APPLICATION AS NOTIFIED

J Edgar
RM260577

File Number RM260577

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:

Jan Elizabeth Edgar

What is proposed:

To remove an existing swing mooring (M73) from the bed of Lake Whakatipu (Whakātipu-Wai-Māori) and re-establish it in a slightly different location (3.5m to the north of its existing location), and to authorise a second existing swing mooring (M69) in its current location, 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, within Kelvin Grove, Frankton Arm, to the west of Bay View Road at the following GPS coordinates:

M69:
Latitude -45.042000 / 45° 02' 31.20" S
Longitude 168.690225 / 168° 41' 24.81 " E

M73:
Latitude -45.041719 / 45° 02' 30.19" S
Longitude 168.690776 / 168° 41' 26.79" E

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 **RM260577** 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:

30 November 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 (J Edgar, C/- Rosie Clark, Rosie.Clark@gallawaycookallan.co.nz) as soon as reasonably practicable after serving your submission to Council:

C/- Kristy Jennings
kristy@centralrm.co.nz
Central Resource Management 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: 2 November 2026

Address for Service for Consent Authority:

Queenstown Lakes District Council	**Phone**	**03 441 0499**
Private Bag 50072, Queenstown 9348	**Email**	**rcsubmission@qldc.govt.nz**
Gorge Road, Queenstown 9300	**Website**	**www.qldc.govt.nz**



QUEENSTOWN LAKES DISTRICT COUNCIL

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:	J Edgar
RM reference:	RM260577
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consents from the Otago Regional Council (ORC) and the Queenstown Lakes District Council (QLDC) to remove an existing swing mooring from the bed of Lake Whakatipu (Whakātipu-Wai-Māori) and re-establish it in a slightly different location (M73), and to authorise a second swing mooring in its current location (M69).
Location:	Bed and surface of Whakātipu-Wai-Māori, within Kelvin Grove, Frankton Arm, to the west of Bay View Road.
Legal Description:	N/A (Lakebed)
QLDC Zoning:	**ODP:** Rural General **PDP:** Rural (Water)
QLDC District Plan Notations:	Wāhi Tūpuna Site 33 (Whakātipu-Wai-Māori (Lake Whakātipu)) Statutaory Acknowledgement Area
ORC ORP:W Notations:	MA3 (Waahi tapu and/or Waiwhakaheke) Statutory Acknowledgement Area
Activity Status:	**Restricted Discretionary Activity (QLDC)** **Discretionary Activity (ORC)**
Decision Date	**2 November 2026**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95E of the RMA, the application seeking consent to lawfully establish two moorings within the Frankton Arm, 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 remove a structure from the bed, and to place two structures, fixed in, on, under or over the bed of a lake, 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.

1.0 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, the QLDC undertook a survey of the District's lakes and become aware that a number of moorings and jetties may not be lawfully established 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's Regional Plan: Water for Otago (ORP:W).

Of relevance to the processing of this application under the OPR: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 ORC to the QLDC pursuant to Section 13(1)(a) of the RMA. In accordance with this deed, in emails dated 5.6.26 and 14.10.26, 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 brief description of the proposal, the site and the mooring history at Sections 3.1 - 3.3 of the report entitled "*Jan Elizabeth Edgar, Resource Consent Application, Frankton Arm, Lake Wakatipu, May 2026*", prepared by Kristy Jennings of Central Resource Management 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 corrections/additions:

Consent is sought to lawfully establish under the RMA two existing swing moorings within the Frankton Arm of Whakātipu-Wai-Māori. This proposal relates to existing QLDC mooring permits[1] 69 ("M69") and 73 ("M73"), both located along the southern shoreline of the Frankton Arm, to the west of Bay View Road, at the following GPS coordinates and shown in Figure 1:

M69:
Latitude -45.042000 / 45° 02' 31.20" S
Longitude 168.690225 / 168° 41' 24.81 " E

M73:
Latitude -45.041752/ 45° 02' 30.31" S
Longitude 168.690758/ 168° 41' 26.73" E

The proposal as it relates to M73 was amended during the processing of this application after a navigational safety hazard was identified by the QLDC Harbourmaster (a swing radius conflict). Therefore Section 3.1 of the AEE is only adopted in part, with the following additions.

The amended proposal is to shift M73 to a location approximately 3.5m to the north of where it is currently located, with M69 remaining in its current location. The proposed GPS coordinates for M73 (noting M69 is not moving) is now as follows:

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

Latitude -45.041719 / 45° 02' 30.19" S
Longitude 168.690776 / 168° 41' 26.79" E

Figure 1 belows show the existing and proposed locations of M69 and M73 within Whakātipu-Wai-Māori:

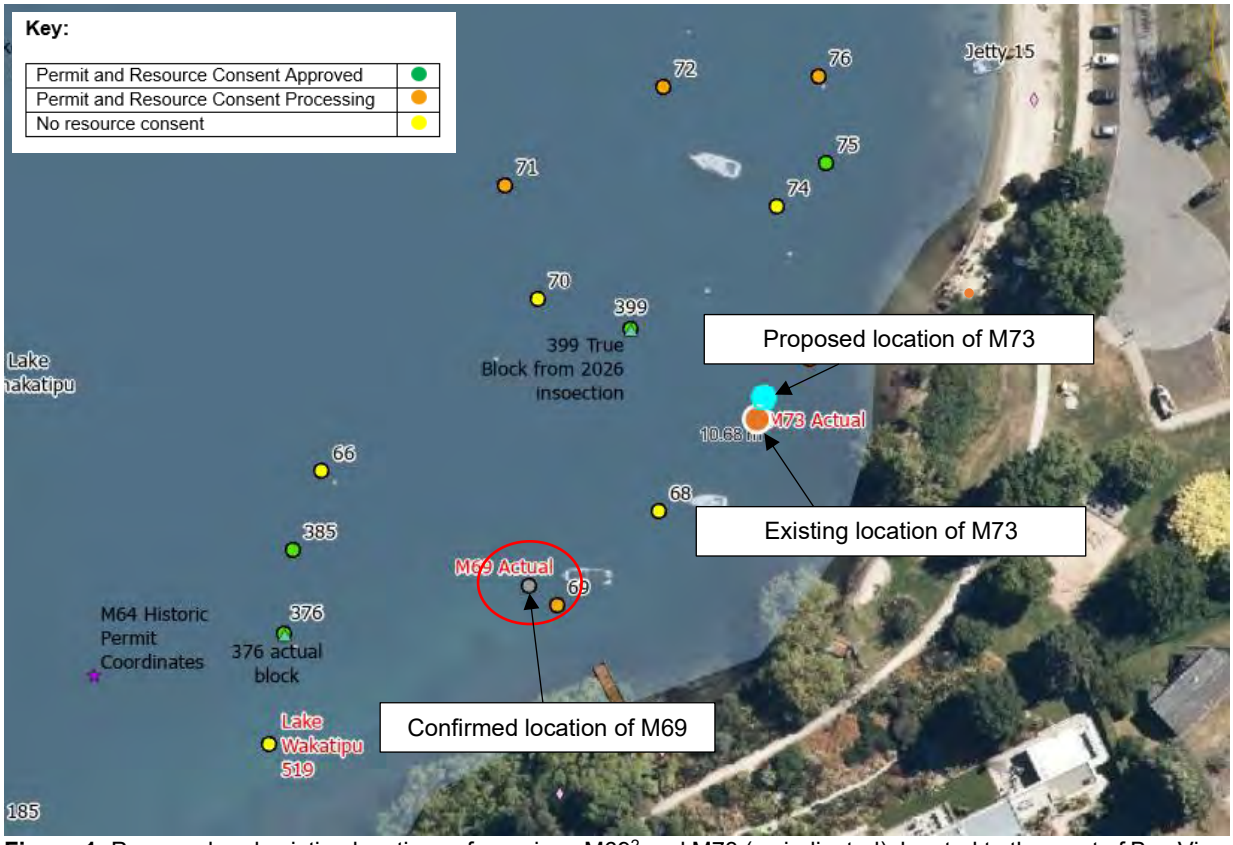


Figure 1: Proposed and existing locations of moorings M69[2] and M73 (as indicated), located to the west of Bay View Road within the Frankton Arm, in relation to surrounding lakeside features.

Of note, the GPS coordinates that have been used within the application documents use both the Degrees, Minutes, Seconds ("DMS") format (e.g. within the mooring inspection reports), or the WGS84 Decimal Degree ("DD") format (e.g. within the AEE). Regardless of whether the DMS or DD format are used, the existing and proposed locations of M69 and M73 are correctly shown in Figure 1, noting both formats have been cited above.

The Applicant has advised that both moorings have existed for many years (exact date of establishment is unknown). In relation to M69, this mooring is referred to within the decision for RM050007 which consented the adjacent jetty, indicating M69 existing prior to 22 March 2006 (when this decision was issued). The Applicant has demonstrated that they hold a QLDC mooring permit for both moorings.

Consent is sought to use M69 for a vessel up to 9.0 metres in overall length, whereas to address navigational safety concerns associated with M73 (addressed in Section 3.3.3 below), the Applicant has volunteered to restrict the use of this mooring to a vessel no greater than 7.5m in overall length.

2.0 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:

[2] Location annotated "M69 Actual" refers to GPS coordinates confirmed within mooring inspection report.

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 subject site is zoned Rural General in the ODP. 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 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.

The subject site is zoned Rural (water) by the PDP. The proposed activity requires resource consent under the PDP for the following reason[3]:

Chapter 21 (Rural):

- A **restricted discretionary** activity pursuant to Rule 21.15.7 in regard to moorings in the Frankton Arm. The proposed moorings are 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;
    g. whether the structure enables the use of public water ferry services and/or water based transport.

Overall, the application is considered to be a **restricted discretionary** 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.

[3] All cited rules are treated as operative under s86F.

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 reasons:

- A **restricted discretionary** activity pursuant to Rule 13.4.2.1 as the proposal involves the removal of a structure that is fixed in, on, under, or over the bed of any lake or river and does not meet the requirements of a permitted activity in Rule 13.4.1.1, specifically standard 13.4.1.1(c). The Applicant proposes to relocate the existing mooring block associated with M73 from Whakātipu-Wai-Māori, which is identified in Schedule 1D of the ORP:W as MA3 (Waahi tapu). Council's discretion is restricted to the following matters:

  a) Any adverse effects of the activity on:
     (i) Any natural and human use value identified in Schedule 1 for any affected water body;
     (ii) The natural character of any affected water body;
     (iii) Any amenity value supported by any affected water body; and
     (iv) Any heritage value associated with any affected water body; and
  b) Any effect on any Regionally Significant Wetland or on any regionally significant wetland value; and
  c) Flow and sediment processes; and
  d) Any adverse effect on a defence against water; and
  e) Any adverse effect on existing public access; and
  f) The method of demolition or removal; and
  g) The duration of the resource consent; and
  h) The information and monitoring requirements; and
  i) Any existing lawful activity associated with any affected water body; and
  j) Any bond; and
  k) The review of conditions of the resource consent; and
  l) Any financial contribution for regionally significant wetland values or Regionally Significant Wetlands that are adversely affected.

- 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 place two moorings that pass 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 **restricted discretionary** activity under the PDP; and
- a **discretionary** activity under the ORP:W.

The application as a whole will be considered as a **discretionary** 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.

3.0 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 5 June 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 does the removal of structures that are located in Whakātipu-Wai-Māori, which is identified as MA3 (waahi tapu) in Schedule 1D of the ORP:W. As such, there is no permitted baseline relevant to the placement of a structure on the lake bed, or the removal of the existing structure as it relates to M73.

As for the effects of lake-bed disturbance associated with the removal and placement of a structure 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 or river, or the wetland, provided the following are met:

i) Except in the case of the demolition or removal of a structure, the structure is lawfully established; and
ii) Except in the case of (i), there is no increase in the scale of the existing structure; and
iii) If work is undertaken between 1 May and 30 September inclusive, the Department of Conservation and the relevant Fish and Game Council are notified as soon as reasonably practicable in advance; and
iv) The bed or wetland disturbance is limited to the extent necessary to undertake the work; and
v) The bed or wetland disturbance does not cause any flooding or erosion; and
vi) The time necessary to carry out and complete the whole of the work within the wetted bed of the lake or river does not exceed ten (10) hours in duration; and
vii) All reasonable steps are taken to minimise the release of sediment to the lake or river during the disturbance, and there is no conspicuous change in the colour or visual clarity of the water body beyond a distance of 200m downstream of the disturbance; and
viii) No lawful take of water is adversely affected as a result of the bed or wetland disturbance; and
ix) The site is left tidy following completion of the activity; and
x) Specific rules relating to Regionally Significant Wetlands.

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

It is considered the permitted baseline as it relates to the disturbance of the lakebed associated with the installation of the moorings, the ongoing use of these structures once lawfully established, and the maintenance and repair of the moorings to be of some relevance to the proposal. In an email dated

27.10.26, the Applicant confirmed that the work required to relocate M73 will comply with the permitted standards under the ORP:W[4]. 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)).

The Applicant seeks resource consent under both the ORP:W and the PDP to lawfully establish two existing swing moorings within the Frankton Arm of Whakātipu-Wai-Māori. An assessment relevant to each Council plan follows.

Of note, the Applicant has provided a brief Assessment of Effects at sections 4.1-4.4 of the Applicant's AEE which is applicable to an assessment under the PDP only. This assessment is adopted in part for the purposes of this report, with the following additional assessment:

Expert reports

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

- A navigational safety report for M69 dated 30.7.26 prepared by QLDC's Harbourmaster, Mr Ricky Campbell, attached as Appendix 2.

- A navigational safety report for M73 dated 16.10.26, prepared by QLDC's Waterways Regulatory Services Manager & QLDC Harbourmaster, Mr Craig Fahey, attached as *Appendix 3*.

A] Assessment under the QLDC Proposed District Plan

A restricted discretionary consenting pathway is provided for moorings and jetties located within the Frankton Arm of Whakātipu-Wai-Māori, where Council's discretion is restricted to the matters in Rule 21.15.7, which for completeness 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;
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.

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 (relevant to matters of discretion a), d) and f) of PDP Rule 21.15.7).
ii. Navigation and water safety (relevant to matters of discretion b) of PDP Rule 21.15.7).
iii. Effects on recreation (matters of discretion c) and e) of PDP Rule 21.15.7).

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

i. Landscape, visual and amenity effects;

The Applicant seeks to lawfully establish two swing mooring systems, both located along the southern shoreline of the Frankton Arm, to the west of the Bay View Road within Kelvin Grove. Although the moorings 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 1 above, being able to see the moorings or a berthed vessel in this location adjacent to an urban area and where boat access is provided to the lake is not unusual or unexpected.

Many of the surrounding moorings have been lawfully established through the RMA (green dots within Figure 1) or have formed part of the environment for a long period. Lawfully establishing M69 and M73 under the RMA will not alter this. On this basis, it is accepted that the proposal is in keeping with what can be reasonably expected in a location which provides boat access to the lake.

Both moorings are located a sufficient distance from the shoreline (approximately 25m for M69 and 19m for M73 in its new location), and will not obstruct any public views nor dominate the shore scape. The proposed moorings are compatible with the scenic and amenity values associated with this part of Whakātipu-Wai-Māori. As such, the proposal will have a negligible effect on the natural character of this area of the lake and is considered to be compatible with the existing scenic and amenity values at this location.

Overall, it is considered that the proposed moorings will result in adverse effects that are no more than minor in terms of landscape, visual and amenity values associated with Whakātipu-Wai-Māori.

ii. Navigation and water safety

As outlined in the QLDC Swing Mooring Booklet 2026 and 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. Further, inspection must be conducted by a suitably qualified professional. These requirements are consistent with the ORC permitted activity standards outlined in Section 3.3.2 above.

Inspections were carried out on both moorings by Mr Garry Wright, who is accepted as being suitably qualified and experienced to undertake this work. For M69, the inspection occurred on 3 March 2026, and for M73 the inspection was carried out on 14 May 2026. Based on the mooring specifications detailed within the inspection reports, a maximum swing radius for both M69 and M73 were able to be calculated. 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.

These mooring inspection reports have been reviewed by the Harbour Master, and navigational safety reports prepared for both moorings (*Appendices 2 and 3* attached). Comments are summarised as follows:

M69: Using the supplied GPS coordinates, mooring block location, survey specifications, and a vessel length of up to 9.0 metres overall, the QLDC Harbourmaster has confirmed that there are no navigational safety concerns associated with this mooring.

M73: A vessel using M73 in its original location would have likely conflicted with surrounding moorings, including M399 which has been consented. To address this navigational safety concern, the Applicant now proposes to shift the mooring location approximately 3.5m to the north of its current location, and limit its use to a vessel no greater than 7.5m. Although a swing radius overlap remains with M399, the Waterways Regulatory Manager and Harbourmaster, Mr Craig Fahey, has confirmed that any overlap is within acceptable limits. Accordingly, there are no navigational safety concerns associated with the proposed location of M73.

In addition to the above, it was also noted that a potential overlap could exist between M73 and adjacent mooring M68 (as shown in Figure 1). Noting that M68 was also mentioned in the decision for RM050007

authorising the construction of the adjacent jetty so has existing in this location for many years, it does not appear to have been lawfully established under the RMA – i.e. has not obtained an approved resource consent, and accurate information regarding the location of this mooring and specifications regarding the mooring system is unknown. Therefore, it is not possible to undertake a reliable assessment of whether a conflict exists between M73 and M68, or to what level. This conclusion is accepted for the purposes of this report.

Both moorings will be marked with a buoy to make them clearly visible, and their location will not impede any craft manoeuvring in this area.

Overall, it is considered that the Applicant has sufficiently demonstrated that adverse navigational safety effects on Whakātipu-Wai-Māori can be adequately mitigated such that they are no more than minor.

iii. Effects on recreation;

As shown in Figure 1 above, Bay View Road which provides access to a public boat ramp, and other maritime features are located in the immediate vicinity of M69 and M73. The Kelvin Peninsula Trail is also located along the foreshore area in this location, as is a playground, car park area and amenities. Urban development (Suburban Residential Zone) surrounds this part of the lake.

Given the existing environment and pattern of development, the proposed moorings are located at a sufficient distance from the shoreline not to affect or diminish the recreational experience of people using these facilities and public areas around the shoreline.

The proposed moorings are privately owned by the Applicant and are not available for the general public.

Overall, adverse effects on recreation are considered to be no more than 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 matters of discretion outlined within the PDP will be no more than minor.

B] Assessment under the ORP:Water for Otago (ORP:W)

Under the ORP:W, the subject moorings are 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

i. Effects on the lake bed/ecological values;

Consent is sought under the ORP:W to place a permanent structure on the lake bed (two mooring blocks), as well as remove an existing structure (the mooring block associated with M73 which will be relocated). As noted in Section 3.3.2 above, the disturbance of the bed associated with the removal and placement of the 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 an email dated 30.10.26, the Applicant has 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.

Overall, 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 is one water supply within the Frankton Arm of Whakātipu-Wai-Māori, as identified in Schedule 1B of the ORP:W. However, the subject moorings are not located within the vicinity of this, both being separated by a considerable distance (this supply is located further to the east along the southern shoreline of the Frankton Arm, a distance of nearly 2km from the proposed mooring).

Schedule 1C lists registered historic places. For the purposes of an assessment under the ORP:W, there are no historic places/features listed within Schedule 1C of the ORP:W within the vicinity of the subject moorings.

Schedule 1D identifies the spiritual and cultural beliefs, values and uses associated with water bodies of significance to Kāi Tahu. 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 these moorings located adjacent to an already modified environment (which includes urban development, walking trails, car park, playground amenities as well as other surrounding moorings and lakeside features), 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, are 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.

4.0 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 moorings 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 against 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. 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 its moorings may or may not have on Kāi Tahu cultural values.

The proposal involves the removal of an existing structure from the lakebed (in the case of M73), and the (re)placement of a permanent structure on the bed of Whakātipu-Wai-Māori. 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 of 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:

The residential properties accessed from Bay View Road and Peninsula Road overlook the proposed moorings. However, in this case they are separated from the lake by the foreshore reserve containing the Kelvin Peninsula Trail, car park area and recreation reserve (which includes a children's playground).

Further, the proposed moorings form an anticipated part of the Frankton Arm, both being located within a cluster of existing moorings and adjacent to nearby maritime features, including a boat ramp. There are also a number of jetties in this general location. The proposed moorings are small elements 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 there are no navigational safety issues relating to the location of M69.

With respect of M73, although it is proposed to relocate this mooring approximately 3.5m to the north of its current location, an overlap remains with consented mooring M399, however this has been confirmed to be within acceptable limits and no navigational concerns arise. On this basis, the owner of M399 is not considered to be adversely affected.

A potential swing radius overlap has also been identified between M73 and adjacent mooring M68. However, as set out earlier in this report, this adjacent mooring does not hold a resource consent and its location has not been confirmed. As such, although there is the potential for a real world conflict that exists between M73 and M68, this mooring owner is not considered to be adversely affected under this application because they are not legally entitled to occupy the lakebed[5], and the location of M68 has not been confirmed.

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

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.

5.0 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 – M69
APPENDIX 3 – Navigational Safety Report – M73

[5] They do not hold private ownership rights, and they do not hold a resource consent for this mooring.

APPENDIX 1 – APPLICANT'S AEE

CENTRAL
RESOURCE MANAGEMENT

Jan Elizabeth Edgar

Resource Consent Application

Frankton Arm, Lake Wakatipu

May 2026

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1.0 APPLICATION DETAILS

Applicant:	Jan Elizabeth Edgar
Site Location:	Frankton Arm, Lake Wakatipu, Queenstown
Legal Description:	Bed and Surface of Lake Wakatipu
Computer Freehold Register:	N/A
Area:	N/A
Zone:	Rural (Wahi Tapuna overlay)

Resource Consent is sought to legalise two existing swing moorings in Frankton Arm, Lake Wakatipu.

The following assessment of environmental effects has been prepared in accordance with Schedule 4 of the Resource Management Act 1991.

2.0 RELEVANT DISTRICT PLAN REQUIREMENTS

Under the Queenstown Lakes District Council Proposed District Plan the subject site is zoned Rural and requires resource consent for the following reasons:

- A **restricted discretionary** resource consent pursuant to rule 21.15.7 for jetties and 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.

- Discretion is restricted to:
    - 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;
    - whether the structure causes an impediment to craft manoeuvring and using shore waters.
    - the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;
    - the effects associated with congestion and clutter around the shoreline. Including whether the structure contributes to an adverse cumulative effect;
    - whether the structure will be used by a number and range of people and craft, including the general public;
    - the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design; and
    - whether the structure enables the use of public water ferry services and/or water based transport.

Under the Otago Regional Council Regional Plan: Water, resource consent is required for the following reasons:

- A **discretionary** resource consent pursuant to rule 13.2.3.1 which relates to the placement of a structure on the lake bed.

The Otago Regional Council has delegated its responsibilities under Section 13(1)(a) of the RMA to the Queenstown Lakes District Council (QLDC).

3.0 DESCRIPTION OF PROPOSAL

3.1 Proposal

Resource Consent is sought to legalise two existing swing moorings in Frankton Arm, Lake Wakatipu.

Mooring M69 (WAK 506) is located at the coordinates (Decimal Degrees) as follows (see Figure 1 below):
45 0231.20 S
168.41 24.81 E

Mooring 69 currently has a 2021 Crownline Bowrider 84G46 moored to it. The vessel is approximately 8m long.

Mooring M73 (WAK 515) is located at the coordinates (Decimal Degrees) as follows (see Figure 1 below):

45 02 30.31 S
168.41 26.73 E

There is no specific boat to be moored to M73 at this stage.

Mooring reports have been undertaken by Garry Wright and are attached to this application.

The moorings will not be used for commercial purposes.

3.2 Site Description

The site is located within a small cluster of moorings below Peninsula Road, Kelvin Heights within the Frankton Arm, Lake Wakatipu as can be seen below in Figure 1.

Figure 1: Aerial image of the subject site (red circle).



3.3 Mooring History

It is unknown when the moorings were first established but they have existed for many years. RM050007 demonstrates that mooring 69 was established before 2006.

4.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

4.1 Visibility and Amenity

It is considered that the existing moorings are in keeping with other moorings within the general vicinity. The moorings are located within a small cluster of other moorings and are therefore appropriately located from a visual perspective, as they read as part of the surrounding environment.

The moorings have existed for many years and therefore have been a part of the landscape and a generally accepted view within the lake.

4.2 Water and Navigational Safety

Both M69 and M73 are in an area that does not present navigational hazards to other vessels. They are both located in an area where there is no through traffic.

4.3 Recreational Effects

As previously mentioned, the two moorings have existed in this location for many years. The moorings are located within a small cluster of other moorings but not in a high recreational use area. The moorings are located far enough offshore to not infer with swimmers.

4.4 Cumulative Effects

There are a small number of moorings located around M69 and M73. Most of these have existed for many years and therefore there is no increase in terms of cumulative effects.

4.5 Affected Parties and Consultation

Maritime NZ have indicated that they would like to be approached for comment by Council. It is therefore requested that the Council Planner seek the approval on the applicant's behalf.

The lake is identified as being Wahi Tupuna. Aukaha and Te Ao Marama have not been approached for approval/comment due to a total lack of response from other similar applications. It is accepted that limited notification to the Iwi may be required.

With regards to Fish and Game, comment has not been sought. The mooring is existing and therefore there is no disturbance to the lakebed or further effects on the passage of fish. It is therefore considered that Fish and Game are not affected by the application.

LINZ have been approached for their approval.

QLDC have advised that the planning team will liaise with Cougar Security – QLDC Harbour Master/QLDC property team as necessary therefore approval has not been sought.

No other parties are considered to be adversely affected by this application.

5.0 SECTION 95 NOTIFICATION

A consent authority must publicly notify an application if it concludes that under s95D of the Resource Management Act 1991 that the proposed activity will have or is likely to have adverse effects on the environment that are more than minor. Additionally, Section 95B(1) requires a decision to be made as to whether any persons are considered to be adversely affected (s95E) in relation to the activity. The proposed activity as outlined above, is not likely to have adverse effects on the environment that are more than minor and no persons are considered to be adversely affected.

The applicant has not requested public notification (s95A(2)(b)), no rule or national environmental standard requires public notification of the application (s95A(2)(c)) and there are no special circumstances that exist in relation to the application that would requires public notification (s95A(4)).

The application should therefore proceed on a non-notified basis.

6.0 OBJECTIVES AND POLICIES

Proposed District Plan

Rural

21.2.11 Objective - The natural character of lakes and rivers and their margins is protected, maintained or enhanced, while providing for appropriate activities on the surface of lakes and rivers, including recreation, commercial recreation and public transport.

Policies

21.2.11.1 Have regard to statutory obligations, wāhi Tūpuna and the spiritual beliefs, and cultural traditions of tangata whenua where activities are undertaken on the surface of lakes and rivers and their margins.

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

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

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

21.2.11.6 Recognise and provide for the maintenance and enhancement of public access to and enjoyment of the margins of the lakes and rivers.

21.2.11.7 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.

21.2.11.8 Encourage development and use of water based public ferry systems including necessary infrastructure and marinas, in a way that avoids adverse effects on the environment as far as possible, or where avoidance is not practicable, remedies and mitigates such adverse effects.

21.2.11.9 Take into account the potential adverse effects on nature conservation values from the boat wake of commercial boating activities, having specific regard to the intensity and nature of commercial jet boat activities and the potential for turbidity and erosion.

21.2.12.10 Ensure that the nature, scale and number of commercial boating operators and/or commercial boats on waterbodies do not exceed levels such that the safety of passengers and other users of the water body cannot be assured.

Aukaha and Te Ao Marama have not been approached for their approval on behalf of the Iwi as in similar applications they have not provided any response.

The moorings are going to continue to be used for recreational purposes which meets the above policies. The moorings have adequate manoeuvring space around them for the safe passage of boats.

As the moorings have existed for a number of years, they are already part of the visual landscape. There are other moorings of a similar nature in the surrounding area and so is suitably integrated into the environment.

7.0 PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

The proposal is consistent with Part 2 of the Resource Management Act 1991, being the sustainable management of natural and physical resources, whilst also protecting the life supporting capacity of ecosytems, and avoiding, remedying or mitigating adverse effects on the environment.

APPENDIX 2 – NAVIGATIONAL SAFETY REPORT FOR M69

NAVIGATIONAL SAFETY COMMENTS – RESOURCE CONSENT APPLICATION

TO: Rebecca Holden

FROM: Ricky Campbell, QLDC Harbourmaster

DATE: 30th July 2026

APPLICATION DETAILS	
REFERENCE	RM260577
APPLICANT	J Edgar
APPLICATION TYPE & DESCRIPTION	Applicant to lawfully establish an existing swing mooring (M69) On the southern shoreline of the Frankton Arm, Lake Wakatipu.
ADDRESS	Bed & Surface of Lake Wakatipu.
ZONE	Rural (PDP) RURAL General (ODP)
SITE ADDRESS	N/A
ACTIVITY STATUS	Restricted Discretionary
VALUATION NUMBER	N/A

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Rebecca Holden
DATE OF REQUEST	05.06.2026
WORKING DAYS AT TIME OF REQUEST	3
FINAL DATE FOR FURTHER INFORMATION REQUESTS	10.06.2026
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 – M69

(-45* 02`31.20 S 168* 41`24.81 E) (-45.042000 S 168.690225 E)



1.0 OVERVIEW

Brief Description of Proposal	J Edger has made a Resource Consent application in respect of their existing mooring (M69) located on the southern shoreline of the Frankton Arm, Lake Wakatipu. The purpose of this resource Consent application is to legalise an existing mooring located at the above location. J Edger has had Garry Wright from Wright Building and Dive Services complete a subsurface mooring inspection survey on the identified mooring M69 on 03.03.2026, Garry Wright is an experienced diver and based on this I accept his report as being accurate and complete.
History	**RM:260577**
Waterbodies	Location: Frankton Arm, Lake Wakatipu.

2.0 SAFETY MANAGEMENT

Safety Management comments	A Resource Consent application in regard to the mooring M69 was filed with the Queenstown Lakes District Council on 05.06.2026. 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** After receiving updated confirmed information on neighbouring moorings used in the previous comment and using the mooring coordinates supplied by Garry Wright within the mooring survey document, I note that there are now NO Swing Radius overlaps with surrounding moorings present, when considering the swing radius made up of mooring swing radius of 6.5 metres and a vessel length of up to 9.0 metres totalling 15.5 metres. **Ways to mitigate swing radius conflict:** **1)** Apply a vessel length restriction to reduce swing radius. **2)** Relocate the mooring to a position free of overlay. **3)** Reduce mooring tackle length between the block & buoy, subject to assessment by a suitably qualified person. **4)** Consider alternative low-swing systems (eg. Eco band); non-standard designs may require marine engineer certification. Due to the above updates and with all overlays being resolved in regards to surrounding moorings, I am now in a position to be 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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APPENDIX 3 – NAVIGATIONAL SAFETY REPORT FOR M73

NAVIGATIONAL SAFETY COMMENTS – RESOURCE CONSENT APPLICATION

TO: Rebecca Holden

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

DATE: 16.10.26

APPLICATION DETAILS	
REFERENCE	RM260577
APPLICANT	J Edgar
APPLICATION TYPE & DESCRIPTION	Applicant to lawfully establish an existing swing mooring **M73**
ADDRESS	Bed & Surface of Lake
ZONE	Rural (PDP) Rural General (ODP)
SITE ADDRESS	N/A
ACTIVITY STATUS	Restricted Discretionary
VALUATION NUMBER	N/A

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Rebecca Holden
DATE OF REQUEST	5.6.26
WORKING DAYS AT TIME OF REQUEST	3
FINAL DATE FOR FURTHER INFORMATION REQUESTS	10.6.26
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 – M73

Latitude	-45.041719 / 45° 02' 30.19" S
Longitude	168.690776 / 168° 41' 26.79" E



Please note: Circles projected represent calculated zero allowable overlap limit (ZOL)

1.0 OVERVIEW

Brief Description of Proposal	A resource consent application has been submitted in respect of an existing swing mooring, **M73,** located within the Frankton Arm of 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 mooring spacing, potential swing-radius conflict, water depth, and whether the mooring arrangement is fit for purpose. The applicant supplied a subsurface mooring inspection survey completed by Garry Wright of Wright Building and Dive Services on 03.03.26 Garry Wright is an experienced commercial diver with relevant survey experience, and, on that basis, the report is considered suitable for informing this navigational safety review.
History	
Waterbodies	Location: Frankton Arm, Lake Wakatipu.

2.0 SAFETY MANAGEMENT

Safety Management comments	A resource consent application for mooring **M73** was lodged with Queenstown Lakes District Council. The applicant-supplied mooring inspection report 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 for **M73** overlaps with surrounding moorings **M399** which is consented. Using the supplied GPS coordinates, mooring block location, survey specifications, and a vessel length of up to **7.5 m** overall, **M73 has** been assessed as falling within acceptable overlap limits with these neighbouring moorings. **Please note**: The potential for overlap with existing Mooring(s) **M68** has been identified. However, as not lawfully established under the RMA at the time of this report, accurate location information and mooring system design details have not been provided and it is not possible to undertake a reliable assessment of whether a conflict exists or to what level. 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:** The applicant has agreed to relocate the mooring to the identified position to resolve an existing swing-radius conflict. Approval is therefore contingent on relocation to the coordinates identified in this report. Based on the information provided, the application can be supported from a navigational safety perspective.
Safety Operation Plan (SOP) comments	Nil Required.
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 for operation and maintenance, mooring rules, approved consent requirements, permit conditions, and all relevant regulations and legislation. The mooring owner must understand and follow good mooring practice at all times and must safely navigate in accordance with all regulations and bylaws. The consent holder must obtain and maintain an annual QLDC mooring permit as required by the Navigation Safety Bylaw 2025.

Conditions:
Maximum vessel size allowance: **7.5 m** (length overall)
Relocation to the coordinates identified in this report with a new inspection provided when reestablished to confirm coordinates and construction.

5.0 FINAL COMMENT

Based on the information provided, the application is supported from a navigational safety perspective.

Prepared By:
Craig Fahey
Waterways Regulatory Services Manager | QLDC Harbourmaster

TechnologyOne ECM Document Summary

Printed On 02-Nov-2026

Class	Description	Doc Set Id / Note Id	Version	Date
PUB_ACC	Application Form - Form 9	9606609	1	19-May-2026
PUB_ACC	Assessment of Environmental Effects (AEE)	9606608	1	19-May-2026
PUB_ACC	RM050007_APPROVAL	9606603	1	19-May-2026
PUB_ACC	Mooring Permit 69 2025 - 2026	9606605	1	19-May-2026
PUB_ACC	Mooring Permit 73 2025 - 2026	9606604	1	19-May-2026
PUB_ACC	Mooring Inspection Report 69, 3.3.2026	9606606	1	19-May-2026
PUB_ACC	Mooring Inspection Report 73. 14.5.2026	9606607	1	19-May-2026
PUB_ACC	LINZ APA	9653996	1	05-Jun-2026

APPLICATION FOR RESOURCE CONSENT

FOR A WATER-BASED ACTIVITY

QUEENSTOWN LAKES DISTRICT COUNCIL

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: Jan Elizabeth Edgar
(Name Decision is to be issued in)

*All trustee names (if applicable):

Contact Name if Company or Trust:

*Postal Address: C/- Gallaway Cook Allan, PO Box 450, Wanaka Attn: Rosie Cla

*Post code: 9343,

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

*Email Address: Rosie.Clark@gallawaycookallan.co.nz

*Phone Numbers: Day 03 443 0044

Mobile:

The Applicant is:

- [x] 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: Kristy Jennings, Central Resource Management

Phone Numbers: Day 021443139

Mobile:

Email Address: kristy@centralrm.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: Rosie.Clark@gallawaycookallan.co.nz

*Postal Address: C/- Gallaway Cook Allan, PO Box 450, Wanaka Attn: Rosie Clark

*Post code: 9343

*Please provide an email AND full postal address.

*Email: 03 443 0044

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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:

Lake Wakatipu below Peninsula Road, Kelvin Heights

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)

M69 45 02 31.20 S 168 41 24.81 E M73 45 02 30.31 S 168 4126.73 E

For any land based areas:

Legal Description:

Owners/Occupiers:

District Plan Zone:

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

M69 and M73

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? YES ○ NO ◉

If 'yes' please provide information below

Waterbased Hazards

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:

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CONSENT(S) APPLIED FOR

- [x] 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

To legalise an existing swing mooring in Frankton Arm, Lake Wakatipu.

- [ ] Transfer of consent(s): (Please provide a letter from both the current & new consent holders authorizing this request)

BRIEF DESCRIPTION OF THE PROPOSAL

Consent is sought to undertake a water-based activity on Lake Wakatipu (Lake / River)

The activity will operate 24/7 (dates / duration)

to provide for - (number persons)

Brief description of activity:

To legalise two existing swing moorings in Frankton Arm, Lake Wakatipu.

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
- [x] 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:

- [x] 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)
- [x] 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)
- [x] 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

- [x] 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

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PRIVACY INFORMATION

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.

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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 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) ** Kristy Jennings

Digitally signed by Kristy Jennings
Date: 2026.01.12 11:36:21 +13'00'

Full name of person lodging this form Kristy Jennings

Firm/Company Central Resource Management

Dated 5/18/26

**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.

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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).

(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.

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

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)):

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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.

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A2 APPENDIX 2 // Development Contributions

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 Roading)

Click here for more information on development contributions and their charges

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



A3 APPENDIX 3 // Naming of documents guide

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

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CENTRAL
RESOURCE MANAGEMENT

Jan Elizabeth Edgar

Resource Consent Application

Frankton Arm, Lake Wakatipu

May 2026

Document Set ID: 9606608
Version: 1, Version Date: 19/05/2026

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1.0 APPLICATION DETAILS

Applicant:	Jan Elizabeth Edgar
Site Location:	Frankton Arm, Lake Wakatipu, Queenstown
Legal Description:	Bed and Surface of Lake Wakatipu
Computer Freehold Register:	N/A
Area:	N/A
Zone:	Rural (Wahi Tapuna overlay)

Resource Consent is sought to legalise two existing swing moorings in Frankton Arm, Lake Wakatipu.

The following assessment of environmental effects has been prepared in accordance with Schedule 4 of the Resource Management Act 1991.

2.0 RELEVANT DISTRICT PLAN REQUIREMENTS

Under the Queenstown Lakes District Council Proposed District Plan the subject site is zoned Rural and requires resource consent for the following reasons:

- A **restricted discretionary** resource consent pursuant to rule 21.15.7 for jetties and 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.

- Discretion is restricted to:
    - 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;
    - whether the structure causes an impediment to craft manoeuvring and using shore waters.
    - the degree to which the structure will diminish the recreational experience of people using public areas around the shoreline;
    - the effects associated with congestion and clutter around the shoreline. Including whether the structure contributes to an adverse cumulative effect;
    - whether the structure will be used by a number and range of people and craft, including the general public;
    - the degree to which the structure would be compatible with landscape and amenity values, including colour, materials, design; and
    - whether the structure enables the use of public water ferry services and/or water based transport.

Under the Otago Regional Council Regional Plan: Water, resource consent is required for the following reasons:

- A **discretionary** resource consent pursuant to rule 13.2.3.1 which relates to the placement of a structure on the lake bed.

The Otago Regional Council has delegated its responsibilities under Section 13(1)(a) of the RMA to the Queenstown Lakes District Council (QLDC).

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3.0 DESCRIPTION OF PROPOSAL

3.1 Proposal

Resource Consent is sought to legalise two existing swing moorings in Frankton Arm, Lake Wakatipu.

Mooring M69 (WAK 506) is located at the coordinates (Decimal Degrees) as follows (see Figure 1 below):
45 0231.20 S
168.41 24.81 E

Mooring 69 currently has a 2021 Crownline Bowrider 84G46 moored to it. The vessel is approximately 8m long.

Mooring M73 (WAK 515) is located at the coordinates (Decimal Degrees) as follows (see Figure 1 below):

45 02 30.31 S
168.41 26.73 E

There is no specific boat to be moored to M73 at this stage.

Mooring reports have been undertaken by Garry Wright and are attached to this application.

The moorings will not be used for commercial purposes.

3.2 Site Description

The site is located within a small cluster of moorings below Peninsula Road, Kelvin Heights within the Frankton Arm, Lake Wakatipu as can be seen below in Figure 1.

Figure 1: Aerial image of the subject site (red circle).



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3.3 Mooring History

It is unknown when the moorings were first established but they have existed for many years. RM050007 demonstrates that mooring 69 was established before 2006.

4.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

4.1 Visibility and Amenity

It is considered that the existing moorings are in keeping with other moorings within the general vicinity. The moorings are located within a small cluster of other moorings and are therefore appropriately located from a visual perspective, as they read as part of the surrounding environment.

The moorings have existed for many years and therefore have been a part of the landscape and a generally accepted view within the lake.

4.2 Water and Navigational Safety

Both M69 and M73 are in an area that does not present navigational hazards to other vessels. They are both located in an area where there is no through traffic.

4.3 Recreational Effects

As previously mentioned, the two moorings have existed in this location for many years. The moorings are located within a small cluster of other moorings but not in a high recreational use area. The moorings are located far enough offshore to not infer with swimmers.

4.4 Cumulative Effects

There are a small number of moorings located around M69 and M73. Most of these have existed for many years and therefore there is no increase in terms of cumulative effects.

4.5 Affected Parties and Consultation

Maritime NZ have indicated that they would like to be approached for comment by Council. It is therefore requested that the Council Planner seek the approval on the applicant's behalf.

The lake is identified as being Wahi Tupuna. Aukaha and Te Ao Marama have not been approached for approval/comment due to a total lack of response from other similar applications. It is accepted that limited notification to the Iwi may be required.

With regards to Fish and Game, comment has not been sought. The mooring is existing and therefore there is no disturbance to the lakebed or further effects on the passage of fish. It is therefore considered that Fish and Game are not affected by the application.

LINZ have been approached for their approval.

QLDC have advised that the planning team will liaise with Cougar Security – QLDC Harbour Master/QLDC property team as necessary therefore approval has not been sought.

No other parties are considered to be adversely affected by this application.

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5.0 SECTION 95 NOTIFICATION

A consent authority must publicly notify an application if it concludes that under s95D of the Resource Management Act 1991 that the proposed activity will have or is likely to have adverse effects on the environment that are more than minor. Additionally, Section 95B(1) requires a decision to be made as to whether any persons are considered to be adversely affected (s95E) in relation to the activity. The proposed activity as outlined above, is not likely to have adverse effects on the environment that are more than minor and no persons are considered to be adversely affected.

The applicant has not requested public notification (s95A(2)(b)), no rule or national environmental standard requires public notification of the application (s95A(2)(c)) and there are no special circumstances that exist in relation to the application that would requires public notification (s95A(4)).

The application should therefore proceed on a non-notified basis.

6.0 OBJECTIVES AND POLICIES

Proposed District Plan

Rural

21.2.11 Objective - The natural character of lakes and rivers and their margins is protected, maintained or enhanced, while providing for appropriate activities on the surface of lakes and rivers, including recreation, commercial recreation and public transport.

Policies

21.2.11.1 Have regard to statutory obligations, wāhi Tūpuna and the spiritual beliefs, and cultural traditions of tangata whenua where activities are undertaken on the surface of lakes and rivers and their margins.

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

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

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

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21.2.11.6 Recognise and provide for the maintenance and enhancement of public access to and enjoyment of the margins of the lakes and rivers.

21.2.11.7 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.

21.2.11.8 Encourage development and use of water based public ferry systems including necessary infrastructure and marinas, in a way that avoids adverse effects on the environment as far as possible, or where avoidance is not practicable, remedies and mitigates such adverse effects.

21.2.11.9 Take into account the potential adverse effects on nature conservation values from the boat wake of commercial boating activities, having specific regard to the intensity and nature of commercial jet boat activities and the potential for turbidity and erosion.

21.2.12.10 Ensure that the nature, scale and number of commercial boating operators and/or commercial boats on waterbodies do not exceed levels such that the safety of passengers and other users of the water body cannot be assured.

Aukaha and Te Ao Marama have not been approached for their approval on behalf of the Iwi as in similar applications they have not provided any response.

The moorings are going to continue to be used for recreational purposes which meets the above policies. The moorings have adequate manoeuvring space around them for the safe passage of boats.

As the moorings have existed for a number of years, they are already part of the visual landscape. There are other moorings of a similar nature in the surrounding area and so is suitably integrated into the environment.

7.0 PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

The proposal is consistent with Part 2 of the Resource Management Act 1991, being the sustainable management of natural and physical resources, whilst also protecting the life supporting capacity of ecosytems, and avoiding, remedying or mitigating adverse effects on the environment.

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Under the Resource Management Act 1991

IN THE MATTER OF an application by Mr and Mrs Jan and Eion Edgar to the Queenstown Lakes District Council for consent to construct a jetty in front of 563 Peninsula Road, Kelvin Heights, Queenstown.

Council File: RM050007

DECISION OF DAVID W. COLLINS, A HEARINGS COMMISSIONER APPOINTED PURSUANT TO SECTION 34A OF THE ACT

The Proposal and the Site

1. Consent is sought to construct and use a jetty, 2.0 metres wide and 17.0 metres long on the southern shore of the Frankton Arm of Lake Wakatipu, opposite the applicants' home at 563 Peninsula Road, Kelvin Heights. The application included detailed plans and specifications and in response to the CivicCorp reports on the application a revised plan was tabled at the hearing reducing the length of the proposed jetty to 17 metres, reducing the height of the end piles, and showing a 2-level rather than a 3-level structure. It is proposed that the jetty would be constructed of hardwood and the plans show quite a substantial structure with 250mm x 250mm or 200mm x 200mm piles and 50mm decking.

2. The deck levels are designed to allow berthing of a small (7.0m) craft at lake levels between normal high (310.65m asl) and extreme low (309.28m asl), but not for the extreme high level recorded in November 1999 of 312m asl.

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3. The jetty (modified proposal) would extend out from about the normal high level waterline and there would be stone steps and a gravel path linking the jetty to the public walkway around the shore.

4. The site includes part of a recreation reserve vested in the Council (Designation 184 in the Partially Operative District Plan) and part of Lake Wakatipu. Extensive planting has been undertaken by the applicants in this vicinity, both on their property and by arrangement with the Council on the reserve in front. Immediately to the east of the proposed jetty site is the Bay View Reserve, which has public parking, a boat launching ramp, a jetty and a children's play area. There are three existing jetties within about 200 metres to the north-east and the nearest jetty to the south-west is about 300 metres away. About a dozen boats are permanently moored in the area between the proposed jetty site and the main public jetty about 150 metres to the north-west.

The Hearing

5. Public notification of the application drew 13 submissions, 10 in support and three expressing concerns. A hearing was convened on the 23rd of March 2006. The applicants were represented by Mr Ralf Kruger, a landscape architect who has been involved in the design of the project. The Kelvin Peninsula Community Association's President, Mr George Singleton presented a statement explaining the Association's concerns. Mr Jeremy Northcote, a near neighbour spoke in support of the application.

6. I have had the benefit of comprehensive reports provided by CivicCorp, prepared by Mr Richard Black – planner, and Mr Anthony Rewcastle – landscape architect. Although I am familiar with the general area, I visited the site just prior to the hearing.

7. I note that a pre-hearing was held between the applicants and their landscape architect and several submitters on the 26th of October last year, facilitated by an independent facilitator, Mr David Clarke. The record of the meeting shows the matters that were discussed, without prejudice.

Assessment Framework

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8. There is no dispute that the application has the status of a discretionary activity under the Partially Operative District Plan and is a restricted discretionary activity under the Regional Plan:Water for Otago. It therefore has to be assessed under sections 104 and 104B of the Act. Section 104 directs me to have regard to *"..actual and potential effects on the environment.."* and the provisions of relevant statutory documents - in this case the Partially Operative District Plan and the Regional Plan section noted above.

9. Consideration is *"subject to"* the purpose and principles of the Act set out in Part II of the Act. Relevant Part II matters in this case are the overall sustainable management of resources purpose of the Act as defined in section 5(2), section 6(a) – *"The preservation of the natural character of the coastal environment..., and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use and development"*, section 6(b) – *"The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development"* as matters of national importance, section 7(b) – *"The efficient use and development of natural and physical resources"* and section 7(c) – *"The maintenance and enhancement of amenity values"*.

10. The surface of Lake Wakatipu is zoned Rural General under the Partially Operative District Plan. Rule 5.3.3.3 in Part 5 of the Plan provides for structures that pass across or through the surface of lakes and rivers as a discretionary activity, except in certain locations shown on the District Plan maps where structures are non-complying. This is not one of those areas. The Plan provides some assessment matters for applications such as this, which I will discuss below.

11. Consent is also required, as a restricted discretionary activity, under the Proposed Regional Water Plan: Water for Otago (Rule 13.2.2.1, page 225-226). I understand that the Otago Regional Council has delegated its statutory responsibilities for the Proposed Water Plan in relation to the use and development of the beds of lakes in the District to the Queenstown Lakes District Council, so that necessary approval is also a matter I should deal with.

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12. Dealing first with this regional issue, I note that the Water Plan limits consideration to a list of matters with a focus on natural processes such as sedimentation, but also allows consideration of broad issues such as amenity values. The application discusses physical effects such as disturbance of the lake bed during construction, and I accept that it is unlikely that a structure of this nature could have any significant adverse effects on natural lake processes and lake ecology, provided reasonable care was taken during construction. The broader matters such as amenity are also considerations under the District Plan, as discussed below.

Other District Council Documents

13. Before evaluating the application in terms of the District Plan assessment criteria, I should address a matter raised by the Kelvin Peninsula Community Association. The Association objects in principle to any new jetties on the grounds that the Council should first formulate more specific policies and guidelines for such structures. My attention was directed to a management plan – the *"Sunshine Bay, Queenstown Bay, Frankton, Kelvin Heights Foreshore Management Plan"* adopted by the Council in September 1991. This however relates to the Council's powers and responsibilities under the Reserves Act 1977, whereas my jurisdiction is limited to assessing this proposal under the Resource Management Act 1991. At best this management plan is an "other matter" to consider under section 104(1)(c) of the RMA but the weight that can be given to it is limited by the fact that the Partially Operative District Plan was prepared after the management plan so can be assumed to have taken it into account.

14. Mr Singleton also drew my attention to a Council draft document: "Guidelines for Applying to Construct a Jetty or Mooring in the Frankton Arm and Other Environs of Lake Wakatipu ". This document helpfully sets out the various consents required for jetties and moorings but also includes a set of requirements under the heading *"Council Policy"*. The proposed jetty meets all of these except a clause: *"Must be at least 200 metres apart..."* and is within the area shown on a map where jetties are *"discretionary"*.

15. It is a long established principle of administrative law that where a body such as a council has a statutory discretion, it cannot have a fixed policy. If the Council wishes to introduce a requirement for 200 metres separation between

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jetties it has to be done through a change to the District Plan. The most I can do is take into account under section 104 of the RMA that after some investigations the Council has come to the view that 200 metres is a desirable separation. I also take into account Mr Kruger's point though, that as far as we can tell from the Guidelines document, 200 metres is an arbitrary figure and should be regarded as just an indication that substantial separation is seen as desirable.

District Plan Provisions

16. Environment Court decision C180/99 classified the entire surface of Lake Wakatipu as part of an Outstanding Natural Landscape as that term is used in the District Plan and also defined the Frankton Arm as part of the Wakatipu Basin.

17. Mr Black's report provided a comprehensive analysis of the relevant objectives and policies in the Partially Operative District Plan, and the specific assessment matters for structures and moorings set out in Assessment Matter 5.4.2.3(xv)(g) on page 5-33 of the Plan. I have considered the objectives and policies, but as they mostly relate to development on land I find the specific assessment matters for structures and moorings provide more useful guidance. They deal with the same key matters, but in a way relating specifically to structures such as the one proposed. I will discuss them in turn below. The Assessment Matter starts with the words *"...the extent to which the structures or moorings:"*

"(i) are dominant or obtrusive elements in the shore scape or lake view, particularly when viewed from any public place."

18. Mr Rewcastle's report expressed concerns about the 2.9 metre height of the end piles originally proposed, and the extent to which the jetty encroached over land – both of which he saw as making the structure more visible than necessary. The tall poles were intended to allow the jetty to be located and used during very high lake levels. These features have now been voluntarily deleted as discussed above. Having viewed the site, I accept that the proposal as now put forward would not be visually obtrusive in this location.

"(ii) cause an impediment to craft manoeuvring and using shore waters."

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19. There was no evidence on this but having lived on boats for extended periods and navigated in some difficult conditions I do not see this jetty as likely to create any difficulty for anyone. The Harbourmaster has not raised any concern about this. One of the submissions raised a concern that the jetty could be within the swinging circle of a boat on mooring number 68, but I gather this has been resolved by an exchange of mooring with the applicants. As I have no written confirmation of this, a condition addressing the issue would be necessary.

"(iii) diminish the recreational experience of people using public areas around the shoreline."

20. There was some debate at the hearing about the nature of recreational use, particularly swimming, in this locality. Mr Singleton and Mr Northcote may have been at cross purposes and talking about different areas, as it seems most likely to me that swimmers would access the water from the grassed area further east. The proposed jetty might interfere with some recreational use of the space actually occupied, but I accept the point made in the application that it would also facilitate public recreational use of the immediate vicinity. I can envisage it being used by boat owners, although as Mr Singleton pointed out, it is too far from the slipway to be conveniently used while launching or retrieving boats. It would probably be used for fishing, jumping off etc. Primary public use though would be simply people walking out on the jetty as part of a walk along the shoreline.

21. I consider that as the jetty would occupy public space it is important to facilitate reasonable public use. Mr Black's report recommended a condition preventing any signage suggesting the jetty is private. I suggested at the hearing that perhaps it would be better to require a positive indication that the jetty is available for public use, thus avoiding any ambiguity. I have applied a condition to that effect on a consent for another jetty in the Frankton Arm. I asked Mr Kruger if he wanted to discuss this idea with his clients, but he said they had already indicated they had no difficulty about the public using the jetty.

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22. I have walked along part of the lakeshore walkway in the vicinity of the site and tried to envisage what effect the proposed jetty would have on this experience. While the walkway and reserve offer a very pleasant recreational experience with a close association with the Lake, this is not an area for getting away from people and human activity. The Lake has a strong physical presence, but I accept that as Mr Kruger put it, the shoreline is a *"designed landscape"*. Part of the recreational experience here, as I perceive it, is the contact with other walkers and people using the Lake, and the views of gardens, boats etc. I accept that too many structures (or too many people for that matter) would undermine this experience, but given the distance to the nearest jetties (about 100 metres in one direction and about 300 metres in the other), I would expect most people to perceive this jetty as another object of interest, punctuating the walk, not as an unexpected or incongruous intrusion. When there are boats moored alongside, I would expect them to also be a point of interest rather than something that diminishes recreational experience.

"(iv) result in congestion and clutter around the shoreline."

23. As just mentioned, the nearest jetties in either direction are quite some distance away, so I do not see this structure as creating congestion or clutter. The jetty could be seen as containing and defining the area of intense activity and moored boats. The simplicity and sturdiness of the proposed structure would also in my assessment make it unlikely to be perceived as "clutter".

"(v) are likely to result in demand for craft to be permanently moored outside of permanent marina sites."

24. I presume the main concern here is to not have boats tied up permanently against jetties, but mooring relates to tying up to blocks on the lake bottom as well as lying against jetties, and these assessment matters relate to moorings as well as jetties so there must also be a concern about a proliferation of boats stored on fixed moorings.

25. The concern about permanent mooring against the proposed jetty can be addressed by a condition preventing this, as recommended in Mr Black's report.

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26. The applicants already have a boat on a nearby mooring so the jetty would not lead to a demand for another mooring.

"(vi) can be used by a number and range of people and craft, including the general public."

27. There was some discussion about this at the hearing and I indicated a concern that despite owners' assurances, in practice public perception and fear of intruding on private property discourages public access to jetties. This can be addressed by a condition as discussed above requiring a sign indicating that the public have a right to use the jetty.

28. As Mr Northcote pointed out, the proximity of the jetty to the group of moorings makes it likely that it would prove useful to boat owners.

"(vii) are compatible with scenic and amenity values, particularly in Queenstown Bay, Frankton Arm and Roys Bay."

29. This assessment criterion requires consideration of what the *"scenic and amenity values"* that could be affected are. As already noted, the ambiance of this section of the shoreline of Lake Wakatipu is determined by the landscape planting, the walkway, boats and jetties, and the houses above, as much as it is determined by the Lake itself. A high quality jetty, well separated from others, would not in my assessment be incompatible with the scenic and amenity values.

30. Overall, the proposal appears to score very well against the assessment criteria in the Partially Operative District Plan specifically applying to jetties. I am satisfied that it would be no larger, or more conspicuous than necessary to serve its function and that it is not an "inappropriate" development in terms of the relevant section 6 of the Act matters.

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DECISION

For the reasons discussed above, consent is hereby granted, subject to the following conditions:

1. That the development be carried out in accordance with the plans submitted except as revised by the amended plan presented at the hearing (stamped as approved in the Council's file).

2. Compliance with any monitoring requirement imposed by this consent shall be at the consent holder's own expense.

3. The consent holder shall pay to the Council an initial fee of $100 for the costs associated with the monitoring of this resource consent in accordance with Section 35 of the Act.

4. Signs of approximately 0.25m^2 each shall be erected (and maintained) at each end of the jetty so as to be visible from the immediate shore in one case and the water beyond the jetty in the other, stating:

   "This jetty is available for public use, but with the owners having priority. Overnight mooring is not permitted"

5. The consent holder (including successors in title) shall not discourage public use of the jetty in any way and shall abide by the prohibition on overnight mooring.

6. This consent may be exercised only by the owners of 563 Peninsula Road, Kelvin Heights and/or (should the jetty be sold) other properties within 200 metres of the jetty.

7. This consent does not authorise any commercial use of the jetty.

8. Prior to construction the consent holder shall submit to the Council amended plans to demonstrate the following:
   - The height of the two piles at the northern end of the jetty shall be reduced from approximately 2.9m above the level of the deck to a maximum of 1m above the level of the outer section of the deck.
   - The extent to which the jetty protrudes into the reserve land shall be reduced from 8.5m to a maximum of 4m. The total length of the jetty will therefore be no more than 17m.
   - Final engineering plans certified by a suitably qualified engineer.

9. Prior to construction a plan shall be submitted to the Council for approval indicating the potential movement of adjacent moored boats. This shall ensure that the proposed jetty does not impede craft attached to adjacent moorings.

10. Prior to construction written evidence shall provided to the Council by the consent holder showing that the owner of the adjacent mooring referred to as

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mooring 69 has legally and physically exchanged moorings with the owner of mooring 68.

11. During construction all reasonable steps are to be taken to ensure pollutants such as oil from machinery are not spilt into the Lake.

12. Within ten working days of each anniversary of the date of this decision or on the receipt of information identifying non-compliance with the conditions of this consent, the Council may, in accordance with Sections 128 & 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:

    (a) There is or is likely to be an adverse environmental effect as a result of the exercise of this consent, which was unforeseen when the consent was granted.

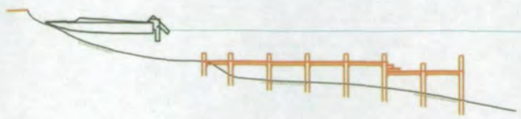
    (b) Monitoring of the exercise of the consent has revealed that there is or is likely to be an adverse effect on the environment.

    (c) There has been a change in circumstances such that the conditions of the consent are no longer appropriate in terms of the purpose of the Act.

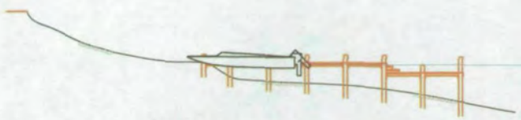
David W. Collins
Hearings Commissioner
22nd March 2006

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Jetty Application
Edgar Landscape, Kelvin Heights



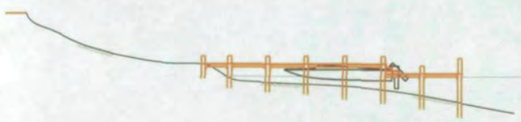
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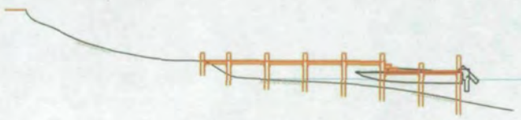
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Dec. Jan. Feb. Av. 310.14



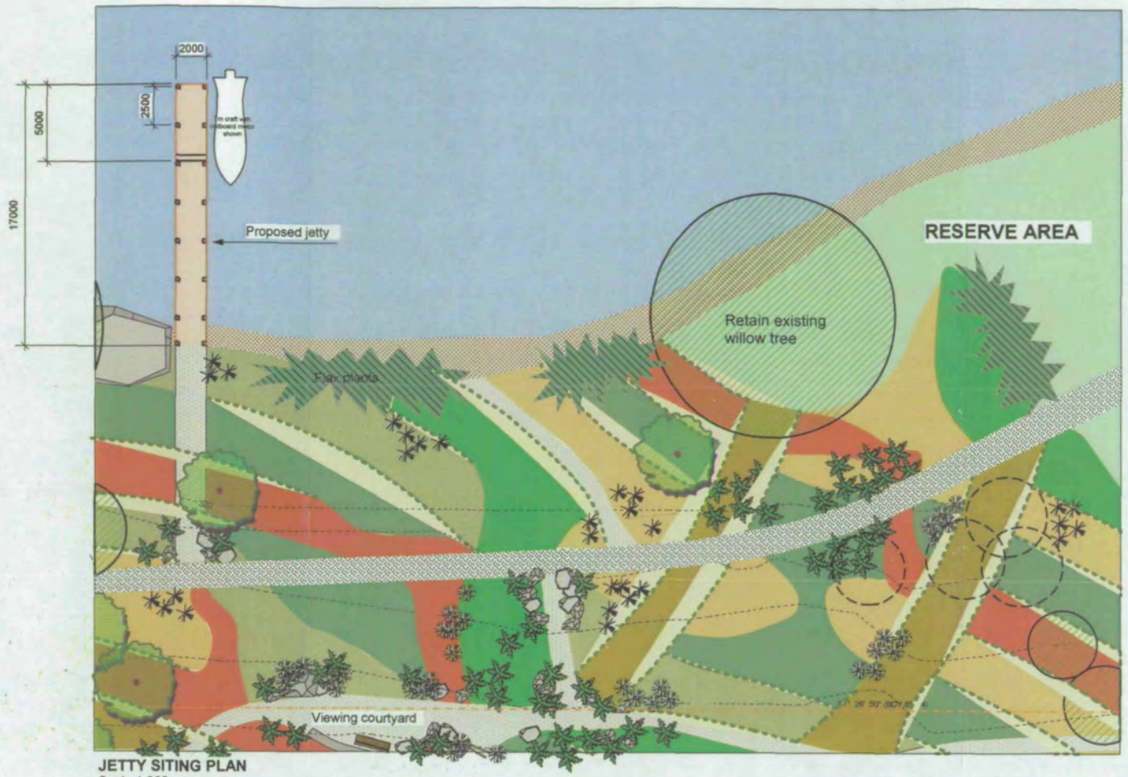
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Norm Low 309.60

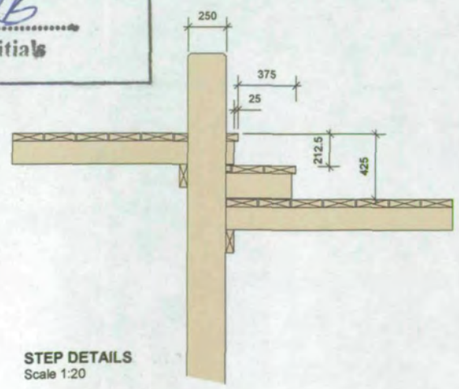


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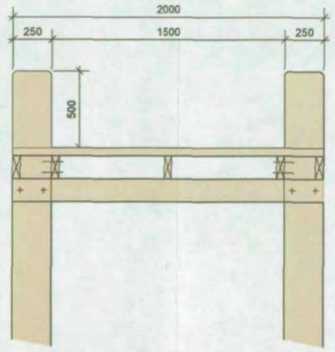


JETTY SITING PLAN
Scale 1:200

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLANS: RM 050007
24/3/06 Date
KB Initials



STEP DETAILS
Scale 1:20



TYPICAL SECTION
Scale 1:20

KEY

- Property Boundaries
- Contour lines
- Gravel beach
- Lake Wakatipu
- Meadow
- Native revegetation
- Gravel footpath
- Gossamer grass
- Red tussock
- Sand coprosma
- Hebe
- NZ flax
- Red NZ flax
- Kohuhu
- Toetoe
- Cabbage tree
- Lancewood
- Kowhai

NOTES

1. Figured dimensions are to be taken in preference to scaled dimensions.
2. All jetty details from Duffill Watts & King Ltd drawing 57625-553/2

REVISIONS

PROJECT:
Edgar Landscape
Kelvin Heights, Queenstown

DRAWING:
Jetty Application
MPA730Q -17 · 15.11.2004 ·

SCALE: As shown (A1)

DATE: 20th Nov 2004

morgan pollard & ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING

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Evidence / Submissions

From The

Resource Consent Hearing

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Submission To:- Queenstown Lakes District Council.

From:- Kelvin Peninsula Community Association.
P.O. Box 2164
Queenstown.
Telephone 441.8971 or 442.9334

Subject:- Application for Resource Consent.
J. & E. Edgar
File Number RM050007

Date:- 23 February 2006...

Introduction.

My name is George Singleton. I am the President of the Kelvin Peninsula Community Association. The Association is an Incorporated Society recognised by the Queenstown Lakes District Council as a body authorised to speak on behalf of all residents and ratepayers of the Peninsula.

Preamble.

The Association wishes to express its appreciation for the opportunity to make supplementary comment on the above application for Resource Consent. It is in receipt of the Civic Corp Planner and Landscape Architect's reports on the above described Application. It has perused the documents and wishes to make the following comments in respect of the information supplied therein. These comments are to be taken in conjunction with those made previously in its submission of 4th October 2005..

The Association has chosen to be involved in this particular Application because it considers that the Council has correctly identified that there is a need to rationalise the existing proliferation of jetties in the area. Many are dilapidated and dangerous and are little used. Rather than permit the construction of new structures the Council should seek the removal of many of those existing and ensure a more orderly distribution of structures that more adequately reflect the needs of the community, balanced with the lakeside environment and the natural visual beauty of the area. The Association applauds the Council initiative – even if it has taken longer than anticipated!

Comments on Information - Civic Corp Reports.

The Association acknowledges the well presented and researched reports by Civic Corp Planners, and the Landscape Architect, and wishes to make the following comments and observations.

Any planner's report is of necessity sterile. It must discuss legal requirements, planning considerations, precedents and requirements of District Schemes. The reports under discussion are no different. They concern themselves with the applicant and with requirements relative to the application. Nowhere do they concern themselves with the rights of the community, their expectations, their requirements or the long term future use of the total reserve area. Here we are talking about a reserve – one that is maintained largely by the local community for the community.

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Those who own property adjacent to the reserve should not be able to regard the reserve as their own private preserve to serve their own needs. This is a public area set aside for the use of the public – but the reports do not examine the application from that viewpoint. It seems that the rights and expectations of the public have not been given adequate consideration.

1. Report by Richard Black, Civic Corp Planner.

Page 3 of the report describes the number of boats moored in the area on a site visit of 23 November 2005.- a relatively quiet period.

> **There are a considerably larger number moored in this vicinity during peak useage periods. What the report does not indicate is the total number of registered moorings in the immediate area.**

With reference to **page 4** of this report **(3.0 Background)** the report comments that the Council Moratorium relates only to the recreational reserve in the area. This is contrary to what the public has been led to believe during all previous hearings that I have attended as well as Council releases. The Moratorium was placed in respect of all jetties, boatsheds etc on the entire **foreshore reserve** of the Frankton Arm

Page 12 of the report refers to "a node of jetties". This is exactly what the local community and the QLDC do not want. In the event of any further licenses being granted there needs to be a clear separation between jetties and not a jumbled cluster. A reference to the Council's Draft Plan for the control of jetties, moorings and boatsheds will confirm that!

Also on **page 12** comment is also made in the **"Effects of Use on the Lake"** that the projection " **will not have an adverse effect"** on other Lake users. With respect to the writer it is obvious that he has not visited the area during the hot dry summer weekends and holiday periods to view the use of this beautiful area by families and small children. Our Association attempts to be pro-active and look to the future effects – not judge it by existing standards. All population predictions for the future of the Peninsula confirm that it will increase rapidly over the next few years and the recreational area in Bay View between the public jetty and The Grove, a kilometre away, are the only safe and sheltered areas of the Lake on the Peninsula where children can swim in safety and learn the necessary water skills. They have already been driven to one end of The Grove by the actions of boat owners and our Association does not wish to see this occur in this only safe remaining area in the future. Any intrusion of ADDITIONAL jetties, despite the best efforts of the jetty owners, will not only compromise their safety from passing boats but will also restrict the area available for their enjoyment and future use.

Remaining on **page 12 (line2)** the Landscape Architect's comments on the **"Effects on Amenity"** That the effect "**will potentially enhance this experience"** is incredible – especially as there are continually large numbers of boats in the area, the Association's walking track has an unimpeded view of the lake its 14 kilometre length, especially in the area of Bay View, and the public area referred to will largely be obscured by the lakeside growth in the area of the applicant's property.

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Similarly the Council's proposed **Reserve Management Plan** for the Peninsula Reserves, due shortly for the hearing of submissions, coupled with the hearing of submissions next week on the Council's draft **Plan for Jetties, Moorings and Boatsheds** will have an adverse effect on the application.

With reference to **Page 14** of the report (**Positive Effects**) it is stretching the imagination to suggest that the jetty will provide a positive link between the walkway and the lake! There is over a kilometre of unobstructed beach between the Bay View public jetty and The Grove immediately adjacent to the walking track with uninterrupted access!

Clause 9.2.6 on page 15 discusses the method of construction of the proposed jetty. The area of reserve immediately adjacent is heavily planted and in the unfortunate event of this application being granted construction equipment must be operated off the beach and in the water so as not to compromise the integrity of the track and the planted vegetation.

Clause 5.1 on page 31 recommending Conditions of Consent requires comment. It is suggested that the piles be reduced from 2.9 metres to 1 metre above the level of the deck. This is still excessive. Nowhere else on the Lake are such piles installed to such a height - .5 of a metre would be more than adequate for the purpose for in the event of serious flooding there would be few if any boats venturing out on the lake. I would refer to the extraordinary lake levels of 1999 when the harbourmaster requested owners not to use the lake.

Clause 5.2 on page 31 also suggests that the intrusion of the jetty onto the reserve should be reduced to 4 metres. With respect the intrusion of a wooden structure into the natural reserve is totally out of place in such a natural environment. In the event of any approval being given this needs to be reduced to a much lesser minimum. If it is deemed appropriate for the erection of such a lengthy boardwalk then it is submitted it be constructed of more natural materials such as stacked stone or a raised natural embankment – not an obtrusive wooden structure imposing its existence on the surrounding natural environment!

Summary.

Nowhere does the report canvas the public interest, the fact that the application is contrary to the stated wishes of the community that does not wish to have any further structures erected in this area, nor does it have regard to the recommendations embodied in the Draft Management Plan for the Peninsula or the Council's Draft Plan for Jetties, Moorings and Boatsheds where submissions are due to be considered next week . Both the applicant and the planners must be aware of this fact.

The report devotes much space to amenity values. With respect - in whose interests? Those who live and enjoy the tranquillity of the area and who utilise the lakeside on a daily basis or those who seek to use it for their own purposes on occasions for

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recreational boating. The area is more than adequately supplied with access points both to launch, moor and disembark from boats.

At the pre-hearing meeting between the applicant and submitters our Association suggested that the applicant wait until the Council decision on jetties, moorings and boatsheds was known. This has not occurred and it is considered that proceeding with this application at this stage is an attempt to obtain approval before the Council makes its final controlling decisions.

Given the closeness of that decision The Association objection will be satisfied by the application not being approved at the present time but given further consideration at such time as the Queenstown Lakes District Council releases its final decision on such structures in the vicinity of the Frankton Arm.

Thank you for your consideration

On behalf of the Kelvin Peninsula Community Association

George Singleton
Chairman

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JOHN EDMONDS & ASSOCIATES
PLANNING AND RESOURCE MANAGEMENT

23 February 2006

CivicCorp
Private Bag 50077
QUEENSTOWN

Attention: Deborah Crawford

Via Fax: 442-4778

Dear Deborah

Re: Pociecha Partnership – RM050734, Request for Further Information

We refer to correspondence requesting further information, dated 3 February 2006, and received on 9 February 2006.

In accordance with Section 92A(b) of the Resource Management Act 1991, please accept this letter as a written notice that the applicant agrees to provide the information requested.

Given the need to involve other consultants, this information will be forwarded to CivicCorp as soon as prepared.

Please don't hesitate to contact me if you have any further queries on phone 409-0075.

Yours sincerely

Melissa Vining
John Edmonds & Associates

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Submission To:- Queenstown Lakes District Council.

From:- Kelvin Peninsula Community Association.
P.O. Box 2164
Queenstown.
Telephone 441.8971 or 442.9334

Subject:- Application for Resource Consent.
J. & E. Edgar
File Number RM050007

Date:- 23 February 2006...

Introduction.

My name is George Singleton. I am the President of the Kelvin Peninsula Community Association. The Association is an Incorporated Society recognised by the Queenstown Lakes District Council as a body authorised to speak on behalf of all residents and ratepayers of the Peninsula.

Preamble.

The Association wishes to express its appreciation for the opportunity to make supplementary comment on the above application for Resource Consent. It is in receipt of the Civic Corp Planner and Landscape Architect's reports on the above described Application. It has perused the documents and wishes to make the following comments in respect of the information supplied therein. These comments are to be taken in conjunction with those made previously in its submission of 4th October 2005..

The Association has chosen to be involved in this particular Application because it considers that the Council has correctly identified that there is a need to rationalise the existing proliferation of jetties in the area. Many are dilapidated and dangerous and are little used. Rather than permit the construction of new structures the Council should seek the removal of many of those existing and ensure a more orderly distribution of structures that more adequately reflect the needs of the community, balanced with the lakeside environment and the natural visual beauty of the area. The Association applauds the Council initiative – even if it has taken longer than anticipated!

Comments on Information - Civic Corp Reports.

The Association acknowledges the well presented and researched reports by Civic Corp Planners, and the Landscape Architect, and wishes to make the following comments and observations.

Any planner's report is of necessity sterile. It must discuss legal requirements, planning considerations, precedents and requirements of District Schemes. The reports under discussion are no different. They concern themselves with the applicant and with requirements relative to the application. Nowhere do they concern themselves with the rights of the community, their expectations, their requirements or the long term future use of the total reserve area. Here we are talking about a reserve – one that is maintained largely by the local community for the community.

* District Plan is formulated by the community no submissions received from any residents from

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Those who own property adjacent to the reserve should not be able to regard the reserve as their own private preserve to serve their own needs. This is a public area set aside for the use of the public – but the reports do not examine the application from that viewpoint. It seems that the rights and expectations of the public have not been given adequate consideration.

1. Report by Richard Black, Civic Corp Planner.

Page 3 of the report describes the number of boats moored in the area on a site visit of 23 November 2005.- a relatively quiet period.

There are a considerably larger number moored in this vicinity during peak useage periods. What the report does not indicate is the total number of registered moorings in the immediate area. & Landscape Architect.

With reference to **page 4** of this report **(3.0 Background)** the report comments that the Council Moratorium relates only to the recreational reserve in the area. This is contrary to what the public has been led to believe during all previous hearings that I have attended as well as Council releases. The Moratorium was placed in respect of all jetties, boatsheds etc on the entire **foreshore reserve** of the Frankton Arm all foreshore zoned recreational reserve

Page 12 of the report refers to "a node of jetties". This is exactly what the local community and the QLDC do not want. In the event of any further licenses being granted there needs to be a clear separation between jetties and not a jumbled cluster. A reference to the Council's Draft Plan for the control of jetties, moorings and boatsheds will confirm that!

Also on **page 12** comment is also made in the **"Effects of Use on the Lake"** that the projection " **will not have an adverse effect"** on other Lake users. With respect to the writer it is obvious that he has not visited the area during the hot dry summer weekends and holiday periods to view the use of this beautiful area by families and small children. Our Association attempts to be pro-active and look to the future effects – not judge it by existing standards. All population predictions for the future of the Peninsula confirm that it will increase rapidly over the next few years and the recreational area in Bay View between the public jetty and The Grove, a kilometre away, are the only safe and sheltered areas of the Lake on the Peninsula where children can swim in safety and learn the necessary water skills. They have already been driven to one end of The Grove by the actions of boat owners and our Association does not wish to see this occur in this only safe remaining area in the future. Any intrusion of ADDITIONAL jetties, despite the best efforts of the jetty owners, will not only compromise their safety from passing boats but will also restrict the area available for their enjoyment and future use.

have all my life. pretty well placed to make comment & fragile

Remaining on **page 12 (line2)** the Landscape Architect's comments on the **"Effects on Amenity"** That the effect **"will potentially enhance this experience"** is incredible – especially as there are continually large numbers of boats in the area, the Association's walking track has an unimpeded view of the lake its 14 kilometre length, especially in the area of Bay View, and the public area referred to will largely be obscured by the lakeside growth in the area of the applicant's property.

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not the

Kelvin Peninsula beach

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Can't consider hypothetical situations!

lengthen the public jetty in the near future and widen the adjacent launching ramp to two or three boat widths. This will certainly reduce or remove the congestion at this point in the future. It is doubtful whether any boat owners would take the trouble to launch their craft at the public jetty, steer them down to the proposed jetty and then moor them, and then walk back along the public walkway, remove their trailers from the water, park them and then return to their moored craft. They would then need to repeat the process on their return. As a boat owner I certainly would not!

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Thank you for your consideration

On behalf of the Kelvin Peninsula Community Association

George Singleton
Chairman

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JOHN EDMONDS & ASSOCIATES
PLANNING AND RESOURCE MANAGEMENT

23 February 2006

CivicCorp
Private Bag 50077
QUEENSTOWN

Attention: Deborah Crawford

Via Fax: 442-4778

Dear Deborah

Re: Pociecha Partnership – RM050734, Request for Further Information

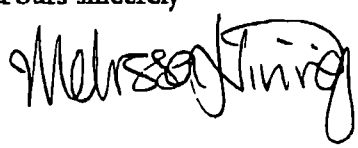
We refer to correspondence requesting further information, dated 3 February 2006, and received on 9 February 2006.

In accordance with Section 92A(b) of the Resource Management Act 1991, please accept this letter as a written notice that the applicant agrees to provide the information requested.

Given the need to involve other consultants, this information will be forwarded to CivicCorp as soon as prepared.

Please don't hesitate to contact me if you have any further queries on phone 409-0075.

Yours sincerely



Melissa Vining
John Edmonds & Associates

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CivicCorp

Civic Corporation Limited
Private Bag 50077,
CivicCorp House, 74 Shotover Street
Queenstown, New Zealand
Tel. **64-3-450 0300**
Fax. **64-3-442 4778**
e-mail: **enquiries@civiccorp.co.nz**
site: **http://www.civiccorp.co.nz**

In reply please quote
File Ref: RM050007

15 February 2006

J & E Edgar
C/- Morgan Pollard & Associates
PO Box 1269
QUEENSTOWN

Dear Sir/Madam

PLANNER'S REPORT

J & E EDGAR – RM050007

Please find attached a copy of the Planner's Report for the above application.

The hearing of this application will be held in the Council Chambers, Gorge Road, Queenstown on Thursday 23 February 2006 at 1.00pm.

If you have any queries please contact me on (03) 4500 320.

Yours faithfully
CIVICCORP

JEREMY NORTHCOTT

[MAY SPEAK @ HEARING]

Jo Clark
COMMITTEE SECRETARY

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CivicCorp

Civic Corporation Limited
Private Bag 50077,
CivicCorp House, 74 Shotover Street
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In reply please quote
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15 February 2006

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«add2»
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CIVICCORP

Jo Clark
COMMITTEE SECRETARY

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Name	Add1	Add2	Add3
Dennis Rogers	PO Box 445	QUEENSTOWN	
Alison M Glass	10 Ilam Park Place	CHRISTCHURCH 4	
Owen Campbell	80 Hensman Road	Larchwood Height	QUEENSTOWN
Y Ornstein	PO Box 2091	WAKATIPU	
R P Gray	562 Peninsula Road	Kelvin Heights	QUEENSTOWN
Stephen Thompson	533 Peninsula Road	Kelvin Heights	QUEENSTOWN
Jeremy Northcott	531 Peninsula Road	Kelvin Heights	QUEENSTOWN
C M McCulloch	87 Terrace Street	INVERCARGILL	
Kelvin Peninsula Community Association	PO Box 2164	QUEENSTOWN	
Martha Orr	7 Balmoral Drive	Kelvin Heights	QUEENSTOWN
Mike Gain	90 Ravenswood Road	St Clair	DUNEDIN
Lorraine Ferguson & Bonnie Ferguson-McMann	570 Peninsula Road	Kelvin Heights	QUEENSTOWN
Douglas V Bruce	582 Peninsula Road	Kelvin Heights	QUEENSTOWN
Marty Black	C/- Southern Monitoring Services	PO Box 108	ARROWTOWN
H Ractz	552 Peninsula Road	Kelvin Heights	QUEENSTOWN

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QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

MOORING PERMIT

Issued under the Navigation Safety Bylaw 2025

Mooring Number: 69

Description of mooring: Swing Mooring

Name to whom permit is granted: Lady Jan Edgar

Waterway: Lake Wakatipu

Status: Unconsented

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.

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QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

MOORING PERMIT

Issued under the Navigation Safety Bylaw 2025

Mooring Number: 73

Description of mooring: Swing Mooring

Name to whom permit is granted: Lady Jan Edgar

Waterway: Lake Wakatipu

Status: Unconsented

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

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(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.

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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;
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Surrender of permit

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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 near Bayview

Mooring Permit #: **69 / WAK 506**

Mooring Owners Name: Jan Edgar

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' 31.20S

LON: 168*41' 24.81E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 03/3/2026 Water Depth at location at time of inspection: 6m

Calculated total swing radius of mooring at lowest lake level: 6.5m

Lake level at time of inspection 309.670m

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: Yes

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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)	Existing	Replaced
TOP SECTION	✔	Floats	Numbered: Yes	Type: Orange A4	OK	✔	
			Colour: Yellow	Type: small handle buoy	Good	✔	
	✔	Shackle(s)	Number: 1st Diameter: 20mm std	Moused: Y	Condition: OK	✔	
	✔	Chain	**Length: 2m**	Diameter: 13mm Min D: 6mm	Condition: Should be replaced within 12 months	✔	
MIDDLE /RISER/RIDE	✔	Shackle(s)	Number: 2nd Diameter: 13mm tested	Moused: Y	Condition: Good	✔	
	✔	Swivel	Diameter: 16mm	Steel	Condition: OK	✔	
	✔	Shackle(s)	Number: 3rd Diameter: 13mm tested	Moused: Y	Condition: Good	✔	
	✔	Riser/Ride/Middle chain	**Length: 4.5m**	D: 10mm long link Min D: 9mm	Condition: OK	✔	
	✔	Shackle(s)	Number: 4th Diameter: 13mm tested	Moused: Y	Condition OK	✔	
BOTTOM	✔	Ground chain	**Length: 2m**	D: 20mm Min D: 18mm	Condition Good	✔	
	✔	Block Shackle	Diameter: 25mm std	Moused: Y	Condition: Good	✔	
	✔	Block Ring	Diameter: 25mm Galv rebar		Condition: Good	✔	
	✔	Block(s)	Is block visible?: Yes	Weight (dry) est : 1050kgs	Only just visible – had to dig for it	✔	
			Dimensions: 1m x 1m x .5m	Type: Concrete block			

details and observations can be provided on a separate page.

Document Set ID: 9606606
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Inspectors Observations

Has Block Shifted or become buried? Yes – partly buried but able to see connections

Inspectors Further Comments:

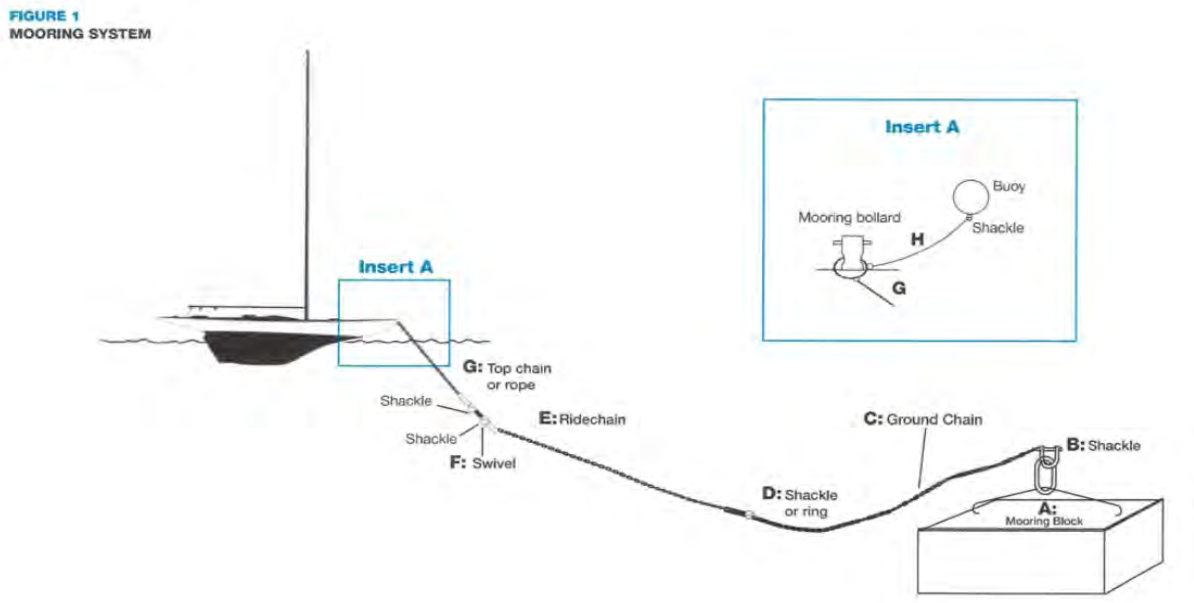
Boat attachment is a bridle system, 2 x 20mm ropes with steel thimbles, 16mm shackles, 13mm yoke and .5m of 13mm chain

NB: If your mooring has components that have been identified as being in poor condition at the time of this inspection, I do not recommend a boat be attached to it until those issues are repaired/replaced.

Mooring Diagram – (Mooring Inspector To Complete)

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

As per table below for a standard system – this may vary



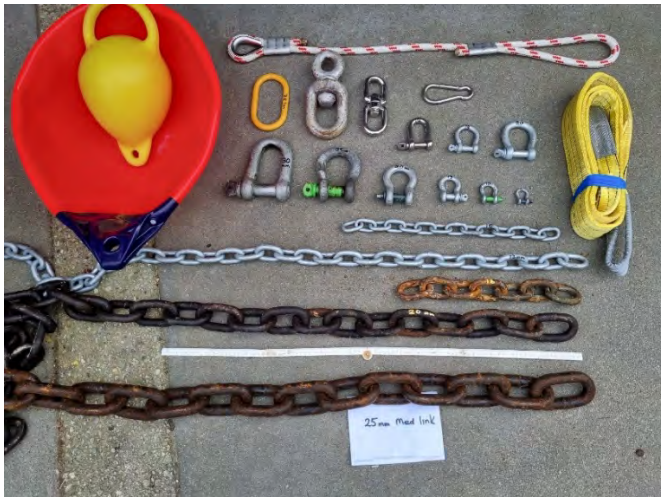
Document Set ID: 9606606
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Pictures – (Mooring Inspector To Complete)

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

Thie first picture shows standard mooring compenents used on most standard moorings but can vary.

The second photo is components that are needed for a larger vessel





Mooring 69 / WAK506





Document Set ID: 9606606
Version: 1, Version Date: 19/05/2026

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:____03/3/2026_____.

Harbourmasters Document Review – (To Be Completed By Harbourmaster)

Document Reviewed on: (Inset Date):_____

Document Reviewed by:_____

Harbourmaster Comments:

_____

_____

_____

_____

Harbourmaster Signoff

Name:_____

Signature:_____

Date:_____

Document Set ID: 9606606
Version: 1, Version Date: 19/05/2026

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.

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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 – Bayview

Mooring Permit #: **73 / WAK515**

Mooring Owners Name: Jan Edgar

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' 30.31S

LON: 168*41' 26.73E

IS THIS A CONFIRMED TRUE BLOCK LOCATION?: Yes

Inspection Date: 14/5/2026 Water Depth at location at time of inspection: 6.3m

Calculated total swing radius of mooring at lowest lake level: 9.5m from where it is broken

Lake level at time of inspection: 309.798m

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

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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)	Existing	Replaced
	✔	Riser/Ride/Middle chain	**Length: 6m**	D: 10mm Min D: worn	Condition: Broken off	✔	
	✔	Shackle(s)	Number: 1st Diameter: 13mm tested	Moused: Y	Condition: New Good	✔	
BOTTOM	✔	Ground chain	**Length: 5m**	D: 16mm Min D: 15mm	Condition: Good	✓	
	✔	Block Shackle	Diameter: 20mm std	Moused: Y	Condition: Good	✔	
	✔	Block Ring	Diameter: 16mm rebar cast into concrete		Condition: Good	✔	
	✔	Block(s)	Is block visible?: Yes only top showing	Weight (dry) est : 1050kgs	Buried	✔	
			Dimensions: 1100mm x 1100mm x 400mm approx	Type: Concrete block			

details and observations can be provided on a separate page.

Inspectors Observations:

Has Block Shifted or become buried? Yes buried just top showing.

Inspectors Further Comments:

This chain probably broke off directly underneath the buoy and when new chain is replaced it will still be the same length and wouldn't effect the swing radius. Needs new swivels, buoys etc

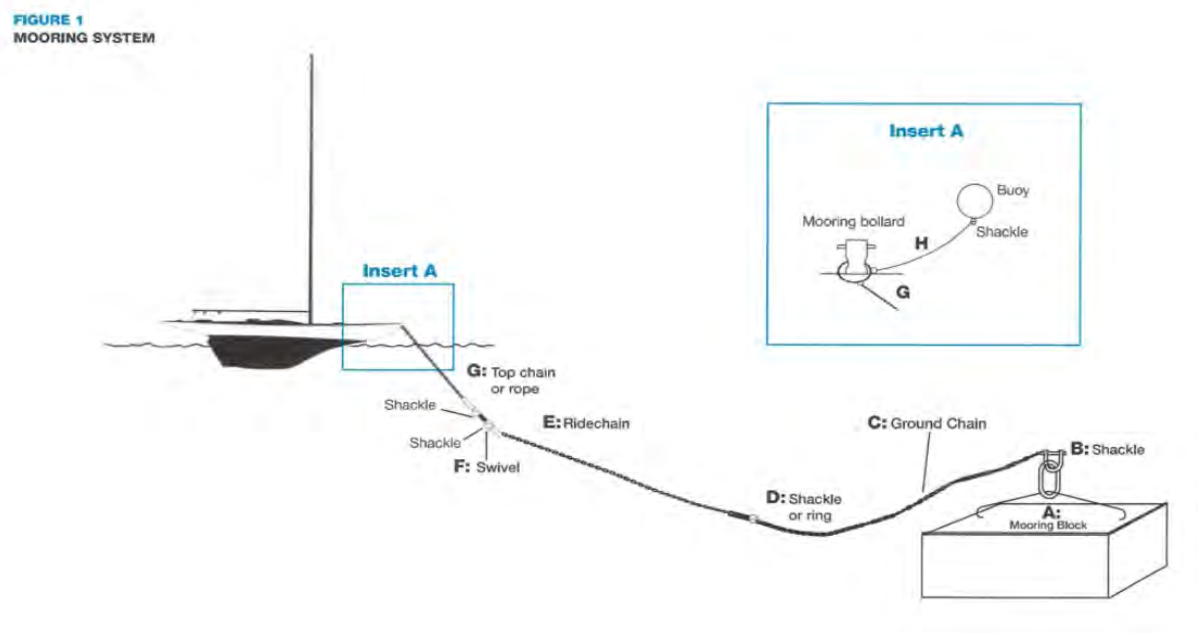
NB: If your mooring has components that have been identified as being in poor condition at the time of this inspection, I do not recommend a boat be attached to it until those issues are repaired/replaced.

Document Set ID: 9606607
Version: 1, Version Date: 19/05/2026

Mooring Diagram – (Mooring Inspector To Complete)

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

As per table below for a standard system – this may vary

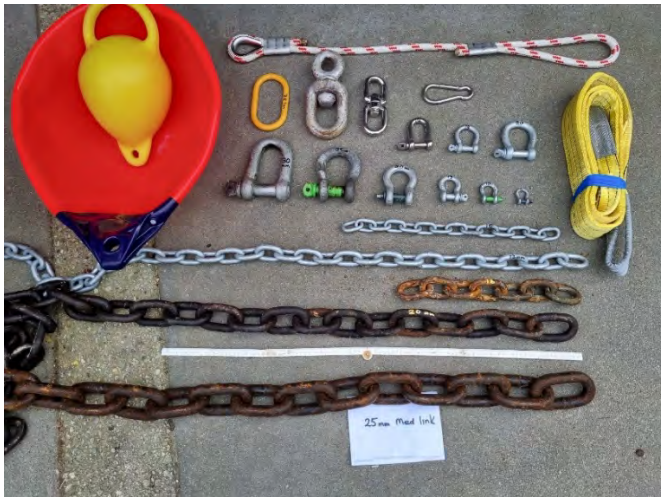


Pictures – (Mooring Inspector To Complete)

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

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

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Document Set ID: 9606607
Version: 1, Version Date: 19/05/2026

Mooring 73 / WAK515



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 PostaAddress:___a/a_____

Name of person completing inspection: _____Garry Wright_____

Signature of person completing inspection:_____

Date:____14/5/2026_____.

Document Set ID: 9606607
Version: 1, Version Date: 19/05/2026

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.

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AFFECTED PERSON'S APPROVAL

FORM 8A

QUEENSTOWN LAKES DISTRICT COUNCIL

Resource Management Act 1991 Section 95

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Jan Elizabeth Edgar M69 and M73

AFFECTED PERSON'S DETAILS

I/We

Are the owners/occupiers of

DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

To legalise two existing swing moorings on Lake Wakatipu

at the following subject site(s):

Lake Wakatipu

☑ 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.

Document Set ID: 9653996
Version: 1, Version Date: 05/06/2026

APPROVAL OF AFFECTED PERSON(S)

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)
Linda Chandler

Contact Phone / Email address
Crownproperty

Signature 

Date
28/5/2026

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.

Document Set ID: 9653996
Version: 1, Version Date: 05/06/2026