative effects are not considered to result from this proposal.

7.6 Effects on the lakebed

The mooring blocks associated with each mooring have already been constructed and located on the bed of the lake to anchor the chain that a boat would moor against. Retrospective resource consent from ORC is sought as part of this application. However, as all concrete blocks have already been installed, no additional works are proposed, and no additional disturbance of the lakebed is anticipated. In addition, as per the QLDC Swing Mooring Booklet – January 2026, it is a requirement that the whole system must be inspected every two years to evaluate its condition and replace worn components, and inspection must be conducted by a suitably qualified professional. A condition of consent with regard to regular inspection is invited. Any adverse effects on the lakebed are considered to be less than minor.

7.7 Cultural Values

Lake Wakatipu is identified as a Statutory Acknowledgement Area under the Ngai Tahu Claims Settlement Act 1998. The mooring is located within Wāhi Tūpuna Site 33 as specified in Schedule 39.6 of the PDP. In this schedule, Whakātipu-wai-Māori (Lake Wakatipu) is recognised as being key in numerous Kāi Tahu pūrakau (stories) and has a deep spiritual significance for mana whenua. For generations, Whakātipu-wai-Māori also supported nohoaka (seasonal settlements), kāika (settlements), mahika kai (food gathering) as well as transportation routes for pounamu.

Accordingly, the following documents have been reviewed in the context of this application:

- Kāi Tahu Ki Otago Natural Resource Management Plan 2005
- The Cry of the People, Te Tangi a Tauira – Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

In addition, an assessment of the Wahi Tupuna chapter of the PDP (Chapter 39) has been included in this section. Consideration of other relevant objectives and policies is provided in section 10.

7.7.1 Kāi Tahu Ki Otago Natural Resource Management Plan 2005 Chapter 5: Otago Region

The Kai Tahu Iwi Management Plan sets out the issues, objectives and policies related to the management of the natural environment covering Ngai Tahu's tribal area, including Lake Wakatipu. Chapter 5 of the Kāi Tahu Iwi Management Plan discusses general issues, objectives and policies for all catchments across the Otago region. A summary of the most relevant provisions is provided in the table below.

5.3.2 Wai Maori General Issues	• Current water management does not adequately address Kāi Tahu ki Otago cultural values. • Cross mixing of water. • Deteriorating water quality. • Lack of consideration given to Kāi Tahu ki Otago cultural values in water research. • The fundamental question of ownership of water resources remains unresolved. • Damming. • Lack of adequate minimum flows that provide for Kāi Tahu ki Otago cultural values. • Setting of minimum flows may not appropriately consider social, biological and cultural needs.
5.3.3 Wai Maori General Objectives	i. The spiritual and cultural significance of water to Kāi Tahu ki Otago is recognised in all water management. ii. The waters of the Otago Catchment are healthy and support Kāi Tahu ki Otago customs. iii. There is no discharge of human waste directly to water. iv. Contaminants being discharged directly or indirectly to water are reduced. v. Flow regimes and water quality standards are consistent with the cultural values of Kāi Tahu ki Otago and are implemented throughout the Otago Region and lower Waitaki Catchment.
5.3.4 Wai Māori General Policies	1. To require an assessment of instream values for all activities affecting water. 2. To promote the cultural importance of water to Kāi Tahu ki Otago in all water management within the Otago Region and Lower Waitaki Catchment. 3. To promote co-ordinated research into water-related issues that provides for Kāi Tahu ki Otago input. 4. To protect and restore the mauri of all water. 5. To encourage the use of the Cultural Health Index as a tool for monitoring waterways. 6. To oppose any further cross mixing of waters. 7. To promote to the Otago Regional Council and Environment Canterbury minimum flow levels, flow regimes, lake levels and lake operating levels for lakes and rivers that recognise and provide for Kāi Tahu ki Otago cultural values and the healthy functioning of associated ecosystems.
5.8.1.6-8 Cultural Landscape policies	To require that jetties and other structures in the foreshore area are controlled to minimise adverse environmental impacts and to ensure access by Kāi Tahu ki Otago to culturally significant areas.

The waterways of Otago are a significant feature of the region, and water plays an important role in the spiritual beliefs and cultural traditions of Kāi Tahu. While the issues, objectives and policies outlined in the table are quite broad in scope, in terms of this proposal, new jetties and moorings are “controlled” through the PDP which ensures

adverse effects are minimised. The proposed moorings will not unduly restrict access to Lake Wakatipu or to any known culturally significant areas. As the moorings have already been established on the lakebed, no further disturbance to the lakebed is required and as such, the health of the lake in terms of water quality and ecosystems will be maintained. The proposal is considered to be consistent with the intention of Chapter 5 of the Kāi Tahu Iwi Management Plan.

7.7.2 Kāi Tahu Ki Otago Natural Resource Management Plan 2005 Chapter 10: Clutha/Mata-au Catchments

Chapter 10 also contains separate issues and policies for matters such as: Wai Māori; Wahi Tapu; Mahika Kai and Biodiversity; and Cultural Landscapes. The following is an assessment of the proposal against the Cultural Landscapes chapter, which is the most relevant to this application.

10.5.2 Cultural Landscapes Issues in the Clutha/Mata-au Catchment	Extensive spread of jetties and moorings in particular in Lake Wakātipu, Lake Wānaka and Lake Hāwea and adjacent to nohoaka sites.
10.2.3 Jetties and Moorings	6. To require the development of a strategy in conjunction with the Queenstown Lakes District Council to investigate the viability of public moorings in the Queenstown Lakes District. 7. To require that all moorings situated in the vicinity of nohoaka and camping sites to be publicly available. 8. To require jetties to be at a fixed location and any effects of earthworks or from the ongoing operation of jetties and be remedied or mitigated. 9. To require jetties and moorings to be located where they will not impede or restrict access to lakes, rivers and wetlands.

As noted in the table above, the 'extensive spread of jetties and moorings' is raised as an 'issue' the Kai Tahu Iwi Management Plan. In this instance, the moorings are contained within Queenstown Bay (the vibrant waterfront adjacent to the town centre) and the Frankton Arm (the most urban part of the lake due to residential development occurring on the northern and southern foreshore), and are located centrally within clusters of existing moorings, and therefore do not contribute to the spread of moorings across the wider unoccupied and undeveloped ONL areas of Lake Wakatipu.

Policy 6 is aimed more at QLDC and *public* moorings and does not apply to the proposal. With regard to Policy 7 and 9, the mooring is not known to be situated in the vicinity of any nohoaka and camping sites. Nor will it unduly impede or restrict access to Lake Wakatipu.

Based on the guidance available from the Kai Tahu Ki Otago Natural Resource Management Plan 2005, the proposal will not adversely affect cultural values.

7.7.3 Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

This iwi management plan sets out objectives and policies related to Climate Change, Air, High Country and Foothills for the entire Otago Region. The following table highlights the provisions that are most relevant to this proposal.

3.4	High Country and Foothills
------------	-----------------------------------

3.4.9	General Water Policy
3.4.9-1	Ensure protection and enhancement of the mauri or life supporting capacity of all high country and foothill waterways.
3.4.9-2	Advocate that all management decisions shall take into account the protection and survival of indigenous species of flora and fauna (rare and not rare and including taonga species contained in the Ngāi Tahu Claims Settlement Act 1998) in their natural habitats and ecosystems.
3.4.9-12	Promote the use of native species in new developments as a means of reducing the risk of plant pest spread.
3.4.14	Protecting sites of significance in High Country and Foothill Areas
3.4.14-1	Ensure that Ngāi Tahu ki Murihiku are able to effectively exercise their role as kaitiaki over wāhi tapu and wāhi taonga in Murihiku.
3.4.14-6	Avoid compromising unidentified, or unknown, sites of cultural significance as a consequence of ground disturbance associated with land use, subdivision and development.
3.4.14-9	Applications for activities in areas of cultural significance where there are no known sites but the likelihood of finding sites is high, may require one or more of the following (at the cost of the applicant): a. site visit; b. archaeological survey (walk over/test pitting), or a full archaeological description, by an archaeologist approved by Ngāi Tahu Ki Murihiku; c. cultural impact assessment; d. cultural monitoring; e. accidental discovery protocol agreement; archaeological authority; f. other (e.g. consent conditions).
3.4.14-12	Ensure that resource consent applicants are aware that liaising with iwi on the cultural impacts of a development does not constitute an archaeological assessment or iwi approval for a given proposal. An archaeological assessment requires follow up in respect to consultation.

The site is identified as wahi tupuna and is not wahi tapu or wahi taonga. The proposal avoids the compromising of unidentified sites of cultural significance as no further ground disturbance to the lakebed is required. The proposed moorings do not restrict or impede access to existing sites of significance. While this iwi management plan is more of a 'high level' document it has still been given relevant consideration in the context of this application. Overall, the proposal is not considered to be contrary to the policies outlined above.

7.7.4 Chapter 39 PDP: Wāhi Tūpuna

Chapter 39 seeks to ensure that activities within identified wāhi tūpuna areas are appropriately managed to protect manawhenua values within those areas. Wāhi Tūpuna 33 is Whakātipu-wai-Māori (Lake Wakatipu). Identified threats for this wāhi tūpuna include:

- a. Damming, activities affecting water quality*
- b. Buildings and structures, utilities*
- c. Earthworks*
- d. Subdivision and development*
- e. New roads or additions/alterations to existing roads, vehicle tracks and driveways*
- f. Commercial and commercial recreational activities*

Moorings are not specifically listed as a 'threat'. Arguably the proposal could be considered as a 'structure' or a 'development', however these terms capture everything, and it is considered that moorings would have been specifically listed if they had been identified as a 'threat'. Therefore, this proposal is not considered to give rise to any of the abovementioned threats to Wāhi Tūpuna 33. No physical works are required to the lakebed or the surface of the lake that will affect water quality. As discussed previously, this consent relates only to the lawful

establishment of the moorings to be utilised by Watersports Ltd. The individual commercial activities that form part of the Watersports collective already have individual consents to operate on the lake. No adverse effects are anticipated with regard to Whakātipu-wai-Māori and the associated manawhenua values.

7.8 Summary

The proposed moorings have been established on the bed of Lake Wakatipu and utilised in conjunction with iconic Queenstown experiences for many years. Watersports Ltd seeks to lawfully establish these moorings to ensure their continued use to anchor vessels associated with the tourism and transport brands that form part of their collective. Three of the moorings (M1, M5, M7) are located in Queenstown Bay and are located in the Queenstown Bay Waterfront Subzone. The other two moorings (M47, M183) are located in the Frankton Arm of Lake Wakatipu and are in the Rural (Water) Zone. The landscape and amenity values of the wider lake and mountain ONL will not be adversely affected by this proposal. Overall, the relevant effects have been considered, and the assessment of environmental effects above concludes that the proposed moorings will not result in adverse effects on the environment that are more than minor.

8. Effects on persons

Consultation is underway with Toitū Te Whenua - Land Information New Zealand, as the administer for the lake bed on behalf of the Crown.

Due to Lake Wakatipu being a Statutory Acknowledgement area, it is anticipated that the application will proceed on a limited notified basis to the below potentially affected persons:

- Aukaha (on behalf of Te Rūnanga o Ōtākou and Hokonui Rūnanga)
- Te Ao Marama Incorporated (on behalf of Ngā Papatipu Rūnaka ki Murihiku: Te Rūnaka o Awarua, Hokonui Rūnanga, Ōraka-Aparima Rūnaka, and Waihopai Rūnaka)

9. Notification Assessment

9.1 Public Notification

Step 1 – Mandatory public notification

- We are not requesting public notification of the application.
- Provided a request is reasonable, we are unlikely to refuse to provide further information or refuse the commissioning of a report under Section 92(2)(b) of the Act. The application does not involve exchange of recreation reserve land.
- The application does not seek to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

Accordingly, mandatory public notification of the application is not required.

Step 2 – Public notification precluded

- Public notification is not precluded by any rule or national environmental standard.

- The proposal is not for a controlled activity or a boundary activity.
- The proposal is not a prescribed activity

Accordingly, public notification of the application is not precluded.

Step 3 – If not precluded by Step 2, public notification is required in certain circumstances

- There are no rules or NES that require public notification.
- The proposal will not have adverse effects that are more than minor.

Step 4 – Special circumstances (s95(9))

- No special circumstances exist in relation to this application.

This application can be processed without public notification.

9.2 Limited Notification

Step 1 – Certain affected groups and affected persons must be notified

- Lake Wakatipu is a statutory acknowledgement area. As Aukaha and Te Ao Marama have not been consulted and therefore have not provided their written approval, this will trigger the requirement for affected persons under step 1.

Step 2 – Limited notification precluded in certain circumstances

- Not applicable as limited notification is required by step 1.

Step 3 – Certain Affected Persons Must be Notified

- Consideration of affected parties is required in accordance with section 95E. LINZ, as the owner of the lake bed, Aukaha and Te Ao Marama are considered to be affected in a minor way by the proposal.

Step 4 – Special circumstances

- No special circumstances exist in relation to this proposal.

This application must be processed on a limited-notified basis.

10. Policy Framework

10.1 Otago Regional Policy Statement 2019

Otago's Regional Policy Statement (ORPS) became fully operative on 4 March 2024. Regional and District Plans must give effect to it. The relevant objectives and policies are contained within Part B, Chapter 3 of the RPS as follows:

Objective 3.1 - The values (including intrinsic values) of ecosystems and natural resources are recognised and maintained, or enhanced where degraded

Policy 3.1.1 Fresh water

Safeguard the life-supporting capacity of fresh water and manage fresh water to:

a) Maintain good quality water and enhance water quality where it is degraded, including for:

- i. Important recreation values, including contact recreation; and
- ii. Existing drinking and stock water supplies;
- b) Maintain or enhance aquatic:
 - i. Ecosystem health;
 - ii. Indigenous habitats; and
 - iii. Indigenous species and their migratory patterns.
-
- d) Maintain or enhance, as far as practicable:
 - i. Natural functioning of rivers, lakes, and wetlands, their riparian margins, and aquifers;
 - ii. Coastal values supported by fresh water;
 - iii. The habitat of trout and salmon unless detrimental to indigenous biological diversity; and
 - iv. Amenity and landscape values of rivers, lakes, and wetlands;
- e) Control the adverse effects of pest species, prevent their introduction and reduce their spread;

Policy 3.1.2 Beds of rivers, lakes, wetlands, and their margins

Manage the beds of rivers, lakes, wetlands, their margins, and riparian vegetation to:

- a) Safeguard the life supporting capacity of fresh water;
 - b) Maintain good quality water, or enhance it where it has been degraded;
 - ...
 - d) Maintain or enhance ecosystem health and indigenous biological diversity;
 - e) Maintain or enhance, as far as practicable:
 - i. Their natural functioning and character; and
 - ii. Amenity values;
 - f) Control the adverse effects of pest species, prevent their introduction and reduce their spread;
- and, ...

Water quality, the natural functioning of the lake and the amenity and landscape values of Lake Wakatipu will be maintained. At a high level, the proposal is considered to be in accordance with the relevant objectives and policies within the RPS.

10.2 Proposed Otago Regional Policy Statement 2021 – Appeals Version

The Proposed Otago Regional Policy Statement 2021 (pRPS 21) was notified on 26 June 2021 sets the direction for future management of Otago's natural and physical resources.

LF-WAI-01 – Te Mana o te Wai

Otago's water bodies and their health and well-being are protected, and restored where they are degraded, so that the mauri of those water bodies is protected, and the management of land and water recognises and reflects that:

- (1) water is the foundation and source of all life – na te wai ko te hauora o ngā mea katoa,
- (2) there is an integral kinship relationship between water and Kāi Tahu whānui, and this relationship endures through time, connecting past, present and future,
- (3) each water body has a unique whakapapa and characteristics,
- (4) fresh water, land, and coastal water have a connectedness that supports and perpetuates life,
- (4A) protecting the health and well-being of water protects the wider environment,
- (5) Kāi Tahu exercise rakatirataka, manaakitaka and their kaitiakitaka duty of care and attention over wai and all the life it supports, and
- (6) all people and communities have a responsibility to exercise stewardship, care, and respect in the management of fresh water.

LF-FW-01A – Visions set for each FMU and rohe

In each FMU and rohe in Otago and within the timeframes specified in the freshwater_visions in LF-VM-02 to LF-VM-06:

- (1) healthy freshwater and estuarine ecosystems support healthy populations of indigenous species (including non-diadromous galaxiids and Canterbury mudfish) and mahika kai that are safe for consumption,

- (2) the interconnection of land, freshwater (including springs, groundwater, ephemeral water bodies, wetlands, rivers, and lakes) and coastal water is recognised,*
- (3) fish passage within and between catchments is provided for except where it is desirable to prevent the passage of some fish species in order to protect desired fish species, their life stages, or their habitats,*
- (4) the form, function and character of water bodies reflects their natural characteristics and natural behaviours to the extent reasonably practicable,*
- (5) the ongoing relationship of Kāi Tahu with wāhi tūpuna, including access to and use of water bodies, is sustained,*
- (6) the health of the water supports the health of people and their connections with water bodies,*
- (7) sustainable land and water management practices:*
 - (a) support food and fibre production and the continued social, economic, and cultural well-being of Otago's people and communities, and*
 - (b) improve the resilience of communities to the effects of climate change, and*
 - (c) ensure communities are appropriately serviced by community water supplies, and other three waters infrastructure,*
 - (8) direct discharges of wastewater to water bodies are phased out to the extent reasonably practicable, and*
 - (9) freshwater is managed as part of New Zealand's integrated response to climate change and renewable electricity generation activities are provided for.*

The proposal will not adversely affect the health and wellbeing of the lake, nor will it impact on the relationship of Kāi Tahu with wāhi tūpuna and access to and use of Lake Wakatipu. The proposal is considered to be in accordance with the relevant objectives and policies within the pRPS 21.

10.3 Otago Regional Plan: Water for Otago

Section 5.3 of the Regional Water Plan promotes the protection, maintenance or enhancement of spiritual and cultural beliefs, natural character and amenity values of Otago's lakes and rivers. The maintenance of public access and the protection of heritage values are also key principles. This proposal is able to maintain the cultural and heritage values, natural character and amenity values of Lake Wakatipu. In addition, the proposed moorings will not impede or obstruct access to the lake in any way.

Section 8 focusses on the protection of the lakebed and its complex and dynamic natural systems. The proposal will not cause any bed disturbance or affect stability of the bed or banks, or the flood and sediment carrying capacity of any lake, or fish migration. The proposal will not affect water quality, amenity values, or downstream users.

Overall, the proposal is consistent with the relevant provisions contained within the Otago Regional Plan: Water.

10.4 Operative District Plan

The objectives and policies of the ODP are no longer considered relevant as there are no rules triggered by which to implement the objectives and policies.

10.5 Proposed District Plan

The relevant objectives and policies are contained within Chapters 3 (Strategic Direction), 6 (Landscapes), 21 (Rural), 12 (Queenstown Town Centre) and 39 (Wāhi Tūpuna) of the PDP. Chapter 39 has already been considered in section 7 of this report so has not been included in the assessment below.

Chapter 3 - Strategic Direction

Strategic Objective 3.2.4 - The distinctive natural environments and ecosystems of the District are protected.

The relevant provisions of Chapter 3 seek to ensure the natural character of the beds and margins of the district's lakes, rivers and wetlands are preserved, or enhanced where possible, and protected from inappropriate subdivision, use and development. These provisions also seek to maintain or enhance the water quality and functions of the District's lakes, rivers and wetlands.

The natural character, water quality and function of the lake will be maintained as this proposal is for retrospective consent to formally establish five (5) moorings that have been established in their locations for a number of years. Therefore, no disturbance to the lakebed will result from this proposal. A recent inspection of each mooring has been undertaken, and the individual components of the mooring systems (rings, shackles, chains) are reported to be in good condition. The ongoing 2 yearly inspection of the mooring will ensure that the delicate natural ecosystem of the lake is maintained and protected.

Strategic Objective 3.2.5 - The retention of the District's distinctive landscapes.

These provisions seek to protect the landscape and visual amenity values and the natural character of Outstanding Natural Landscapes and Outstanding Natural Features from adverse effects of subdivision, use and development that are more than minor and/or not temporary in duration. In this instance, the moorings are a low-lying feature on the surface of the lake that will not dominate the shore scape. When moored by a vessel, the moorings are visible to a wider catchment, but in the context of the wider landscape, the highly valued lake and mountain views, will not be adversely affected by this proposal.

Overall, the proposal is considered to be consistent with the relevant objectives and policies contained within Chapter 3 of the PDP.

Chapter 6 – Landscapes/Rural Character

Objective 6.3.5 Managing Activities on Lakes and Rivers

Policy 6.3.5.1 – Manage the location, intensity and scale of structures on the surface and margins of water bodies including jetties, moorings and infrastructure recognising the functional needs of these activities, and the importance of lakes and rivers, including as a commercial recreation, tourism, transport and recreational resource, and ensure these structures are at a scale or in a location that, as far as practicable:

- a. protects the values of Outstanding Natural Features and Outstanding Natural Landscapes; and*
- b. maintains the landscape character of Rural Character Landscapes and maintains or enhances their visual amenity values.*

The Frankton Arm and Queenstown Bay Waterfront Subzone is not identified as being ONL, ONF or RCL in the PDP.

Policy 6.3.5.2 - Recognise the character of the Frankton Arm including the established jetties and wharves, and provide for their maintenance, upgrade or expansion.

Policy 6.3.5.4 – Provide for appropriate commercial and recreational activities on the surface of water bodies that do not involve construction of new structures.

The objective and associated policies above recognise that the lakes and rivers are a significant element of the national and international identity of the district and provide for a wide range of commercial and recreational

opportunities. The proposed moorings support the operation of several iconic tourism activity providers, on the surface of the lake that does not involve the construction of new structures. The proposal is considered to be consistent with the relevant objectives and policies contained within Chapter 6 of the PDP.

Chapter 12 – Queenstown Town Centre

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

12.2.5.1 Policy - Encourage the development of an exciting and vibrant waterfront, which maximises the opportunities and attractions inherent in its location and setting as part of the Town Centre.

12.2.5.6 Policy - Provide for structures (including moorings, jetties and wharves) within the Queenstown Bay waterfront area subject to complying with bulk, location and appearance controls (if specified) and maintaining or enhancing the existing predominantly open character, a continuous pedestrian waterfront connection, and navigational safety.

12.2.5.10 Policy - Manage commercial surface of water activities within the Queenstown Bay Waterfront Subzone in a manner that ensures navigational safety, having particular regard to compatibility with existing activities.

The moorings in Queenstown Bay add to the excitement and vibrancy of the town centre by providing anchorage for iconic and well-known adventure tourism activities. The moorings will not create a navigational safety hazard and the open character of the lakefront is able to be maintained.

Chapter 21 - Rural

21.2.12 Objective - The natural character of lakes and rivers and their margins is protected, or enhanced, while also providing for appropriate activities, including recreation, commercial recreation and public transport.

21.2.12.1 Policy – Have regard to statutory obligations, Wahi Tupuna and spiritual beliefs, and cultural traditions of tangata whenua where activities are undertaken on the surface of lakes and rivers and their margins.

21.2.12.2 Policy - Enable people to have access to a wide range of recreational experiences on the lakes and rivers, and their margins, while having regard to environmental and safety constraints of the various parts of each lake and river.

21.2.12.5 Policy – Protect, maintain or enhance the natural character and nature conservation values of lakes and rivers and their margins from inappropriate activities with particular regard to nesting and spawning areas, the intrinsic value of ecosystems and areas of indigenous fauna and habitat and recreational values.

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

The proposal has had regard to statutory obligations, Wāhi Tūpuna and the spiritual beliefs, and cultural traditions of tangata whenua, although consultation has yet to commence. The use of the moorings will not hinder public access to a wide range of recreational experiences on the lakes and their margins. The natural character and nature conservation values of the lake is able to be maintained, and the proposal does not adversely affect any

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

Overall, it is considered that the proposal is consistent with the relevant objectives and policies contained within the above chapters of the PDP.

11. Other Matters

Section 104(1)(c) of the Act permits Council to have regard to “any other matter the consent authority considers relevant and reasonably necessary to determine the application”.

11.1 QLDC Navigation Safety Bylaw 2025

This bylaw applies to the navigable waters and foreshore within the area of Queenstown Lakes District. The purpose of the bylaw (with regard to structures and moorings) is to regulate the placement and maintenance of moorings and maritime facilities.

Part 8 of the Navigation Safety Bylaw 2025 states the following;

47 Mooring permits

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

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

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

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

47.5 Mooring permits may be transferred in accordance with terms and conditions prescribed by the Council, including the payment of the applicable fee.

As far as the applicant is aware, all of the moorings have a current mooring permit from QLDC valid for the current period 1 July 2025 – 30 June 2026. A copy of these reports can be provided on request. It is understood that once this permit expires, the applicant will need to obtain a new permit for each mooring.

11.2 Otago Regional Council Navigation Safety Bylaw 2020

This Bylaw applies to all waters in the Otago Region including the territorial sea and all inland waters apart from the navigable waters in the Queenstown Lakes District Council area, which are administered by QLDC. As such, the ORC Navigation Safety Bylaw does not apply to this proposal.

11.3 National Policy Statement for Freshwater Management 2020 updated 2025 (NPS-FM)

The NPS-FM provides legally binding direction to local councils on managing freshwater to restore and protect its health, prioritising the concept of *Te Mana o te Wai*. It requires regional councils to set long-term visions, establish

limits on resource use, and monitor ecosystem health and human contact, with a focus on reversing degradation within a generation. The following objective is considered most relevant to this proposal –

2.1 Objective (1) The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:

(a) first, the health and well-being of water bodies and freshwater ecosystems

(b) second, the health needs of people (such as drinking water)

(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

The proposal provides for the social, economic, and cultural wellbeing of several Queenstown activity providers by providing anchorage opportunities in Lake Wakatipu in a way that is consistent with NPS-FM. Overall, the proposal is consistent with the relevant objectives of the NPS-FM.

12. Conclusion

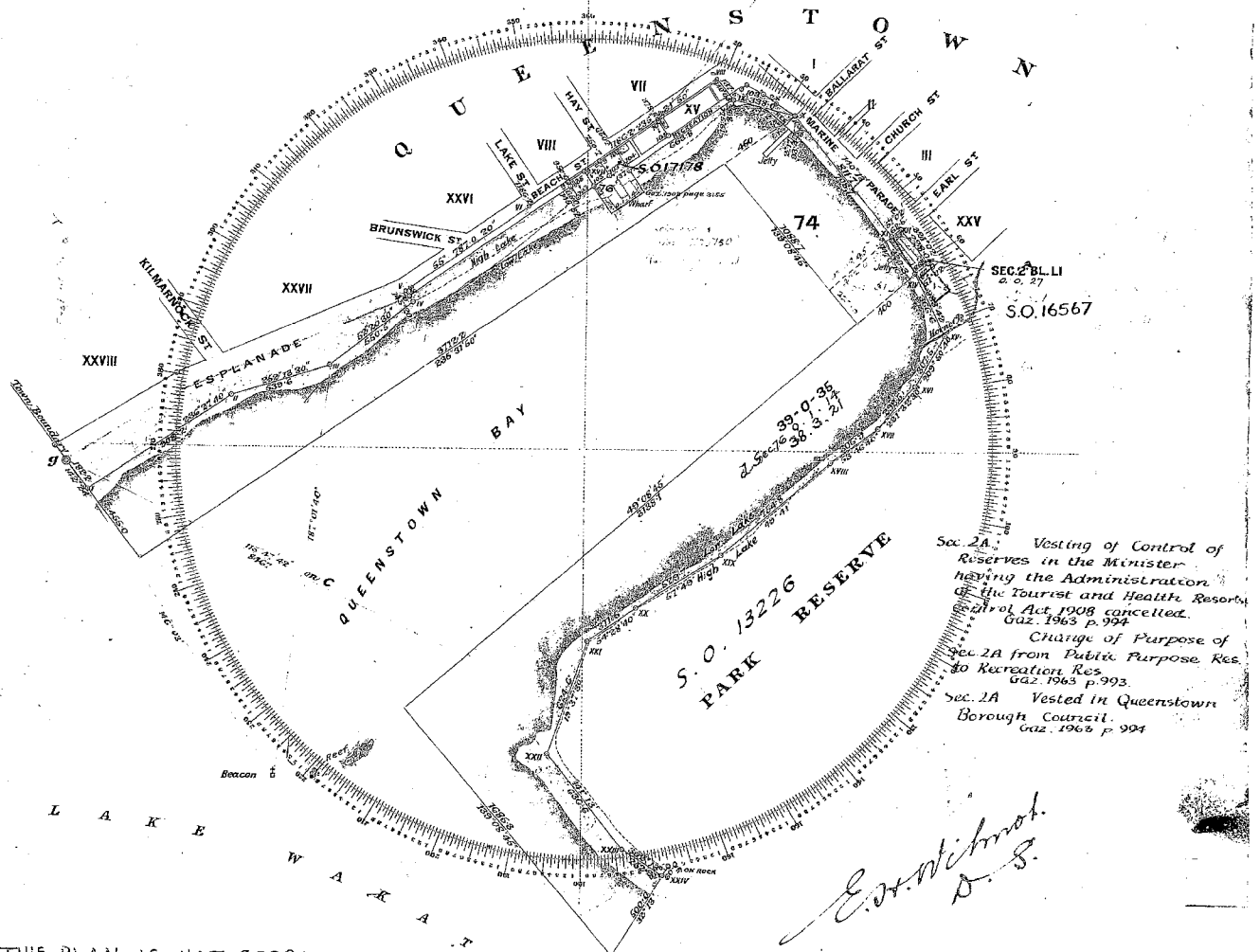
Retrospective resource consent is sought to retain five (5) moorings in Lake Wakatipu, three being located in Queenstown Bay and two located in the Frankton Arm. Overall, it is concluded that the proposed activity is not likely to have any adverse effects on the environment that are more than minor. The proposal is consistent with the relevant objectives and policies of the PDP, the ORPS's, and meets the purpose and principles of the Resource Management Act 1991.

Attachments

- Attachment **[A]**: Application Form
- Attachment **[B]**: Survey Office Plan 6775
- Attachment **[C1]**: Location Plan – M1, M5, M7
- Attachment **[C2]**: Location Plan – M47
- Attachment **[C3]**: Location Plan – M183
- Attachment **[D]**: Mooring Inspection Reports
- Attachment **[E]**: ORC to QLDC transfer of powers

General Survey Department of New Zealand
Provincial District of Otago

~~1063~~



Sec. 2A. Vesting of Control of Reserves in the Minister having the Administration of the Tourist and Health Resorts Control Act 1908 cancelled. Gaz. 1963 p. 994.
Change of Purpose of Sec. 2A from Public Purpose Res. to Recreation Res. Gaz. 1963 p. 993.
Sec. 2A Vested in Queenstown Borough Council. Gaz. 1963 p. 994.

THIS PLAN IS NOT CORRECT AS TO
ADJOINING STREET AND RESERVE
INFORMATION OR DEFINITION

Control of 66 foot wide Part Bed Lake
Wakatipu granted Q'town Boro' Council
Gaz. 1965 p. 279.

Field Sketch of Section 74

Railway Wharf Reserve

Field-book Nos 40 Page 6
Drawn " 32 " 79 152

Scale - 5 Chains to an Inch
Standard Imperial band N° 11.

NOTE: Measured lines to be drawn in red; calculated or scaled lines in black; observed bearings in blue; the figures also in red, black, and blue respectively. Draw a red circle round each peg; a double red circle round each trig station. Remarks to be noted on back hereof.

Block XX

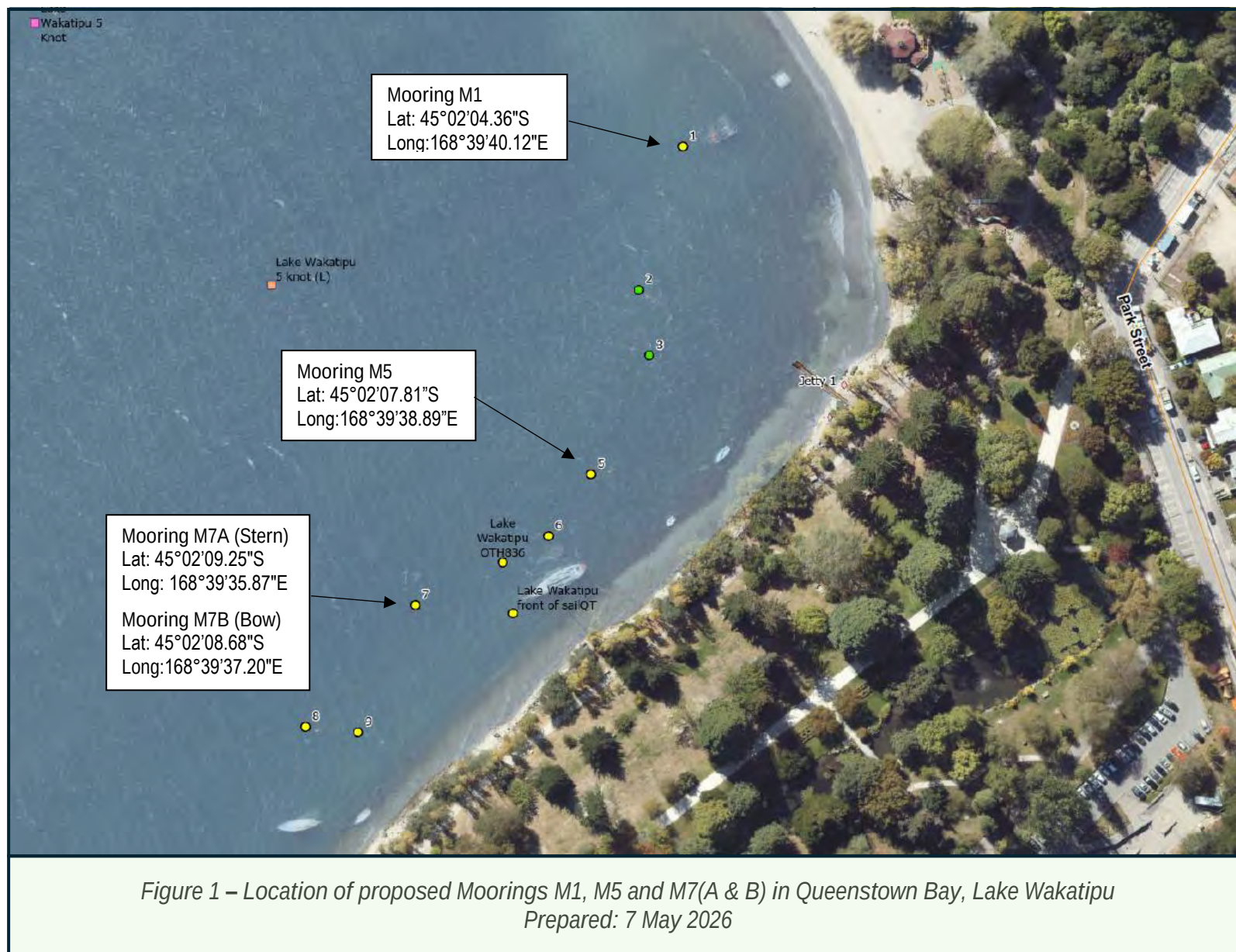
Shotover District

Surveyed by E. H. Wilmot Dist. Surveyor

Date July 1906

6775

Handwritten notes and signatures, including 'E. H. Wilmot' and 'S. S.', along with a date '6. 1906' and 'Pg 152'.





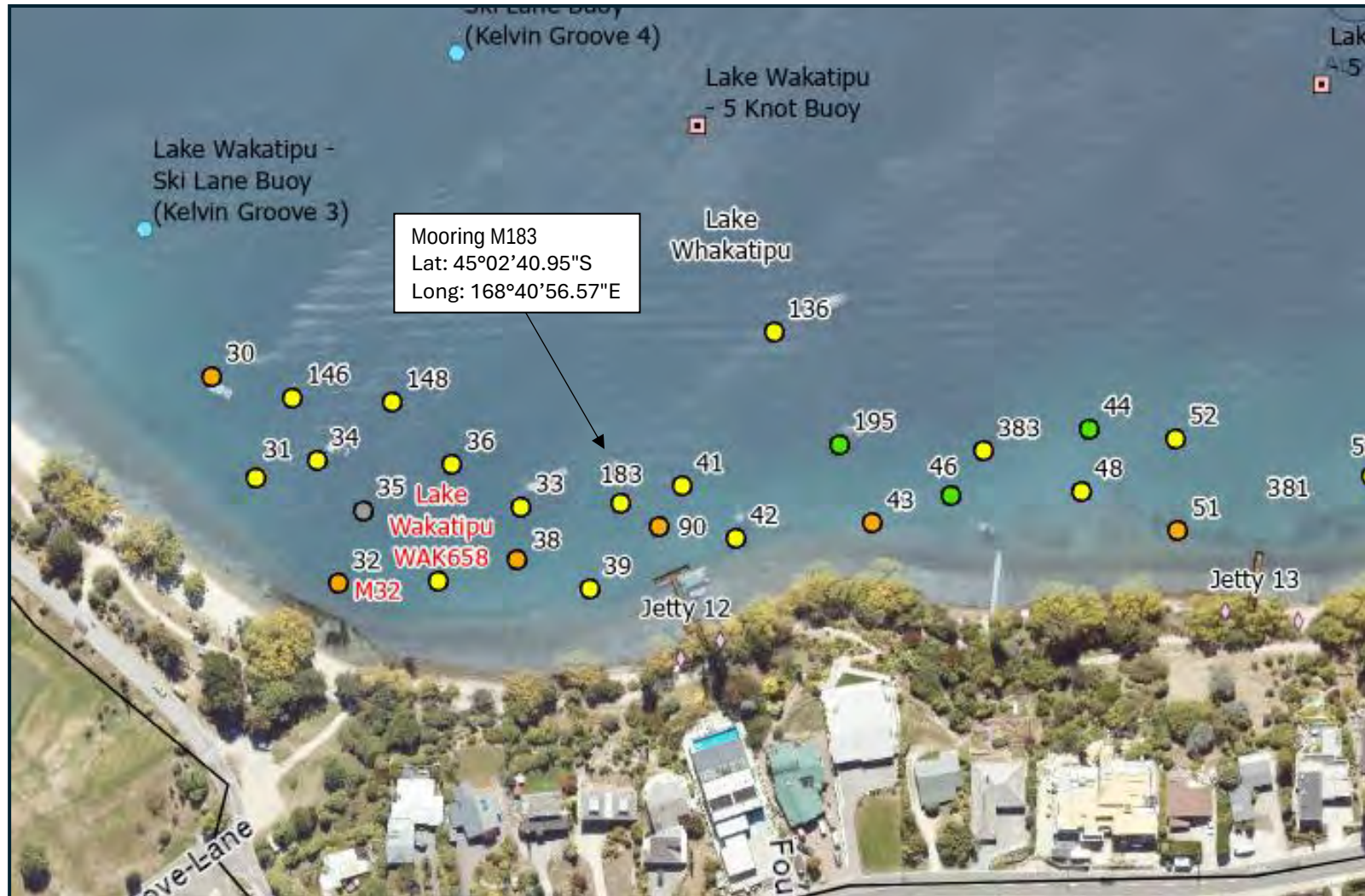


Figure 1 – Location of proposed Swing Mooring M183, directly north of 717 Peninsula Road, Kelvin Heights, Lake Wakatipu

Prepared: 12 May 2026

Swing mooring inspection & Information form

Please complete all details below, if an incomplete form is submitted this may be returned to you if any information shown below is missing or has been incorrectly entered, please take time to make sure all details are accurate and that all areas have been fully completed.

Please Print All Details Clearly

Owner / Contact Person Details – (Mooring Owner To Complete)

Mooring Location (Lake): Wakatipu

Mooring Permit #: 1

Mooring Owners Name:

Mooring Owners Address:

Mooring Owners Postal Address (if different):

Mooring Owners Phone No:

Mooring Owners Email Address:

Emergency contact Number:

Details of Primary Vessel Using Mooring – (owner To Complete)

Name of vessel using mooring:

Vessel MNZ Registration Number: Vessel Identification:

Vessel Type: Commercial Powered Craft ☐ Recreational Powered Craft Yacht ☐ Other ☐

If "Other" please outline type of vessel _____

Length of Vessel: Weight of Vessel:

Vessel Colour(s):

Does the vessel have a mooring number clearly visible from outside of the vessel?

Details of Mooring – (Mooring Inspector To Complete)

GPS Position of mooring: (WGS84 Decimal Degrees):

LAT: 45°02' 04.36S

LON: 168°39'40.12E 45°02'04.36'S 168°39'40.12E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 25/11/2025 Water Depth at location at time of inspection: 11m

Calculated total swing radius of mooring at lowest lake level: 16.5m

Lake level at time of inspection 310.452m

What is the estimated life expectancy of the mooring prior to upgrades/replacements being needed

Concrete Block is permanent (approx.50 years ?) Block attachment could last 25 years? Chains and components will have to be inspected every 2 years. See condition of parts at time of this inspection further on in report

Was vessel on mooring at time of inspection: no

Checklist – (Mooring Inspector To Complete) Note: If non-traditional mooring system is in use and this table is not fit for purpose, details and observations can be provided on a separate page.

	Checked Y/N	COMPONENT	DETAILS		Condition (% & notes)	Exist ing	Replaced
TOP SECTION	✓	Float	Numbered: No	Type: Orange A4 windy buoy	Showing slight UV damage	✓	
			Colour:	Type:			
	✓	Shackle(s)	Number: 1st Diameter: 25mm bow	Moused: Y	Condition Good	✓	
	✓	Shackle(s)	Number: n/a Diameter:	Moused:	Condition		
	✓	Chain	Length: 2 x 3M lengths of 30mm Nylon rope with thimble at bottom and spliced eyelet at top	Diameter: 30mm	Condition Good	✓	
	✓	Shackle(s)	Number: 2nd Diameter: 25mm tested	Moused: Y	Condition Showing signs of wear 20mm min dia	✓	
MIDDLE /RISER/ RIDE	✓	Yoke	Diameter: 20mm tested steel		Condition Showing signs of wear 15mm min dia	✓	
	✓	Shackle(s)	Number: 3rd Diameter: 20mm tested	Moused: Y	Condition Good	✓	
	✓	Swivel	Diameter: 20mm steel swivel		Condition Good	✓	
	✓	Shackle(s)	Number: 4th Diameter: 20mm tested	Moused: Y	Condition Good	✓	
	✓	Riser/Ride/Mid dle chain	Length: 15m	D: 13mm Min D: 8mm	Condition: Wear mostly at bottom of chain	✓	
	✓	Shackle(s)	Number: 5th Diameter: 20mm tested	Moused: Y	Condition Good	✓	
BOTTOM	✓	Ground chain	Length: 6m Black	D: 32mm Min D: 30mm	Condition Good	✓	
	✓	Block Shackle	Diameter: 32mm	Moused: Y	Condition Good	✓	
	✓	Block Ring	Diameter: 25mm galv chain cast into concrete block		Good	✓	
	✓	Block(s)	Is block visible?: Y	Weight (dry) est : 1050 kgs	Good	✓	
			Dimensions: 1.2m x 1.2m x .6	Type: Concrete			

Inspectors Observations

Has Block Shifted or become buried? No

Inspectors Further Comments:

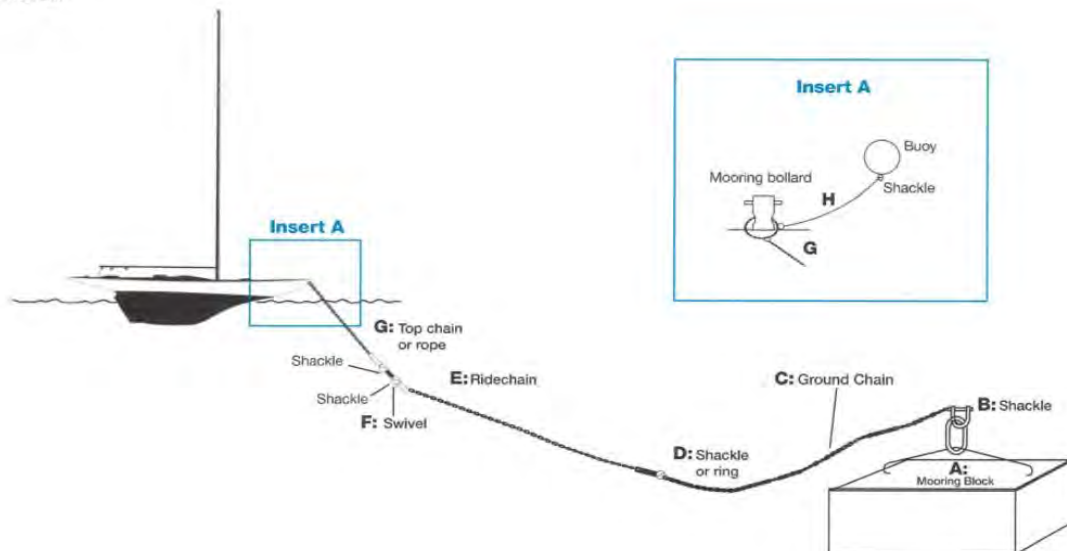
The 20mm yoke – even though it is worn to 15mm – this would still be stronger than the chain coming up to the surface. The intermediate chain will need replacing sooner rather than later.

Mooring Diagram – (Mooring Inspector To Complete)

Insert Diagram of complete mooring showing each section and current average diameters here:

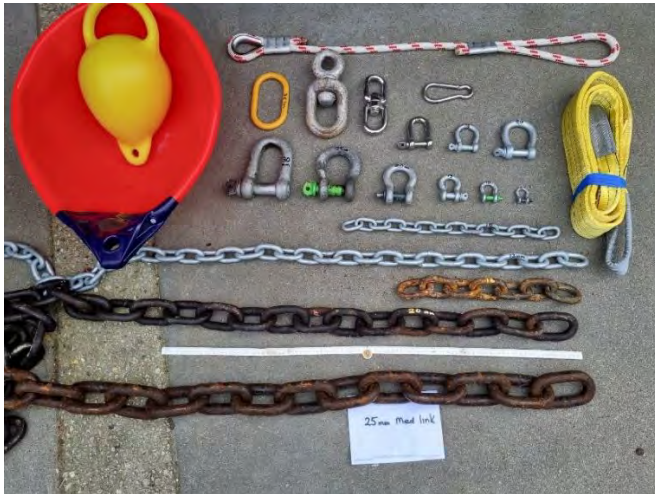
As per table above

FIGURE 1
MOORING SYSTEM



Pictures – (Mooring Inspector To Complete)

Insert Pictures of mooring components here, please include updated photo of vessel intending to be moored on this morning if available:



Mooring 1



Declaration – (Mooring Inspector To Complete)

This is to certify that I have completed a visual inspection ONLY to the above mooring and that I deem it to be fit for purpose, and that the information supplied above is true and correct at the time of inspection.

Company Undertaking inspection -

Company undertaking Inspection: ___Wright Building and Diving Services Ltd_____

Company physical address: ___10 Elizabeth Place, Kelvin Heights, Queenstown_____

Company Postal Address: ___a/a_____

Name of person completing inspection: ___Garry Wright_____

Signature of person completing inspection:_____

Date:___25/11/2025_____.

Harbourmasters Document Review – (To Be Completed By Harbourmaster)

Document Reviewed on: (Inset Date):_____

Document Reviewed by:_____

Harbourmaster Comments:

Harbourmaster Signoff

Name:_____

Signature:_____

Date:_____

Part 2: To be used if this document is supporting a resource consent application.

Resource Consent Application considerations

Will the system be upgraded?

Will upgraded system differ from current system? (if yes, please detail, please include implications to swing radius)

Will block be replaced?

Will existing Block be removed?

Vessel Length:

Vessel length Note: In assessing the location of a swing mooring the Harbourmaster's Office undertakes an assessment that ensures moorings are spaced at a suitable distance apart to minimise any possible conflicts between moored vessels. Vessel length, mooring system design, and depth range information is used to ensure sufficient swing room is available and thus mitigate possible damage to vessels. Resource Consents will specify the vessel length allowable for the individual mooring. Due to the congested nature of some areas within our lakes, gaining or altering resource consent to accommodate larger vessels may not be viable. We all want vessels to be securely moored and remain un-damaged.

Swing mooring inspection & Information form

Please complete all details below, if an incomplete form is submitted this may be returned to you if any information shown below is missing or has been incorrectly entered, please take time to make sure all details are accurate and that all areas have been fully completed.

Please Print All Details Clearly

Owner / Contact Person Details – (Mooring Owner To Complete)

Mooring Location (Lake): Wakatipu

Mooring Permit #: **5**

Mooring Owners Name: Jarrod Johnston

Mooring Owners Address: 35 Kernel Loop Road

Mooring Owners Postal Address (if different): PO Box 2098 Wakatipu 9300

Mooring Owners Phone No: 0278222463

Mooring Owners Email Address: genardracing@gmail.com

Emergency contact Number: 0278222463

Details of Primary Vessel Using Mooring – (Mooring Inspector/owner To Complete)

Name of vessel using mooring: Chinook

Vessel MNZ Registration Number: MSA129660

Vessel Identification: Image Boat

Vessel Type: Commercial Powered Craft ☐ Recreational Powered Craft ☐ Yacht ☐ Other ☐

If "Other" please outline type of vessel : _____

Length of Vessel: 10 m approx.

Weight of Vessel: 3 ton approx.

Vessel Colour(s): Blue & White

Does the vessel have a mooring number clearly visible from outside of the vessel? Yes

Details of Mooring – (Mooring Inspector To Complete)

GPS Position of mooring: (WGS84 Decimal Degrees):

LAT: 45*02' 07.81 S

LON: 168*39'38.89 E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 20/01/2026

Water Depth at location at time of inspection: 10m

Calculated total swing radius of mooring at lowest lake level: 13m

Lake level at time of inspection 310.168m

What is the estimated life expectancy of the mooring prior to upgrades/replacements being needed? Concrete Block is permanent (approx. 50 years ?) Block attachment could last 25 years? Chains and components will have to be inspected every 2 years. See condition of parts at time of this inspection further on in report

Has been upgraded with this inspection: No

Was vessel on mooring at time of inspection: No

Checklist – (Mooring Inspector To Complete)

Note: If non-traditional mooring system is in use and this table is not fit for purpose,

	Checked Y/N	COMPONENT	DETAILS		Condition (% & notes)	Exist ing	Replaced
TOP SECTION	✓	Floats	Numbered: Yes	Type: Orange Mussel buoy	Good	✓	
			Colour:	Type:			
	✓	Shackle(s)	Number: 1 st Diameter: 25mm std	Moused: Y	Condition: Good	✓	
	✓	Shackle(s)	Number: 2nd Diameter: 20mm tested	Moused: Y	Condition: Good	✓	
	✓	Chain	Length: 7m	Diameter: 16mm Min D – 14mm	Condition Good	✓	
MIDDLE /RISER/RIDE	✓	Shackle(s)	Number: 3rd Diameter: 16mm std	Moused: Y	Condition OK	✓	
	✓	Swivel	Diameter: 20mm		Condition Good	✓	
	✓	Shackle(s)	Number: 4th Diameter: 16mm std	Moused: Y	Condition Good	✓	
	✓	Riser/Ride/Middle chain	Length: 4m	D: 16mm Min D: 15mm	Condition: Good	✓	
	✓	Shackle(s)	Number: 5th Diameter: 16mm std x 1 and 2 x 20mm std	Moused: Y	Condition OK	✓	
BOTTOM	✓	Ground chain	Length: 4-6m Not sure because ½ buried	D: 30mm stud link and 20mm std Min D: 15mm	Condition OK	✓	
	✓	Block Shackle	Diameter: Not sure	Moused: ?	Condition No visibility	✓	
	✓	Block Ring	Diameter: Not sure		No visibility	✓	
	✓	Block(s)	Is block visible?: ½ buried	Weight (dry) est : ?	2 x 60L steel drums filled with concrete and a heavy steel wheel that can partially be seen	✓	
			Dimensions: ?	Type: Drums of concrete and steel wheel			

details and observations can be provided on a separate page.

Inspectors Observations

Has Block Shifted or become buried? Yes – ½ Buried

Inspectors Further Comments:

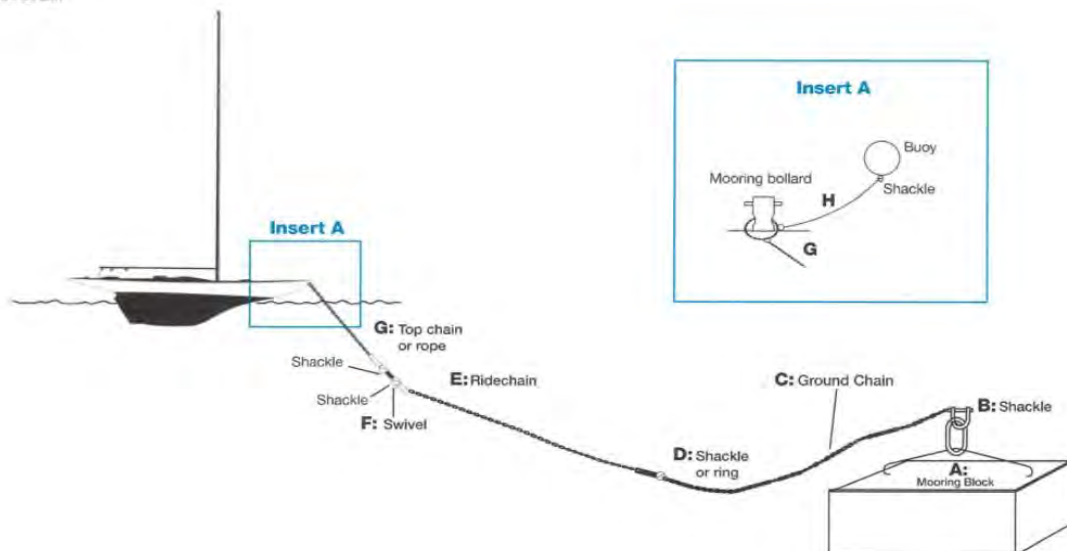
The boat attachment is a 40mm rope approx.. 2m long that shows signs of wear but still adequate. There are 2 yellow slings approx.. 1.5m long have been attached to the rope and these are new.

Mooring Diagram – (Mooring Inspector To Complete)

Insert Diagram of complete mooring showing each section and current average diameters here:

As per table above

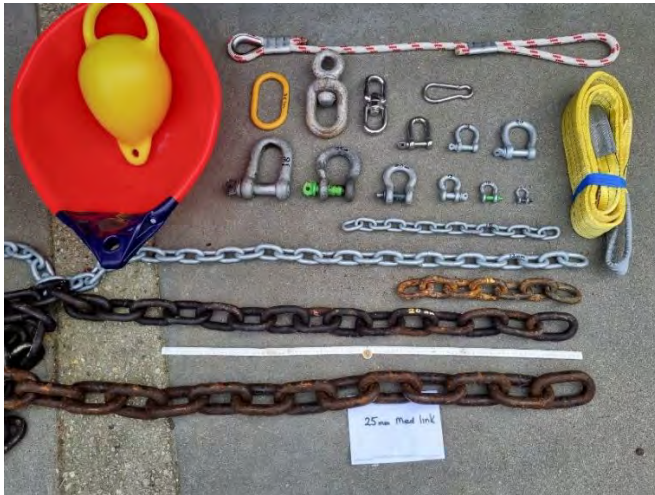
FIGURE 1
MOORING SYSTEM



Pictures – (Mooring Inspector To Complete)

Insert Pictures of mooring components here, please include updated photo of vessel intending to be moored on this morning if available:

This picture shows standard mooring components used on most standard moorings but can vary



Mooring 5



Declaration – (Mooring Inspector To Complete)

This is to certify that I have completed a visual inspection ONLY to the above mooring and that I deem it to be fit for purpose, and that the information supplied above is true and correct at the time of inspection.

Anything above the waterline is the owners responsibility to inspect, maintain and repair/replace.

Company Undertaking inspection -

Company undertaking Inspection: ___Wright Building and Diving Services Ltd_____

Company physical address: ___10 Elizabeth Place, Kelvin Heights, Queenstown_____

Company Postal Address: ___a/a_____

Name of person completing inspection: ___Garry Wright_____

Signature of person completing inspection: _____

Date: _____.

Harbourmasters Document Review – (To Be Completed By Harbourmaster)

Document Reviewed on: (Inset Date): _____

Document Reviewed by: _____

Harbourmaster Comments:

Harbourmaster Signoff

Name: _____

Signature: _____

Date: _____

Part 2: To be used if this document is supporting a resource consent application.

Resource Consent Application considerations

Will the system be upgraded?

Will upgraded system differ from current system? (if yes, please detail, please include implications to swing radius)

Will block be replaced?

Will existing Block be removed?

Vessel Length:

Vessel length Note: In assessing the location of a swing mooring the Harbourmaster's Office undertakes an assessment that ensures moorings are spaced at a suitable distance apart to minimise any possible conflicts between moored vessels. Vessel length, mooring system design, and depth range information is used to ensure sufficient swing room is available and thus mitigate possible damage to vessels. Resource Consents will specify the vessel length allowable for the individual mooring. Due to the congested nature of some areas within our lakes, gaining or altering resource consent to accommodate larger vessels may not be viable. We all want vessels to be securely moored and remain un-damaged.

Swing mooring inspection & Information form

Please complete all details below, if an incomplete form is submitted this may be returned to you if any information shown below is missing or has been incorrectly entered, please take time to make sure all details are accurate and that all areas have been fully completed.

Please Print All Details Clearly

Owner / Contact Person Details – (Mooring Owner To Complete)

Mooring Location (Lake): Wakatipu

Mooring Permit #: 7A

Mooring Owners Name: Blair Grieve – Watersports Ltd

Mooring Owners Address:

Mooring Owners Postal Address (if different):

Mooring Owners Phone No:

Mooring Owners Email Address:

Emergency contact Number:

Details of Primary Vessel Using Mooring – (owner To Complete)

Name of vessel using mooring:

Vessel MNZ Registration Number: Vessel Identification:

Vessel Type: Commercial Powered Craft ☐ Recreational Powered Craft Yacht ☐ Other ☐

If "Other" please outline type of vessel _____

Length of Vessel: Weight of Vessel:

Vessel Colour(s):

Does the vessel have a mooring number clearly visible from outside of the vessel?

Details of Mooring – (Mooring Inspector To Complete)

GPS Position of mooring: (WGS84 Decimal Degrees):

LAT: 45*02' 09.25S

LON: 168*39' 35.87E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 20/01/2026 Water Depth at location at time of inspection: 14m

Calculated total swing radius of mooring at lowest lake level: N/A

Lake level at time of inspection 310.168m

What is the estimated life expectancy of the mooring prior to upgrades/replacements being needed

Concrete Block is permanent (approx. 50 years ?) Block attachment could last 25 years? Chains and components will have to be inspected every 2 years. See condition of parts at time of this inspection further on in report

Was vessel on mooring at time of inspection: No

Checklist – (Mooring Inspector To Complete)

Note: If non-traditional mooring system is in use and this table is not fit for purpose,

	Checked Y/N	COMPONENT	DETAILS		Condition (% & notes)	Exist ing	Replaced
TO P SE CTI ON	✓	Floats	Numbered: Yes	Type: Black Mussel	OK. Mussel buoy is attached with 2 x 13mm chains approx.. 1.5m long (ea) and 2 x 13mm tested shackles	✓	
			Colour:	Type:			
	✓	Shackle(s)	Number: 1 st Diameter: 16mm std	Moused: Y	Condition:	✓	
	✓	Shackle(s)	Number: 2nd Diameter: 2 x 20mm std	Moused: Y	Condition	✓	
	✓	Chain	Length: 4m	Diameter: 13mm short link Min D – 12mm	Condition Good	✓	
MI DD LE /RI SE R/R IDE	✓	Shackle(s)	Number: 3rd Diameter: 12mm tested	Moused: Y	Condition	✓	
	✓	Swivel	Diameter: 16mm		Condition Good. Steel	✓	
	✓	Shackle(s)	Number: 4th Diameter: 12mm tested	Moused: Y	Condition Good	✓	
	✓	Riser/Ride/Mid dle chain	Length: 12.5	D: 13mm short link Min D: 12mm	Condition:	✓	
	✓	Shackle(s)	Number: 5th Diameter:	Moused:	Condition		
BO TT OM	✓	Ground chain	Length: Unknown length	D: 25mm? (by feel) Min D:	Condition Not visible	✓	
	✓	Block Shackle	Diameter: 25mm?	Moused: ?	Condition Not visible – by feel only	✓	
	✓	Block Ring	Diameter: 30mm		By feel only	✓	
	✓	Block(s)	Is block visible?: ½ visible	Weight (dry) est : 1500kgs approx..	Mostly inspected by feel as no visibility	✓	
			Dimensions: 1m x 1.5m x .5	Type: Concrete			

details and observations can be provided on a separate page.

Inspectors Observations

Has Block Shifted or become buried? ½ visible only – half buried

Inspectors Further Comments:

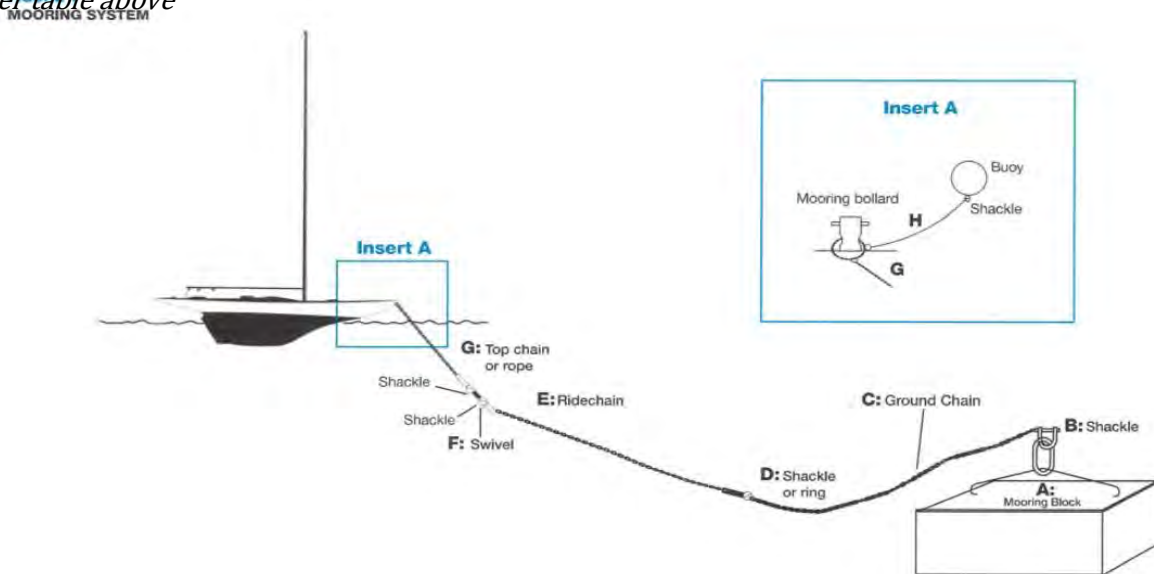
The boat attachment is a 40mm rope that has been chaffed away down to approx. 30mm in parts and also frayed. The length is roughly 2m long. In poor condition.

Mooring 7A and 7B are one mooring with 7B being the bow mooring and 7A the stern. This is to stop the vessel swinging into the path of the TSS Earnslaw

Mooring Diagram – (Mooring Inspector To Complete)

Insert Diagram of complete mooring showing each section and current average diameters here:

As per table above



Pictures – (Mooring Inspector To Complete)

Insert Pictures of mooring components here, please include updated photo of vessel intending to be moored on this morning if available:

This picture shows standard mooring components used on most standard moorings but can vary



Mooring 7A



Declaration – (Mooring Inspector To Complete)

This is to certify that I have completed a visual inspection ONLY to the above mooring and that I deem it to be fit for purpose, and that the information supplied above is true and correct at the time of inspection.

Anything above the waterline is the owners responsibility to inspect, maintain and repair/replace.

Company Undertaking inspection -

Company undertaking Inspection: ___Wright Building and Diving Services Ltd_____

Company physical address: ___10 Elizabeth Place, Kelvin Heights, Queenstown_____

Company Postal Address: ___a/a_____

Name of person completing inspection: ___Garry Wright_____

Signature of person completing inspection:_____

Date: ___20/01/2026_____.

Harbourmasters Document Review – (To Be Completed By Harbourmaster)

Document Reviewed on: (Inset Date): _____

Document Reviewed by: _____

Harbourmaster Comments:

Harbourmaster Signoff

Name: _____

Signature: _____

Date: _____

Part 2: To be used if this document is supporting a resource consent application.

Resource Consent Application considerations

Will the system be upgraded?

Will upgraded system differ from current system? (if yes, please detail, please include implications to swing radius)

Will block be replaced?

Will existing Block be removed?

Vessel Length:

Vessel length Note: In assessing the location of a swing mooring the Harbourmaster's Office undertakes an assessment that ensures moorings are spaced at a suitable distance apart to minimise any possible conflicts between moored vessels. Vessel length, mooring system design, and depth range information is used to ensure sufficient swing room is available and thus mitigate possible damage to vessels. Resource Consents will specify the vessel length allowable for the individual mooring. Due to the congested nature of some areas within our lakes, gaining or altering resource consent to accommodate larger vessels may not be viable. We all want vessels to be securely moored and remain un-damaged.

Swing mooring inspection & Information form

Please complete all details below, if an incomplete form is submitted this may be returned to you if any information shown below is missing or has been incorrectly entered, please take time to make sure all details are accurate and that all areas have been fully completed.

Please Print All Details Clearly

Owner / Contact Person Details – (Mooring Owner To Complete)

Mooring Location (Lake): Wakatipu

Mooring Permit #: 7B

Mooring Owners Name: Blair Grieve – Watersports Ltd

Mooring Owners Address:

Mooring Owners Postal Address (if different):

Mooring Owners Phone No:

Mooring Owners Email Address:

Emergency contact Number:

Details of Primary Vessel Using Mooring – (owner To Complete)

Name of vessel using mooring:

Vessel MNZ Registration Number: Vessel Identification:

Vessel Type: Commercial Powered Craft ☐ Recreational Powered Craft Yacht ☐ Other ☐

If "Other" please outline type of vessel _____

Length of Vessel: Weight of Vessel:

Vessel Colour(s):

Does the vessel have a mooring number clearly visible from outside of the vessel?

Details of Mooring – (Mooring Inspector To Complete)

GPS Position of mooring: (WGS84 Decimal Degrees):

LAT: 45*02' 08.68S

LON: 168*39' 37.20E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 20/01/2026 Water Depth at location at time of inspection: 14m

Calculated total swing radius of mooring at lowest lake level: N/A

Lake level at time of inspection 310.168m

What is the estimated life expectancy of the mooring prior to upgrades/replacements being needed

Concrete Block is permanent (approx. 50 years ?) Block attachment could last 25 years? Chains and components will have to be inspected every 2 years. See condition of parts at time of this inspection further on in report

Was vessel on mooring at time of inspection: No

Checklist – (Mooring Inspector To Complete)

Note: If non-traditional mooring system is in use and this table is not fit for purpose,

	Checked Y/N	COMPONENT	DETAILS		Condition (% & notes)	Exist ing	Replaced
TOP SECTION	✓	Floats	Numbered: Yes	Type: Orange A4	Slight UV damage but still OK	✓	
			Colour:	Type:			
	✓	Shackle(s)	Number: 1 st Diameter: 16mm tested	Moused: N	Condition: OK	✓	
	✓	Shackle(s)	Number: 2nd Diameter: 20mm std	Moused: Y	Condition: OK	✓	
	✓	Chain (no)	Length: Fisherman cray rope	Diameter: 12mm Min D – 12mm	Condition Average. This rope goes right to the bottom of this mooring (lake bed) approx.. 14m	✓	
MIDDLE /RISER/ RIDE	✓	Shackle(s)	Number: Diameter:	Moused:	Condition		
	✓	Swivel	Diameter:		Condition		
	✓	Shackle(s)	Number: Diameter:	Moused:	Condition		
	✓	Riser/Ride/Middle chain	Length: Fisherman cray rope (same piece)	D: 12mm Min D: 12mm	Condition: A/A - average	✓	
	✓	Shackle(s)	Number: 3rd Diameter: 16mm	Moused: N	Condition Done by feel only - OK	✓	
BOTTOM	✓	Ground chain	Length: Unknown length	D: 16mm Min D: ?	Condition Not visible	✓	
	✓	Block Shackle	Diameter:	Moused:	Condition Not visible because of block possibly upside down	✓	
	✓	Block Ring	Diameter: Unknown		Not visible because of block possibly upside down	✓	
	✓	Block(s)	Is block visible?: Partly	Weight (dry) est : 1050kgs	Upside down	✓	
			Dimensions: 1m x 1m x .5	Type: Concrete			

details and observations can be provided on a separate page.

Inspectors Observations

Has Block Shifted or become buried? The block is upside down so cannot see connection or verify length of ground chain.

Inspectors Further Comments:

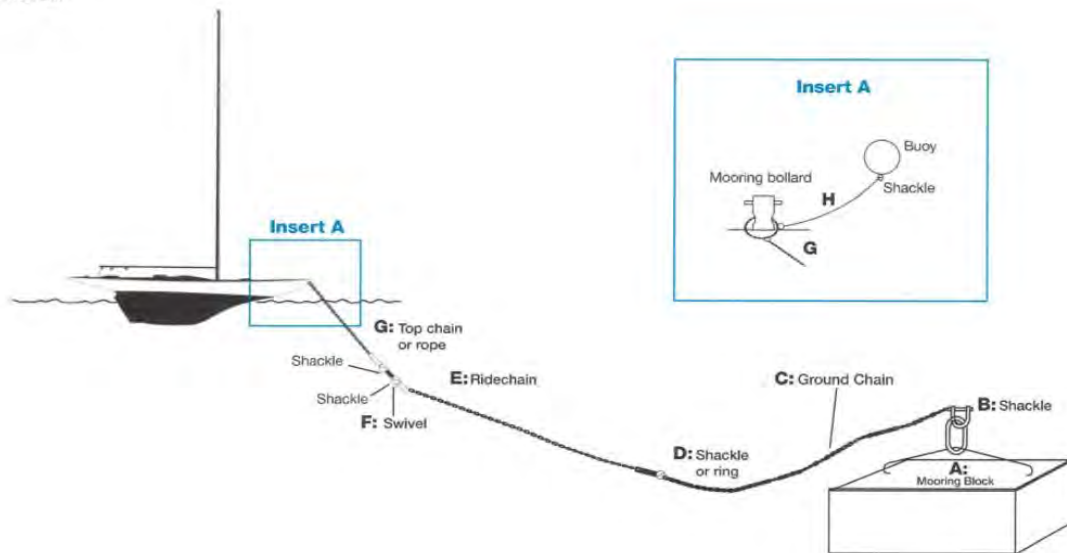
Mooring 7A and 7B are one mooring with 7B being the bow mooring and 7A the stern . This is to stop the vessel swinging into the path of the TSS Earnslaw.

Mooring Diagram – (Mooring Inspector To Complete)

Insert Diagram of complete mooring showing each section and current average diameters here:

As per table above

FIGURE 1
MOORING SYSTEM



Pictures – (Mooring Inspector To Complete)

Insert Pictures of mooring components here, please include updated photo of vessel intending to be moored on this morning if available:

This picture shows standard mooring components used on most standard moorings but can vary



Mooring 7B



Declaration – (Mooring Inspector To Complete)

This is to certify that I have completed a visual inspection ONLY to the above mooring and that I deem it to be fit for purpose, and that the information supplied above is true and correct at the time of inspection.

Anything above the waterline is the owners responsibility to inspect, maintain and repair/replace.

Company Undertaking inspection -

Company undertaking Inspection: ___Wright Building and Diving Services Ltd_____

Company physical address: ___10 Elizabeth Place, Kelvin Heights, Queenstown_____

Company Postal Address: ___a/a_____

Name of person completing inspection: ___Garry Wright_____

Signature of person completing inspection:_____

Date: ___20/01/2026_____.

Harbourmasters Document Review – (To Be Completed By Harbourmaster)

Document Reviewed on: (Inset Date):_____

Document Reviewed by:_____

Harbourmaster Comments:

Harbourmaster Signoff

Name:_____

Signature:_____

Date:_____

Part 2: To be used if this document is supporting a resource consent application.

Resource Consent Application considerations

Will the system be upgraded?

Will upgraded system differ from current system? (if yes, please detail, please include implications to swing radius)

Will block be replaced?

Will existing Block be removed?

Vessel Length:

Vessel length Note: In assessing the location of a swing mooring the Harbourmaster's Office undertakes an assessment that ensures moorings are spaced at a suitable distance apart to minimise any possible conflicts between moored vessels. Vessel length, mooring system design, and depth range information is used to ensure sufficient swing room is available and thus mitigate possible damage to vessels. Resource Consents will specify the vessel length allowable for the individual mooring. Due to the congested nature of some areas within our lakes, gaining or altering resource consent to accommodate larger vessels may not be viable. We all want vessels to be securely moored and remain un-damaged.

Swing mooring inspection & Information form

Please complete all details below, if an incomplete form is submitted this may be returned to you if any information shown below is missing or has been incorrectly entered, please take time to make sure all details are accurate and that all areas have been fully completed.

Please Print All Details Clearly

Owner / Contact Person Details – (Mooring Owner To Complete)

Mooring Location (Lake): Wakatipu – opposite skating rink

Mooring Permit #: 47

Mooring Owners Name: Watersports Ltd

Mooring Owners Address:

Mooring Owners Postal Address (if different):

Mooring Owners Phone No:

Mooring Owners Email Address:

Emergency contact Number:

Details of Primary Vessel Using Mooring – (owner To Complete)

Name of vessel using mooring:

Vessel MNZ Registration Number: Vessel Identification:

Vessel Type: Commercial Powered Craft ☐ Recreational Powered Craft Yacht ☐ Other ☐

If "Other" please outline type of vessel _____

Length of Vessel: Weight of Vessel:

Vessel Colour(s):

Does the vessel have a mooring number clearly visible from outside of the vessel?

Details of Mooring – (Mooring Inspector To Complete)

GPS Position of mooring: (WGS84 Decimal Degrees):

LAT: 45*02' 17.62S

LON: 168*39' 45.74E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 29/12/2025 Water Depth at location at time of inspection: 12m

Calculated total swing radius of mooring at lowest lake level: 16m

Lake level at time of inspection 310.261m

What is the estimated life expectancy of the mooring prior to upgrades/replacements being needed

Concrete Block is permanent (approx.50 years ?) Block attachment could last 25 years? Chains and components will have to be inspected every 2 years. See condition of parts at time of this inspection further on in report

Was vessel on mooring at time of inspection: no

Checklist – (Mooring Inspector To Complete)

Note: If non-traditional mooring system is in use and this table is not fit for purpose,

	Checked Y/N	COMPONENT	DETAILS		Condition (% & notes)	Exist ing	Replaced
TO P SE CTI ON	✓	Float	Numbered: Yes	Type: Black mussel	Good. Mussel buoy is tied with a rope to the first shackle	✓	
			Colour: Pink	Type: A3	Good but faded slightly	✓	
	✓	Shackle(s)	Number: 1 st Diameter: 16mm std	Moused: Y	Condition: Good	✓	
	✓	Shackle(s)	Number: 2nd Diameter: 16mm tested	Moused: Y	Condition Good	✓	
	✓	Chain	Length: 5m	Diameter: 16mm Min D – 15mm	Condition Good apart from 3 worn links at the top	✓	Not yet
MI DD LE /RI SE R/R IDE	✓	Shackle(s)	Number: 3rd Diameter: 13mm tested	Moused: Y	Condition Good	✓	
	✓	Swivel	Diameter: 16mm steel		Condition Good	✓	
	✓	Shackle(s)	Number: 4th Diameter: 13mm tested	Moused: Y	Condition Good	✓	
	✓	Riser/Ride/Middle chain	Length: 9m	D: 16mm Min D: 10mm	Condition: Wear mostly at bottom of chain	✓	Not yet
	✓	Shackle(s)	Number: 5th Diameter: 16mm tested	Moused: Y	Condition Slightly worn	✓	
BO TT OM	✓	Ground chain	Length: 4.5m Black	D: 32mm stud link Min D: 16mm	Condition Almost worn half way through a 2m section of it	✓	Not yet
	✓	Block Shackle	Diameter: 35mm	Moused: Y	Condition Good	✓	
	✓	Block Ring	Diameter: 32mm galv rebar cast into concrete block		Good	✓	
	✓	Block(s)	Is block visible?: Yes	Weight (dry) est : 1050kgs	Good	✓	
			Dimensions: 1m x 1m x .5	Type: Concrete			

details and observations can be provided on a separate page.

Inspectors Observations

Has Block Shifted or become buried? Yes slightly buried but still mostly visible

Inspectors Further Comments:

The boat attachment is made up of 3 x 2m, 3 tonne strops. One of these strops is badly worn and the other 2 are showing signs of a little bit of wear. The 2 shackles holding these strops are showing signs of wear as well.

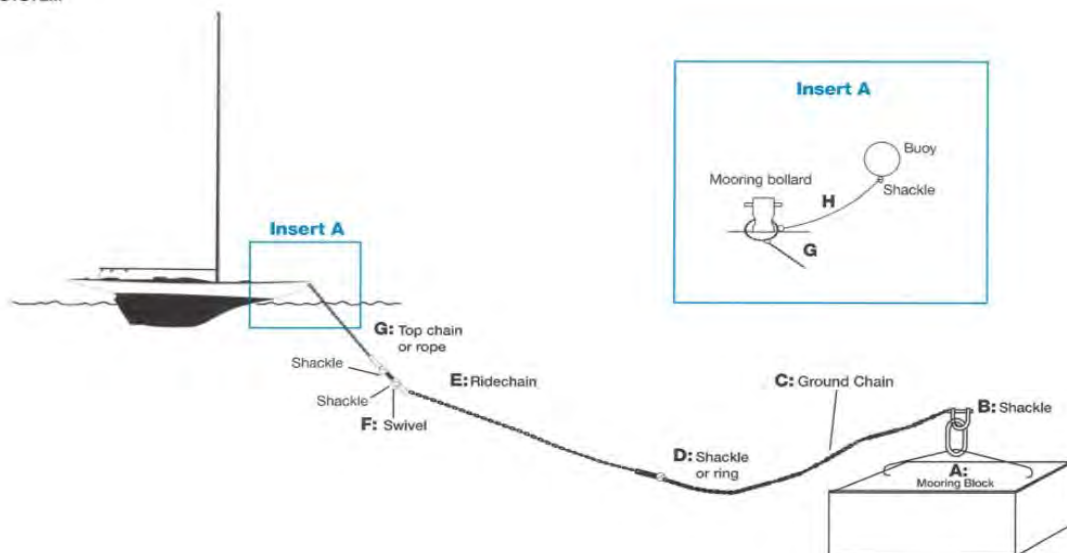
Those strops are then joined to 2 x 3m, 3 tonne strops which would be attached to the vessel. These are in very good condition – almost new.

Mooring Diagram – (Mooring Inspector To Complete)

Insert Diagram of complete mooring showing each section and current average diameters here:

As per table above

FIGURE 1
MOORING SYSTEM



Pictures – (Mooring Inspector To Complete)

Insert Pictures of mooring components here, please include updated photo of vessel intending to be moored on this morning if available:

This picture shows standard mooring compenents used on most standard moorings but can vary



Mooring 47



Declaration – (Mooring Inspector To Complete)

This is to certify that I have completed a visual inspection ONLY to the above mooring and that I deem it to be fit for purpose, and that the information supplied above is true and correct at the time of inspection.

Anything above the waterline is the owners responsibility to inspect, maintain and repair/replace.

Company Undertaking inspection -

Company undertaking Inspection: ___Wright Building and Diving Services Ltd_____

Company physical address: ___10 Elizabeth Place, Kelvin Heights, Queenstown_____

Company Postal Address: ___a/a_____

Name of person completing inspection: _____Garry Wright_____

Signature of person completing inspection:_____

Date:___30/12/2025_____.

Harbourmasters Document Review – (To Be Completed By Harbourmaster)
--

Document Reviewed on: (Inset Date):_____

Document Reviewed by:_____

Harbourmaster Comments:

Harbourmaster Signoff

Name:_____

Signature:_____

Date:_____

Part 2: To be used if this document is supporting a resource consent application.

Resource Consent Application considerations

Will the system be upgraded?

Will upgraded system differ from current system? (if yes, please detail, please include implications to swing radius)

Will block be replaced?

Will existing Block be removed?

Vessel Length:

Vessel length Note: In assessing the location of a swing mooring the Harbourmaster's Office undertakes an assessment that ensures moorings are spaced at a suitable distance apart to minimise any possible conflicts between moored vessels. Vessel length, mooring system design, and depth range information is used to ensure sufficient swing room is available and thus mitigate possible damage to vessels. Resource Consents will specify the vessel length allowable for the individual mooring. Due to the congested nature of some areas within our lakes, gaining or altering resource consent to accommodate larger vessels may not be viable. We all want vessels to be securely moored and remain un-damaged.

Swing mooring inspection & Information form

Please complete all details below, if an incomplete form is submitted this may be returned to you if any information shown below is missing or has been incorrectly entered, please take time to make sure all details are accurate and that all areas have been fully completed.

Please Print All Details Clearly

Owner / Contact Person Details – (Mooring Owner To Complete)

Mooring Location (Lake): Wakatipu

Mooring Permit #: **183**

Mooring Owners Name: Shane Johnston

Mooring Owners Address: 3 McKellar Court

Mooring Owners Postal Address (if different):

Mooring Owners Phone No: 0272237785

Mooring Owners Email Address: ssmarinesport@gmail.com

Emergency contact Number: 0272237785

Details of Primary Vessel Using Mooring – (Mooring Inspector/owner To Complete)

Name of vessel using mooring: Sportsfisher

Vessel MNZ Registration Number: Vessel Identification: 8.5m Lazercraft Sportsfisher

Vessel Type: Commercial Powered Craft ☐ Recreational Powered Craft ☐ Yacht ☐ Other ☐

If "Other" please outline type of vessel : _____

Length of Vessel: 7.5m approx.

Weight of Vessel: 2 Ton approx.

Vessel Colour(s): White & Blue

Does the vessel have a mooring number clearly visible from outside of the vessel? Yes

Details of Mooring – (Mooring Inspector To Complete)

GPS Position of mooring: (WGS84 Decimal Degrees):

LAT: 45*02' 40.95 S

LON: 168*40' 56.57 E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 23/01/2026

Water Depth at location at time of inspection: 9m

Calculated total swing radius of mooring at lowest lake level: 13.5m

Lake level at time of inspection 310.077m

What is the estimated life expectancy of the mooring prior to upgrades/replacements being needed? Concrete Block is permanent (approx. 50 years ?) Block attachment could last 25 years? Chains and components will have to be inspected every 2 years. See condition of parts at time of this inspection further on in report

Has been upgraded with this inspection: No

Was vessel on mooring at time of inspection: No

Checklist – (Mooring Inspector To Complete)

Note: If non-traditional mooring system is in use and this table is not fit for purpose,

	Checked Y/N	COMPONENT	DETAILS		Condition (% & notes)	Exist ing	Replaced
TO P SE CTI ON	✓	Floats	Numbered: Yes	Type: A4 Orange	Bad UV damage – poor condition	✓	
			Colour: Orange	Type: Foam Filled	OK		
	✓	Shackle(s)	Number: 1 st Diameter: 12mm std	Moused: Y	Condition: OK	✓	
	✓	Shackle(s)	Number: 2nd & 3rd Diameter: 20mm std & 12mm std	Moused: Y	Condition: OK	✓	
	✓	Chain	Length: 3m	Diameter: 12mm Min D : 10mm	Condition OK	✓	
MI DD LE /RI SE R/R IDE	✓	Shackle(s)	Number: 4th Diameter: 12mm tested	Moused: Y	Condition OK	✓	
	✓	Swivel	Diameter: 16mm steel		Condition OK	✓	
	✓	Shackle(s)	Number: 5th Diameter: 12mm tested	Moused: Y	Condition OK	✓	
	✓	Riser/Ride/Mid dle chain	Length: 10m	D: 12mm Min D: 9mm	Condition: Poor – chain doubled up over worn area	✓	
	✓	Shackle(s)	Number: 6th Diameter: 12mm tested	Moused: N	Condition OK	✓	
BO TT OM	✓	Ground chain	Length: 4m	D: 20mm Min D: 10mm	Condition Poor	✓	
	✓	Block Shackle	Diameter: 20mm std	Moused: Y	Condition Good	✓	
	✓	Block Ring	Diameter: 32mm Rebar		Good	✓	
	✓	Block(s)	Is block visible?: Y	Weight (dry) est : 1050kg	Good	✓	
			Dimensions: 1m x 1m x .5m	Type: Concrete			

details and observations can be provided on a separate page.

Inspectors Observations

Has Block Shifted or become buried? **No**

Inspectors Further Comments:

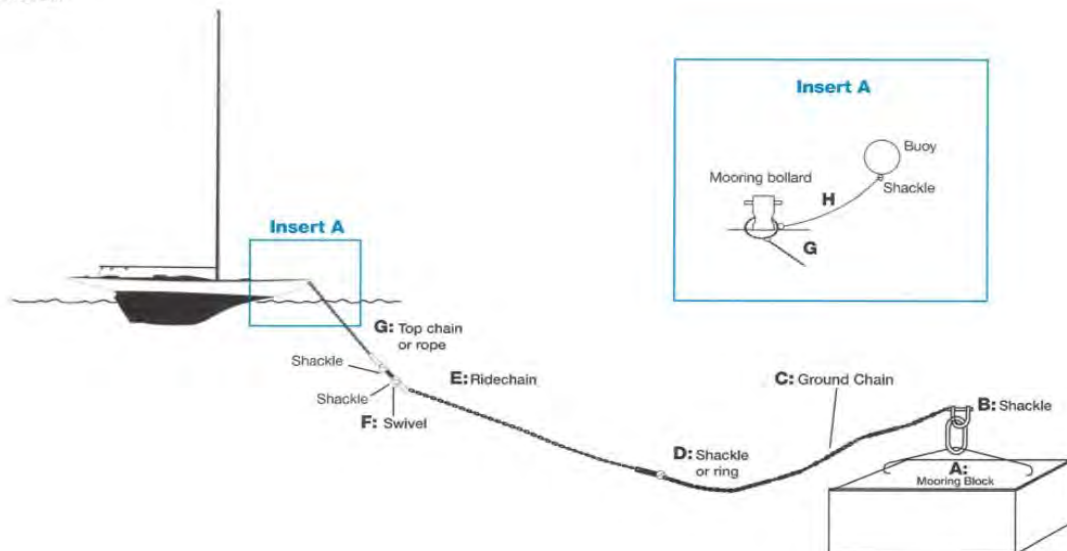
Boat attachment is 2m of 12mm chain and 12mm tested shackle

Mooring Diagram – (Mooring Inspector To Complete)

Insert Diagram of complete mooring showing each section and current average diameters here:

As per table above

FIGURE 1
MOORING SYSTEM



Pictures – (Mooring Inspector To Complete)

Insert Pictures of mooring components here, please include updated photo of vessel intending to be moored on this morning if available:

This picture shows standard mooring components used on most standard moorings but can vary



Mooring 183



Declaration – (Mooring Inspector To Complete)
--

This is to certify that I have completed a visual inspection ONLY to the above mooring and that I deem it to be fit for purpose, and that the information supplied above is true and correct at the time of inspection.

Anything above the waterline is the owners responsibility to inspect, maintain and repair/replace.

Company Undertaking inspection -

Company undertaking Inspection:___Wright Building and Diving Services Ltd_____

Company physical address: ___10 Elizabeth Place, Kelvin Heights, Queenstown_____

Company Postal Address:___a/a_____

Name of person completing inspection: _____Garry Wright_____

Signature of person completing inspection:_____

Date:___ __23/01/2026_____.

Harbourmasters Document Review – (To Be Completed By Harbourmaster)
--

Document Reviewed on: (Inset Date):_____

Document Reviewed by:_____

Harbourmaster Comments:

Harbourmaster Signoff

Name:_____

Signature:_____

Date:_____

Part 2: To be used if this document is supporting a resource consent application.

Resource Consent Application considerations

Will the system be upgraded?

Will upgraded system differ from current system? (if yes, please detail, please include implications to swing radius)

Will block be replaced?

Will existing Block be removed?

Vessel Length:

Vessel length Note: In assessing the location of a swing mooring the Harbourmaster's Office undertakes an assessment that ensures moorings are spaced at a suitable distance apart to minimise any possible conflicts between moored vessels. Vessel length, mooring system design, and depth range information is used to ensure sufficient swing room is available and thus mitigate possible damage to vessels. Resource Consents will specify the vessel length allowable for the individual mooring. Due to the congested nature of some areas within our lakes, gaining or altering resource consent to accommodate larger vessels may not be viable. We all want vessels to be securely moored and remain un-damaged.

THIS DEED is made the

23rd 148 day of

March

1998

BETWEEN THE OTAGO REGIONAL COUNCIL ("the Region") of the one part

AND THE QUEENSTOWN-LAKES DISTRICT COUNCIL ("the District") of the other part.

both being bodies corporate constituted under S.37L of the Local Government Act 1974, the Region being a regional council and the District being a territorial authority.

WHEREAS the regional boundary of the Region includes an area that is also within the boundary of the District ("the Land")

AND WHEREAS pursuant to S.33 of the Resource Management Act 1991 ("the Act") the Region has agreed to transfer in respect of the Land certain of its functions, powers or duties as defined below to the District.

AND WHEREAS the District has agreed to assume such functions, powers or duties on the terms and conditions as are agreed herein the Region and the Council being satisfied that the transfer is desirable on all of the following grounds, namely the District to which the transfer is made represents the appropriate community of interest relating to the exercise or performance of the function, power or duty and efficiency and technical or special capability or expertise

AND WHEREAS the Region duly served notice on the Minister for the Environment

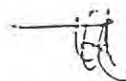
AND WHEREAS the Region has duly completed the special consultative procedure specified in S.716A of the Local Government Act 1974 and no submissions to the proposed transfer have been received

AND WHEREAS the proposed transfer is made expressly on the terms and in accordance with the said S.33 in particular subss (1), (3), (8) and (9) thereof

NOW THEREFORE THIS DEED WITNESSETH

1. THE region DOTH HEREBY TRANSFER to the District in respect of the Land the functions, powers or duties of:

- (a) determining applications for land use consent, consent for which is required to be obtained pursuant to S.13(1)(a) of the Act within the land;



- (b) administering, monitoring and supervising the implementation of consents given by the District pursuant hereto;
- (c) issuing of any consent required under bylaws promulgated under the Harbours Act 1950 in respect of any of the structures mentioned in subclause (a) hereof;
- (d) enforcement as provided in Part XII of the Act and as provided in the Harbours Act 1974 in respect of any of the above structures.

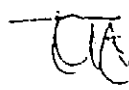
2. THE District HEREBY AGREES TO AND ACCEPTS to undertake these functions, powers and duties subject to the terms of this agreement and the said S.33.

3. ON receipt of land use consent applications in respect of structures which:

- (a) are located or proposed to be located on the bed of rivers; or
- (b) are solid or effectively solid structures (as distinct from open, piled structures); or
- (c) involve excavation of the bed, disturbance of the shoreline or significant disturbance of the lake bed; or
- (d) are owned or proposed by the District

the District will forthwith advise the Region of the receipt and nature of the application and the Region may at its discretion in any particular case resume the functions, powers and duties of processing and determining any application and of administering the consents at any time prior to the commencing of a hearing where such is held prior to determination of an application where no hearing is held.

4. THE District shall have all of the functions, powers and duties given under the Act or Local Government Act 1974 or any other power thereunto enabling to recover all costs incurred by it in the carrying out of the functions, powers and duties hereby transferred but shall have no right to call on a contribution to costs in respect thereof from the Region.

5. THE District shall report to the Region at six monthly intervals in such manner as may be agreed from time to time between the parties on the exercise of the functions, powers and duties hereby transferred.

6. THE District may relinquish the transfer of the functions, powers and duties agreed hereby following consultation with the Region and upon one month's notice following such consultation.

7. THIS agreement may be modified or varied by agreement in writing made between the parties.

8. THE Region may change or revoke the transfer of any function or power transferred hereby at any time by notice in writing to the District.

IN WITNESS WHEREOF the parties have executed this deed the day and year first before written.

THE COMMON SEAL of THE
OTAGO REGIONAL COUNCIL

was hereunto affixed in the
presence of:

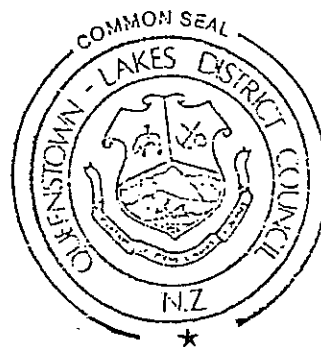


Chairperson

[Signature]
.....
[Signature]
.....

Director Corporate Services

THE COMMON SEAL of THE
QUEENSTOWN-LAKES DISTRICT
COUNCIL was hereunto affixed in the
presence of:



[Signature]
.....
[Signature]
.....
lkl cs



MOORING PERMIT

Issued under the Navigation Safety Bylaw 2025

Mooring Number: 1

Description of mooring: Swing Mooring

Name to whom permit is granted: Watersport Holdings Limited Partnership

Waterway: Lake Wakatipu

Position of mooring: Longitude 168.661174

Status: Unconsented

Latitude -45.034587

Date of issue: 01 July 2025

Expiry of permit: 30 June 2026



Signed for and on behalf of Queenstown Lakes District Council:

Duty of Permittee:

Please be advised that if at any time during the term of this permit, the mooring to which this permit refers to is sold or transferred, please contact Council: property@qldc.govt.nz or Queenstown: 03 441 0499 or Wanaka: 03 443 0024

Conditions of permit

The terms and conditions on which this mooring permit is granted include, but are not limited to the following:

- (1) The mooring must remain in the "position of mooring" described within the permit;
 - a. the design, specifications and maintenance of the mooring must comply with any guidelines issued by the Council;
 - b. the permit holder must mark the location of the mooring with a buoy or float that displays the permit number;
- (2) The permit holder must pay to the Council all permit renewal costs as specified in the Navigation Safety Bylaw 2025.

Maintenance and construction requirements

- (1) The owner of a swing mooring or a pile mooring must maintain his or her mooring in a proper state of condition and repair and must comply with any guidelines adopted by Council.
- (2) A mooring owner may carry out maintenance after removing the mooring from the water, provided the inspection fee has been paid and arrangements are made by the mooring owner for inspection of the mooring by suitably qualified person and the payment of any permit fee prior to the mooring being reinstated.
- (3) The Council or the Harbourmaster may require the mooring owner to remove the mooring in a specified time frame if:
 - a. the permit has been cancelled, or
 - b. where the mooring permit fee is unpaid for a period greater than 2 months from the due date,
 - c. the mooring does not comply with the Resource Management Act 1991.
- (4) All costs associated with the inspection, maintenance and replacement of moorings or mooring components must be borne by the mooring permit holder.

Liability of the Council

- (1) Permit holders shall take all care to ensure that the mooring is used in a lawful manner and use moorings at their own risk.
 - a. The Harbourmaster and Council are not liable for: Any damage to a craft whether the damage is caused by a third party, a natural disaster event, natural processes or by any other cause;
 - b. Any damage to a craft which has not been securely moored;
 - c. Any damage to a craft which results from any actions taken by the Harbourmaster to secure a craft, in the event of a storm or other adverse event;
 - d. Any actions or omissions of the Harbour master or any other officer of the Council in the performance of any duties, functions or powers in respect of this bylaw.

Transfer of permit

- (1) The permit may be transferred where application is made and is accompanied by the payment of the application and processing fees along with a completed transfer request form by post to Queenstown Lakes District Council, Private Bag 50072, Queenstown 9348 or by email to property@qldc.govt.nz

Surrender of permit

- (1) If no longer required, the permit may be surrendered by returning it to the Council together with confirmation that the mooring has



MOORING PERMIT

Issued under the Navigation Safety Bylaw 2025

Mooring Number: 5

Description of mooring: Swing Mooring

Name to whom permit is granted: Wakatipu Fishing Ltd - Jarrod Johnston

Waterway: Lake Wakatipu

Position of mooring: Longitude 168.660733

Status: Unconsented

Latitude -45.03554

Date of issue: 01 July 2025

Expiry of permit: 30 June 2026

Signed for and on behalf of Queenstown Lakes District Council:

Duty of Permittee:

Please be advised that if at any time during the term of this permit, the mooring to which this permit refers to is sold or transferred, please contact Council: property@qldc.govt.nz or Queenstown: 03 441 0499 or Wanaka: 03 443 0024

Conditions of permit

The terms and conditions on which this mooring permit is granted include, but are not limited to the following:

- (1) The mooring must remain in the "position of mooring" described within the permit;
 - a. the design, specifications and maintenance of the mooring must comply with any guidelines issued by the Council;
 - b. the permit holder must mark the location of the mooring with a buoy or float that displays the permit number;
- (2) The permit holder must pay to the Council all permit renewal costs as specified in the Navigation Safety Bylaw 2025.

Maintenance and construction requirements

- (1) The owner of a swing mooring or a pile mooring must maintain his or her mooring in a proper state of condition and repair and must comply with any guidelines adopted by Council.
- (2) A mooring owner may carry out maintenance after removing the mooring from the water, provided the inspection fee has been paid and arrangements are made by the mooring owner for inspection of the mooring by suitably qualified person and the payment of any permit fee prior to the mooring being reinstated.
- (3) The Council or the Harbourmaster may require the mooring owner to remove the mooring in a specified time frame if:
 - a. the permit has been cancelled, or
 - b. where the mooring permit fee is unpaid for a period greater than 2 months from the due date,
 - c. the mooring does not comply with the Resource Management Act 1991.
- (4) All costs associated with the inspection, maintenance and replacement of moorings or mooring components must be borne by the mooring permit holder.

Liability of the Council

- (1) Permit holders shall take all care to ensure that the mooring is used in a lawful manner and use moorings at their own risk.
 - a. The Harbourmaster and Council are not liable for: Any damage to a craft whether the damage is caused by a third party, a natural disaster event, natural processes or by any other cause;
 - b. Any damage to a craft which has not been securely moored;
 - c. Any damage to a craft which results from any actions taken by the Harbourmaster to secure a craft, in the event of a storm or other adverse event;
 - d. Any actions or omissions of the Harbour master or any other officer of the Council in the performance of any duties, functions or powers in respect of this bylaw.

Transfer of permit

- (1) The permit may be transferred where application is made and is accompanied by the payment of the application and processing fees along with a completed transfer request form by post to Queenstown Lakes District Council, Private Bag 50072, Queenstown 9348 or by email to property@qldc.govt.nz

Surrender of permit

- (1) If no longer required, the permit may be surrendered by returning it to the Council together with confirmation that the mooring has been removed.



MOORING PERMIT

Issued under the Navigation Safety Bylaw 2025

Mooring Number: 7

Description of mooring: Swing Mooring

Name to whom permit is granted: Watersports Holding Limited Partnership – M7

Waterway: Lake Wakatipu

Position of mooring: Longitude 168.659995

Status: Unconsented

Latitude -45.035899

Date of issue: 01 July 2025

Expiry of permit: 30 June 2026

Signed for and on behalf of Queenstown Lakes District Council:

Duty of Permittee:

Please be advised that if at any time during the term of this permit, the mooring to which this permit refers to is sold or transferred, please contact Council: property@qldc.govt.nz or Queenstown: 03 441 0499 or Wanaka: 03 443 0024

Conditions of permit

The terms and conditions on which this mooring permit is granted include, but are not limited to the following:

- (1) The mooring must remain in the "position of mooring" described within the permit;
 - a. the design, specifications and maintenance of the mooring must comply with any guidelines issued by the Council;
 - b. the permit holder must mark the location of the mooring with a buoy or float that displays the permit number;
- (2) The permit holder must pay to the Council all permit renewal costs as specified in the Navigation Safety Bylaw 2025.

Maintenance and construction requirements

- (1) The owner of a swing mooring or a pile mooring must maintain his or her mooring in a proper state of condition and repair and must comply with any guidelines adopted by Council.
- (2) A mooring owner may carry out maintenance after removing the mooring from the water, provided the inspection fee has been paid and arrangements are made by the mooring owner for inspection of the mooring by suitably qualified person and the payment of any permit fee prior to the mooring being reinstated.
- (3) The Council or the Harbourmaster may require the mooring owner to remove the mooring in a specified time frame if:
 - a. the permit has been cancelled, or
 - b. where the mooring permit fee is unpaid for a period greater than 2 months from the due date,
 - c. the mooring does not comply with the Resource Management Act 1991.
- (4) All costs associated with the inspection, maintenance and replacement of moorings or mooring components must be borne by the mooring permit holder.

Liability of the Council

- (1) Permit holders shall take all care to ensure that the mooring is used in a lawful manner and use moorings at their own risk.
 - a. The Harbourmaster and Council are not liable for: Any damage to a craft whether the damage is caused by a third party, a natural disaster event, natural processes or by any other cause;
 - b. Any damage to a craft which has not been securely moored;
 - c. Any damage to a craft which results from any actions taken by the Harbourmaster to secure a craft, in the event of a storm or other adverse event;
 - d. Any actions or omissions of the Harbour master or any other officer of the Council in the performance of any duties, functions or powers in respect of this bylaw.

Transfer of permit

- (1) The permit may be transferred where application is made and is accompanied by the payment of the application and processing fees along with a completed transfer request form by post to Queenstown Lakes District Council, Private Bag 50072, Queenstown 9348 or by email to property@qldc.govt.nz

Surrender of permit

- (1) If no longer required, the permit may be surrendered by returning it to the Council together with confirmation that the mooring has been removed.



MOORING PERMIT

Issued under the Navigation Safety Bylaw 2025

Mooring Number: 47

Description of mooring: Swing Mooring

Name to whom permit is granted: David Lynott

Waterway: Lake Wakatipu

Position of mooring: Longitude 168.662714

Status: Unconsented

Latitude -45.038199

Date of issue: 01 July 2025

Expiry of permit: 30 June 2026

Signed for and on behalf of Queenstown Lakes District Council:

Duty of Permittee:

Please be advised that if at any time during the term of this permit, the mooring to which this permit refers to is sold or transferred, please contact Council: property@qldc.govt.nz or Queenstown: 03 441 0499 or Wanaka: 03 443 0024

Conditions of permit

The terms and conditions on which this mooring permit is granted include, but are not limited to the following:

- (1) The mooring must remain in the "position of mooring" described within the permit;
 - a. the design, specifications and maintenance of the mooring must comply with any guidelines issued by the Council;
 - b. the permit holder must mark the location of the mooring with a buoy or float that displays the permit number;
- (2) The permit holder must pay to the Council all permit renewal costs as specified in the Navigation Safety Bylaw 2025.

Maintenance and construction requirements

- (1) The owner of a swing mooring or a pile mooring must maintain his or her mooring in a proper state of condition and repair and must comply with any guidelines adopted by Council.
- (2) A mooring owner may carry out maintenance after removing the mooring from the water, provided the inspection fee has been paid and arrangements are made by the mooring owner for inspection of the mooring by suitably qualified person and the payment of any permit fee prior to the mooring being reinstated.
- (3) The Council or the Harbourmaster may require the mooring owner to remove the mooring in a specified time frame if:
 - a. the permit has been cancelled, or
 - b. where the mooring permit fee is unpaid for a period greater than 2 months from the due date,
 - c. the mooring does not comply with the Resource Management Act 1991.
- (4) All costs associated with the inspection, maintenance and replacement of moorings or mooring components must be borne by the mooring permit holder.

Liability of the Council

- (1) Permit holders shall take all care to ensure that the mooring is used in a lawful manner and use moorings at their own risk.
 - a. The Harbourmaster and Council are not liable for: Any damage to a craft whether the damage is caused by a third party, a natural disaster event, natural processes or by any other cause;
 - b. Any damage to a craft which has not been securely moored;
 - c. Any damage to a craft which results from any actions taken by the Harbourmaster to secure a craft, in the event of a storm or other adverse event;
 - d. Any actions or omissions of the Harbour master or any other officer of the Council in the performance of any duties, functions or powers in respect of this bylaw.

Transfer of permit

- (1) The permit may be transferred where application is made and is accompanied by the payment of the application and processing fees along with a completed transfer request form by post to Queenstown Lakes District Council, Private Bag 50072, Queenstown 9348 or by email to property@qldc.govt.nz

Surrender of permit

- (1) If no longer required, the permit may be surrendered by returning it to the Council together with confirmation that the mooring has been removed.



MOORING PERMIT

Issued under the Navigation Safety Bylaw 2025

Mooring Number: 183

Description of mooring: Swing Mooring

Name to whom permit is granted: Shane Johnston

Waterway: Lake Wakatipu

Position of mooring: Longitude 168.682481

Status: Unconsented

Latitude -45.044748

Date of issue: 01 July 2025

Expiry of permit: 30 June 2026



Signed for and on behalf of Queenstown Lakes District Council:

Duty of Permittee:

Please be advised that if at any time during the term of this permit, the mooring to which this permit refers to is sold or transferred, please contact Council: property@qldc.govt.nz or Queenstown: 03 441 0499 or Wanaka: 03 443 0024

Conditions of permit

The terms and conditions on which this mooring permit is granted include, but are not limited to the following:

- (1) The mooring must remain in the "position of mooring" described within the permit;
 - a. the design, specifications and maintenance of the mooring must comply with any guidelines issued by the Council;
 - b. the permit holder must mark the location of the mooring with a buoy or float that displays the permit number;
- (2) The permit holder must pay to the Council all permit renewal costs as specified in the Navigation Safety Bylaw 2025.

Maintenance and construction requirements

- (1) The owner of a swing mooring or a pile mooring must maintain his or her mooring in a proper state of condition and repair and must comply with any guidelines adopted by Council.
- (2) A mooring owner may carry out maintenance after removing the mooring from the water, provided the inspection fee has been paid and arrangements are made by the mooring owner for inspection of the mooring by suitably qualified person and the payment of any permit fee prior to the mooring being reinstated.
- (3) The Council or the Harbourmaster may require the mooring owner to remove the mooring in a specified time frame if:
 - a. the permit has been cancelled, or
 - b. where the mooring permit fee is unpaid for a period greater than 2 months from the due date,
 - c. the mooring does not comply with the Resource Management Act 1991.
- (4) All costs associated with the inspection, maintenance and replacement of moorings or mooring components must be borne by the mooring permit holder.

Liability of the Council

- (1) Permit holders shall take all care to ensure that the mooring is used in a lawful manner and use moorings at their own risk.
 - a. The Harbourmaster and Council are not liable for: Any damage to a craft whether the damage is caused by a third party, a natural disaster event, natural processes or by any other cause;
 - b. Any damage to a craft which has not been securely moored;
 - c. Any damage to a craft which results from any actions taken by the Harbourmaster to secure a craft, in the event of a storm or other adverse event;
 - d. Any actions or omissions of the Harbour master or any other officer of the Council in the performance of any duties, functions or powers in respect of this bylaw.

Transfer of permit

- (1) The permit may be transferred where application is made and is accompanied by the payment of the application and processing fees along with a completed transfer request form by post to Queenstown Lakes District Council, Private Bag 50072, Queenstown 9348 or by email to property@qldc.govt.nz

Surrender of permit

- (1) If no longer required, the permit may be surrendered by returning it to the Council together with confirmation that the mooring has been removed.



AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Watersports Holdings Limited Partnership - RM260706



AFFECTED PERSON'S DETAILS

I/We Land Information New Zealand

Are the owners/occupiers of

The lakebed is administered by Land Information New Zealand (LINZ) on behalf of the Commission of Crown Lands



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Retrospectively establish mooring M1 on the bed of Lake Wakatipu.

at the following subject site(s):

Queenstown Bay in Lake Wakatipu: GPS Location - 45°02'04.36"S / 168°39'40.12"E



PLEASE TICK

I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



PLEASE TICK

I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.



WHAT INFORMATION/PLANS HAVE YOU SIGHTED



PLEASE TICK

I/We have sighted and initialled ALL plans dated and approve them.



The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A

Name (PRINT)

Mark Hayden on behalf of the Commissioner of Crown Land

Contact Phone / Email address

crownproperty@linz.govt.nz

Signature

Date

13/08/2026

B

Name (PRINT)

Contact Phone / Email address

Signature

Date

C

Name (PRINT)

Contact Phone / Email address

Signature

Date

D

Name (PRINT)

Contact Phone / Email address

Signature

Date

Note to person signing written approval

Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.





AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #

Watersports Holdings Limited Partnership - RM260706



AFFECTED PERSON'S DETAILS

I/We Land Information New Zealand

Are the owners/occupiers of

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DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Retrospectively establish mooring M5 on the bed of Lake Wakatipu.

at the following subject site(s):

Queenstown Bay in Lake Wakatipu: GPS Location - 45°02'04.86"S / 168°39'30.82"E



PLEASE TICK

I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



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FORM 8A



Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #

Watersports Holdings Limited Partnership - RM260706



AFFECTED PERSON'S DETAILS

I/We Land Information New Zealand

Are the owners/occupiers of

The lakebed is administered by Land Information New Zealand (LINZ) on behalf of the Commission of Crown Lands



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Retrospectively establish mooring M7A and M7B on the lake bed in Lake Wakatipu.
(Note: 7A & 7B are part of the same mooring. 7A is for the stern and 7B is for the bow of the boat).

at the following subject site(s):

Queenstown Bay in Lake Wakatipu: GPS Locations - M7A: 45°02'04.362"S / 168°39'16.129"E
M7B: 45°02'08.68"S / 168°39'37.20"E



I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



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WHAT INFORMATION/PLANS HAVE YOU SIGHTED



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Date

13/08/2026

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Contact Phone / Email address

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AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95



RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Watersports Holdings Limited Partnership - RM260706



AFFECTED PERSON'S DETAILS

I/We **Land Information New Zealand**

Are the owners/occupiers of

The lakebed is administered by Land Information New Zealand (LINZ) on behalf of the Commission of Crown Lands



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Retrospectively establish mooring M17 on the bed of Lake Wakatipu.

at the following subject site(s):

Queenstown Bay, Lake Wakatipu at M17 GPS 45°02'17.60"S 168°39'40.12"E



PLEASE TICK

I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



PLEASE TICK

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WHAT INFORMATION/PLANS HAVE YOU SIGHTED



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Date

13/08/2026

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Name (PRINT)

Contact Phone / Email address

Signature

Date

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Name (PRINT)

Contact Phone / Email address

Signature

Date

D

Name (PRINT)

Contact Phone / Email address

Signature

Date

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AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #

Watersports Holdings Limited Partnership - RM260706



AFFECTED PERSON'S DETAILS

I/We **Land Information New Zealand**

Are the owners/occupiers of

The lakebed is administered by Land Information New Zealand (LINZ) on behalf of the Commission of Crown Lands



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Retrospectively establish mooring M188 on the bed of Lake Wakatipu.

at the following subject site(s):

Queenstown Bay Lake Wakatipu GPS Location: 45° 02' 02" S 168° 08' 39" E



PLEASE TICK

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Signature

Date

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