

13 February 2024

██████████
Sent via email to ██████████

Dear ██████,

REQUEST FOR OFFICIAL INFORMATION – PARTIAL RELEASE OF INFORMATION

Thank you for your request for information held by the Queenstown Lakes District Council (**QLDC**). On 12 January 2024 you requested the following information under the Local Government Official Information and Meetings Act 1987 (**LGOIMA**):

- The results of the Navigation Safety Bylaw (<https://letstalk.qldc.govt.nz/navigation-safety-bylaw-2018-pre-engagement.>)

QLDC response

QLDC received 2023 feedback to the online survey for pre-engagement on the Navigation Safety Bylaw via its Let's Talk engagement platform and via email. The responses received via Let's Talk are [here](#).

The link below includes all feedback that was submitted via email. Formal engagement on a draft bylaw will occur later in 2024.

[Documents x22](#)

All attachments to emails have been shared separately in the above link – the documents are numbered to enable you to match the attachments with relevant emails.

Note some emails include redactions – we provide our rationale for the redactions below.

We trust the above information satisfactorily answers the relevant components of your request.

Decision to withhold remaining information requested

We have good grounds under the LGOIMA for withholding some of the information requested. We consider it is necessary to withhold certain information on the basis of the following ground:

- s 7(2)(a) – to protect the privacy of natural persons.

The email and phone numbers of submitters have been redacted to protect the privacy of submitters. We consider this information to be personal information that should not be shared with the public.

Public interest considerations

We consider the interests of the public when making decisions to withhold requested information, including considerations in favour of release, whether the disclosure of the information would

promote those considerations, and whether those considerations outweighed the need to withhold the information.

Promoting the accountability and transparency of local authority members and officials is in the public interest, as is the general public interest in “good government”. Where possible, we have favoured the release of information.

However, we do not believe that these public interest considerations mean we should release the information withheld. It is important that QLDC does not disclose the personal details of submitters because release could deter individuals from submitting in the future. This would not be in the interests of the public.

We conclude that the important section 7 withholding interests identified (e.g. privacy), which relate to a subset of the information within the scope of your request, are not outweighed by a countervailing public interest requiring release.

Right to review the above decision

Note that you have the right to seek an investigation and review by the Ombudsman of this decision. Information about this process is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you wish to discuss this decision with us, please contact Naell.Crosby-Roe@qldc.govt.nz (Governance & Stakeholder Services Manager).

We trust this response satisfactorily answers your request.

Ngā mihi,

A handwritten signature in black ink, consisting of a stylized 'M' followed by a horizontal line and a flourish.

██████████
Senior Official Information Advisor



Dart River Adventures

43 Mull Street

Glenorchy NZ

1/11/2023

RE: Navigation Safety Bylaw 2018

Kia ora,

Thank you for the opportunity to submit pre- engagement feedback for the Navigation Safety Bylaw 2018.

Dart River Adventures is a key stakeholder and daily user of Lake Whakatipu and the Dart River in Glenorchy.

I propose that an inclusion be added to the bylaw for the Dart River re Part 5 – Rules relating to specific locations (Rivers)

Private jet boaters are encouraged to inform Dart River Adventures with their details and intentions pre departure. Dart River Adventures inform them of our boat movements on the river and inform our jet boat drivers and river guides of their intentions. This helps immensely with overall safety on the Dart River.

I propose that it becomes a requirement for all private Jetboaters to inform Dart River Adventures of their intentions before boating the Dart River as part of this bylaw review process.

I propose that private jet boaters carry radios on board enabling contact between themselves and Dart River vessels as part of this bylaw review process.

I propose that all privately owned vessels have some form of identification that is visible externally as part of this bylaw review process.

I agree that every person in charge of a recreational vessel 6 metres or less in length ensures that each person is wearing a correctly fitting lifejacket while making way.

I propose that there should be regulation that details alcohol consumption by boat operators and enforcement of the regulations included as part of this bylaw review process.

I propose that there should be some type of licencing or regulation of boat owners and / or operators included as part of this bylaw review process.

I am more than happy to discuss any of the above in more detail if needed.

Nga mihi

Wayne Paton

GM Jetboats Ngai Tahu Tourism

(021)884 043

Shotover Jet

3 Arthurs Point Road, Queenstown

3rd November 2023

Queenstown Lakes District Council

10 Gorge Road, Queenstown

RE QLDC Navigation Safety Bylaw 2018 - Public pre-engagement feedback

Kia ora,

Thank you for the opportunity to submit pre- engagement feedback for the Navigation Safety Bylaw 2018.

Shotover Jet is a key stakeholder and daily user of Kimiakau (Shotover River).

I submit the following feedback on behalf of Shotover Jet

- i. lifejacket use,
 - a. It should be mandatory to wear lifejackets on all vessels under 6m.
- ii. the location of ski lanes on several lakes,
 - a. No feedback
- iii. board tethering to ensure safe use of 'The Wave' on the Hawea River
 - a. No feedback
- iv. Council's role in relation to people jumping recreationally off the Albert Town Bridge
 - a. No feedback
- v. vessel identification,
 - a. Similar to commercial vessels, privately owned vessels should have some form of identification visible externally. This will aide in examples where details of a private vessel need to be passed to the Harbourmaster and Waterways to follow up on an incident.
- vi. events on the water.
 - a. No feedback
- vii. Feedback can also be provided on any other aspects of the bylaw that you may be interested in or concerned about.
 - a. There should be regulation that details alcohol consumption limits by boat operators and an ability to enforce these regulations.
 - b. There should be some form of licencing or regulation of boat owners and/or operators.

I am more than happy to discuss any of the above in more detail if needed.

Donald Boyer

A handwritten signature in black ink, appearing to read "Donald Boyer".

Business Manager – Tumu Pākihi



Outlook

Navigation Safety Bylaw 2024

From Kahli Scott <kahli.scott@qldc.govt.nz>

Date Fri 10/27/2023 9:29 AM

To Let's Talk <letstalk@qldc.govt.nz>

Kia ora team,

I wanted to provide some internal feedback for the **Navigation Safety Bylaw 2018** review. This feedback relates to the section about Special Events on the Water, specifically in relation to filming, and is written on behalf of the film office (Film Queenstown Lakes).

Context:

Filming is currently considered a Special Event in the context of the Bylaw. As I understand it, commercial film productions are required to apply for approval from the Harbourmaster to undertake any commercial filming activity on the water. The film office doesn't manage these requests – they are considered separate to our Film Permit process for land-based filming, which we do manage. Instead, we refer any requests we get to the Regulatory team as the conduit to the Harbourmaster.

Some of the feedback below might be outside of the scope of the Bylaw review and are more process related, but I'm taking the opportunity to note this now for future reference.

General Feedback:

- General feedback from film stakeholders is that they respect the need for Harbourmaster approval for Special Events to ensure safety on the waterways.
However, there appears to be an ongoing lack of clarity among the film industry around how this approval should be applied for, what documentation is required, and what the timeframes for decisions are. Once the Bylaw review is complete, it would be beneficial to have a fit-for-purpose application form and process for obtaining Harbourmaster approval for Special Events, including filming, which is clearly communicated on the QLDC website. I do understand that the Regulatory team are working hard on this, and that the Bylaw review may impact this work. The film office is also happy to help communicate this to our stakeholders once finalised.
- There should also be a clear distinction in the Bylaw, and any related communications, between Harbourmaster 'notification' and 'approval'. Elsewhere in the film industry, 'notification' doesn't necessarily require a sign-off/response, whereas 'approval/permission' does, so this can cause confusion.
- It could be beneficial for the current Event Water Safety Application Form to be re-branded to better communicate what it is and what function it serves – is it a permit?
- The film office is happy to input into any ongoing revisions to our internal processes related to Special Events on the water resulting from this Bylaw review.

Feedback regarding proposed amendment 1. Changing the way Council is notified of special events:

The film office currently already refers all enquiries/requests about commercial filming on the water to the Harbourmaster via the Regulatory team, regardless of whether any temporary suspension of the bylaw is required (e.g. speed uplifts, temporarily reserving areas). For example, a recent production filming an actor swimming in the lake near a jetty went through the Harbourmaster approval process, as it was considered commercial activity in the water. So I'm under the impression that the film industry is already in the practice of 'notifying' Council of their special event, and this amendment won't impact them. If the amendment is seeking to make this requirement clearer, then we are in support. It will also help to avoid any potential clashes between various kinds

of events in the same location. However, there should be clarity around what activity must be 'notified' vs. 'approved' and the processes for both, if there is a difference.

Feedback regarding proposed amendment 2. Changing the public notice requirements for special events:

The film office would be supportive of the removal of the requirement for a public notice (e.g. advertising in newspapers). This would be beneficial for the film industry, who often work with very short timeframes, so lengthy advertising timeframes are prohibitive to standard film production schedules. For example, we endeavour to process land-based film permit applications within five working days to meet these timeframes. We understand the need for some kind of notice to the public, which the QLDC website and other communication channels could be useful for. I imagine this would also reduce the administrative work involved for the Regulatory team, which would be a positive.

Lastly, I wanted to take the opportunity to commend the Regulatory team who have been acting as the conduit between the film industry – film office – and the Harbourmaster for the last year or so, and have dealt with some complex requests with demanding timeframes.

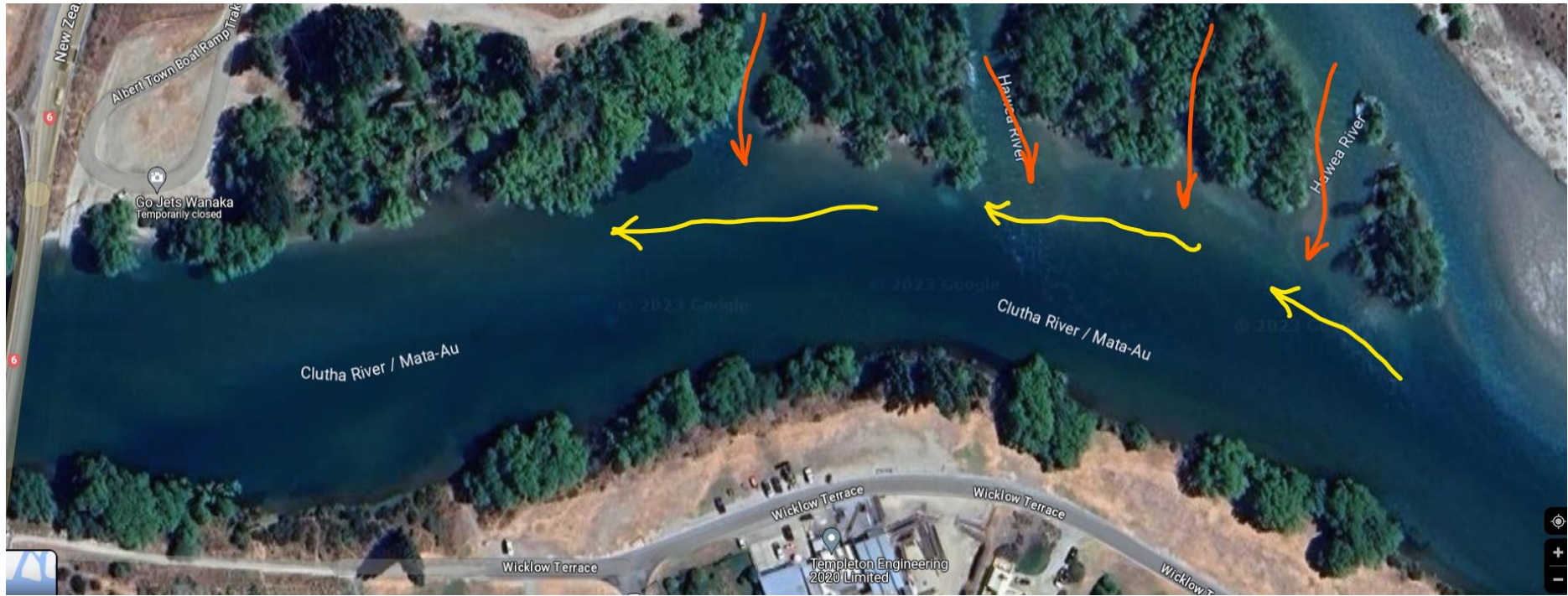
I'm available for further discussion or comment if needed.

Thank you!

Kahli

Kahli Scott (she/her) | Manager, Film Queenstown Lakes
Economic Development Unit | Strategy and Policy
[Queenstown Lakes District Council](#)
[Film Otago Southland](#)
P: +64 3 441 0475 | M: +64 27 596 0542











Map 3 – Kawarau Dam



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



s7(2)(a)-LGOIMA

From: [REDACTED]
To: [Let's Talk](#)
Subject: Canoe
Date: Sunday, 15 October 2023 1:40:57 PM

Please consider a by law regarding boats left at the lake shore.

1. When the lake rises boats drift away.
 2. ALL BOATS (Canoe, dingy and yacht) removed for the winter season.
 3. No oars or paddles left in the boats for safety reasons.
- Some are very unsightly after being left behind for long periods of time.
Health and safety risks.

s7(2)(a)- LGOIMA

From: [REDACTED]
To: [Let's Talk](#)
Subject: Navigation Safety Bylaw 2018
Date: Friday, 3 November 2023 4:24:37 PM
Attachments: [image001.tif](#)
[Dart River Adventures.docx](#)

Kia ora QLDC,
Please see the attached, happy to discuss further if needed.
Ngā mihi,
Wayne Paton
General Manager Jet Boats / Kaiarataki

s7(2)(a)- LGOIMA

Mō tātou, ā, mō kā uri ā muri ake nei – For us and our children after us

Agrodome / Dart River Adventures / Dark Sky Project / Franz Josef Glacier Guides / Franz Josef Glacier Hot Pools / Hollyford Track / Hukafalls Jet / National Kiwi Hatchery / Rainbow Springs / Shotover Jet / All Blacks Experience

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Dart River Adventures

43 Mull Street

Glenorchy NZ

1/11/2023

RE: Navigation Safety Bylaw 2018

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Nga mihi

Wayne Paton

GM Jetboats Ngai Tahu Tourism



s7(2)(a) - LGOIMA

s7(2)(a)- LGOIMA

From: [REDACTED]
To: [Let's Talk](#)
Subject: Navigation Safety Bylaw 2018
Date: Friday, 3 November 2023 3:40:44 PM
Attachments: [Outlook-inumhnbz.png](#)
[Outlook-sclometta.png](#)
[QLDC - Shotover Jet.pdf](#)

Kia ora,

Please find attached our submission of feedback.

Nga mihi,

Donald

Donald Boyer
Business Manager – Tumu Pākihi

[REDACTED] s7(2)(a)- LGOIMA

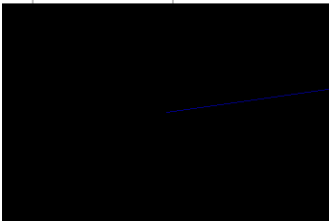
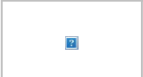
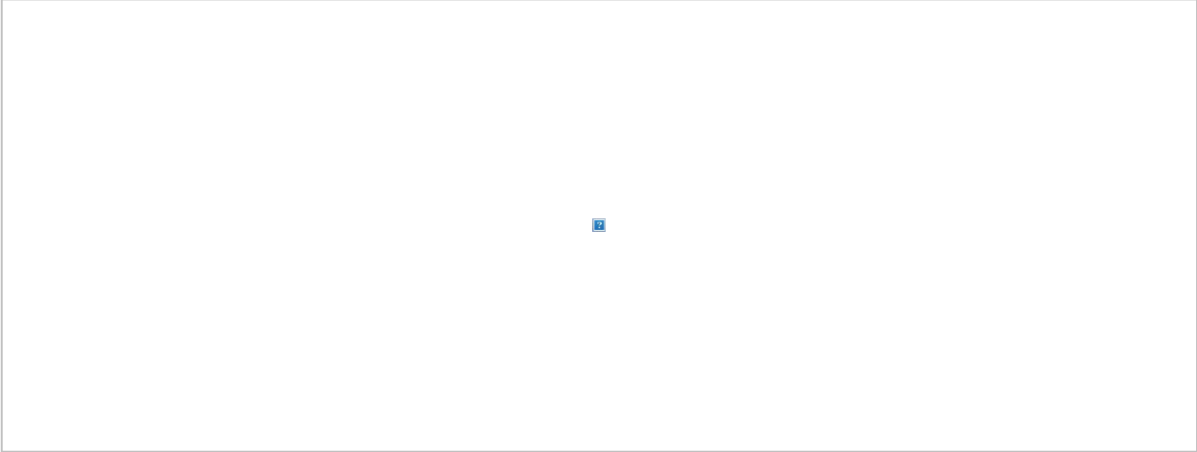


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s7(2)(a) - LGOIMA

From: [REDACTED]
To: [JAC Talk](#)
Subject: Navigation Safety Bylaw 2024
Date: Monday, 15 October 2023 1:39:06 PM
Attachments: [hawa002.jpg](#)
[hawa003.jpg](#)

We have previously made representations to QLDC regarding the noise nuisance of jet boat circuit racing in the Clutha River in front of Albert Town riverside residences. There is also a safety issue for consideration in the Navigation Safety Bylaw 2024. Jet boat 'circuit racing' is a common occurrence in the Hawea River- Clutha River confluence. Because tall willows line the river and its braids, jet boats exiting the braids of the Hawea River at speed, present a clear safety issue to other boat traffic approaching the ramp in an upstream direction (and therefore on the true left of the Clutha). Please refer to the image below for clarity. We have witnessed near misses. Last week we witnessed one boat with two occupants nearly flip on dry land when the driver tried to execute a 360 degree spin and hit the shingle bar of the Hawea confluence. The area is also populated by swimmers, kayaks and fishermen. In Summer floating down the river on all manner of floating objects is also popular. It is not the appropriate area for the activity that is occurring.
Orange arrows = circuit jet boating out of the Hawea River braids Yellow arrows = correct Clutha River upstream traffic



s7(2)(a) - LGOIMA

From: [REDACTED]
To: [Let's Talk](#)
Subject: Navigation Safety Bylaw 2024
Date: Thursday, 12 October 2023 9:57:20 AM

Hey just a couple of queries/comments around the Navigation Safety Bylaw.

I'm submitting on behalf of the Southern Lakes Swimming Club, as their president.

The bylaw mainly related to craft, but also note that these can be human or motor powered, and there are references to areas where swimming isn't allowed.

I'm representing swimmers, but maybe there are a couple of things we could add.

1. Swim Lane at Frankton Arm - We've got a buoy marked swim lane extending from the Coastguard Building towards town 1.25km long. Can we have that marked and keep powered vessels out of that.
2. There is also a swim lane in Lake Wanaka, could we add that too.
3. It is worth marking the no swimming areas? There is a clause for not swimming around jetties, and clause 28.1 (b) allows the Harbourmaster to exclude swimming areas for the purposes of navigational safety. With the drownings at Glenorchy, and the recent Facebook post by QLDC about not swimming near river mouths, we should be adding more signage and enforcement around areas which aren't safe to swim. This would really be the mouth of the Rees/Dart, and at K falls bridge.

Also - the harbourmaster needs to be made more accountable - they are currently impossible to contact, and don't return calls or emails. This makes progressing any works in the lake (like moving buoys around) difficult to undertake, as they just go silent.

Thanks

Paul Jaquin

From: [REDACTED] s7(2)(a)~ LGOIMA
To: [Let's Talk](#)
Subject: Navigation Safety Bylaw 2024
Date: Wednesday, 11 October 2023 5:04:46 PM
Attachments: [IMG_8080.jpeg](#)
[IMG_8081.jpeg](#)
[IMG_8082.mov](#)

Hi Guys,

Would you please include this video and two photos in my submission to the Navigation Safety Bylaw 2024



Regards Wayne Perkins

From: [REDACTED]
To: [Let's Talk](#)
Subject: Navigation Safety Bylaw 2024
Date: Tuesday, 31 October 2023 9:01:24 AM

Hello,

There is a significant safety concern relating to boat launching facilities and boat trailer parking facilities around Lake Wanaka.

There are increasingly large numbers of boats on Lake Wanaka and almost all need launching for each outing.

Many boats are launched at Eely Point, which becomes very crowded and without any organisation.

Small children and dogs mingle on the shore where boat trailers are being backed in, often with poor visibility and skill. Some users are pushy and impatient.

I recommend a formal organiser at Eely point on the busy summer days and in the longer term, some planning to significantly increasing launching facilities generally around the lake.

Yours sincerely,
Richard Chisholm

From: [REDACTED] [s7\(2\)\(a\)- LGOIMA](#)
To: [Let's Talk](#)
Subject: Navigation Safety Bylaw 2024
Date: Friday, 27 October 2023 10:34:01 AM
Attachments: [image001.png](#)
[image002.jpg](#)

The enforcement team has suggested that I submit the below email string as a submission regarding the Navigation Safety Bylaw 2024 review.

Hi Lucy,

Thanks for your response.

We have a lot of problems with jet boats in Spring and Summer racing continuously in front of the houses in Albert Town. Spring time comes and guys pull the jet boat out, then take it down to the Clutha bridge ramp to test it out. They then race back and forth in front of the residential area and around the branches of the Hawea confluence.

Last Sunday 2 pm – 2.30 pm. 2 very loud jet boats. 1 v8 and 1 high performance 2 stroke.

Occupants wearing hearing protection.

I managed to signal the driver of the V8 to come to the shore. Quiet a nice guy. I asked what they were doing - he replied just testing. I asked if he had any concern about the noise affecting the residents. He replied that it was not against the law. I asked if it was morally correct. He didn't have an answer. His companion did though and took his pants down and showed me his anus. I had my 4 year grand daughter beside me and she was quite surprised.

Videos of the boats racing around the Hawea confluences are available.

I have spoken to council about this over the last few years. As Wanaka grows, so do the number of jet boats that need the cobwebs blown-out after Winter.

I have suggested to council that signage at the ramp asking jet boaters to proceed directly through the residential area would be appropriate. A by-law to this extent would also be appropriate.

The river is not in the residential zone, however this is noise that is affecting the residential zone and therefore probably illegal.

Some jet boaters are considerate. My home office overlooks the river and on 6 Oct 2023 there were craft at 10.45 am, 11.07, 11.42 and 12.31. All but one did just one downstream pass and then one upstream pass. This was obviously just testing the craft again but it is not the 30 minutes of continuous circuit racing mentioned above.

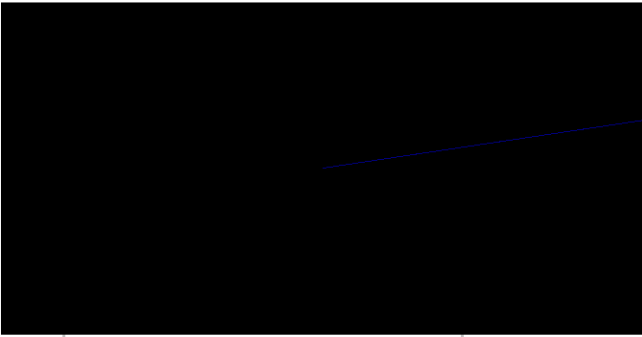
We have reached the point where several years of talking to council has achieved nothing. I am prepared to take legal action where possible. There are currently no restrictions on the noise generated by recreational jet boats however noise limits do apply to residential zones and that is possibly regardless of where the noise is generated. We do have protection under both the Resource Management Act and the Local Government Act.

Side note: - I have a jet boat myself and have a lot of fun with it (with consideration for others both on and off the water). Where my home stands today has been continuously inhabited since the 1850's. The problem is new, not people living here.

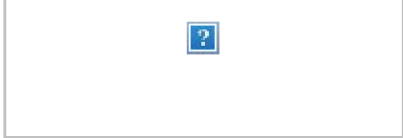
Regards,



[REDACTED] [s7\(2\)\(a\)- LGOIMA](#)



s7(2)(a)- LGOIMA



From: QLDC Services <services@qldc.govt.nz>

Sent: Thursday, October 5, 2023 3:07 PM

To: [Redacted] s7(2)(a)- LGOIMA

Subject: Re: Jetboats

Hi Tim,

Thanks for contacting QLDC.

Are you able to give a bit more information so I am able to direct your query to the correct team please?

Kind regards,

Lucy

QLDC Customer Service Team
Queenstown Lakes District Council
P: +64 3 441 0499
E: services@qldc.govt.nz



From: [Redacted] s7(2)(a)- LGOIMA

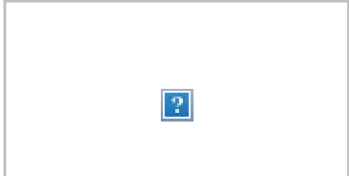
Sent: Wednesday, October 4, 2023 11:45 AM

To: services@qldc.govt.nz

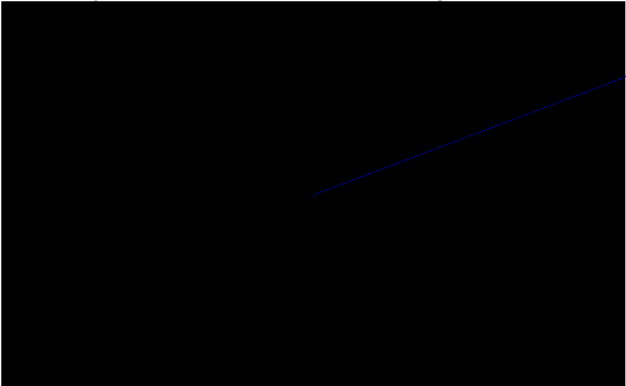
Subject: Jetboats

We are having the usual troubles with jetboats now that the Spring weather is here. Who should I talk to thanks?

Regards,



s7(2)(a)- LGOIMA



From: [REDACTED]
To: [Let's Talk](#)
Subject: Re: Navigation Safety Bylaw 2018
Date: Saturday, 14 October 2023 12:45:34 PM

Further to my above email

In the events space this really need addressing from our point of view. We are a small operation however we employ several staff and make a fairly large contribution to the Visitor economy in Wanaka.

I am a fan of the jet boat racing events and when managed appropriately we can all co exist however with the lack of notice and consultation from council or the event organisers of the world jet boat marathon taking place on the 17th of this month we are unable to operate our business for the day. We have bookings in place that we have to cancel which reflects badly on our business in this key rebuilding period as well as affecting our bottom line and taking work away from our local employees.

It would be my expectation that both council and event organisers would consult with us as the consent holders for two businesses that are effectively shut down for the day due to the event and are heavily affected from a safety and amenity point of view for the week before as race boats train at very high speeds on the river with little to no coordination with ourselves.

As it stands we knew nothing about this event until recently when we saw a facebook post and contacted the organisers.

Further to the previous email we have directly asked the race organisers to have their participants who have been practicing on the river for the past week to contact us before launching each day but this has largely fallen on deaf ears. Not good enough on either front as far as we are concerned.

Thanks again

Johnny Curin
Wanaka River Journeys

On Sat, Oct 14, 2023 at 11:35 AM Wanaka River Journeys <info@wanakajet.nz> wrote:

Thank you for the opportunity to provide feedback on the Navigation Bylaw. As the commercial jetboat operator as well as the commercial packraft operator on the Matukituki river the bylaw has a large effect on our ability to operate safely on the river.

In the past there has been signage at all the applicable boat launches requesting private boaters to contact us before going on the river. This is something we would like to see refreshed and continued, over Covid this practice has almost completely stopped and it is something we would request councils help with kick starting this key safety process again.

Due to the nature of non motorised activities on the river it is important that Jet Boaters contact us before heading onto the river. We provide them with information around our activities for the day as well as passing on basic safety information which appears to be lacking with the large uptick in new boat owners over the Covid period.

We also operate Jet Boat and packraft trips in the east branch of the Matukituki river this is a very technical piece of river with only room for one boat heading in or out and this is a key safety area for us as well as recreational boaters, this is the main area that we wish to pass information on to private boaters about hence the phone call before launching is a key part of this process.

I am aware that any sort of enforcement action around this is very unlikely and I would imagine it is almost impossible to legislate for but it would be fantastic if council could put some resource into this and figure out a way to encourage folks to get in touch with not only us but also other relevant commercial operators before heading out on the districts waterways.

Thanks

Johnny Curin

Wanaka River Journeys/Packraft Wanaka

From: [Luke Place](#)
To: [Let's Talk](#); [Sarah Hitchings](#)
Cc: [Isabelle Logez](#)
Subject: RE: Navigation Safety Bylaw 2024
Date: Friday, 13 October 2023 10:59:04 AM
Attachments: [image002.png](#)
[image003.png](#)

Thanks Rebecca

Sarah - can we get a standard acknowledgement email drafted? Can you also please advise roles and responsibilities around acknowledgement etc?

Re email feedback, my preference would be to leave them in an email form and file them safely. I don't see much benefit in us going through the survey and entering them manually, especially if they are brief and more general like this. A separate analysis of email feedback can be done as part of the feedback analysis process and added to the overall picture from lets talk.

Ngā mihi

Kind regards

Luke Place BRP (Hons)
Senior Policy Advisor | Kaiārahi Matua Kaupapa Here
Strategy & Policy Department
Queenstown Lakes District Council
P: +64 3 441 0499



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From: Let's Talk <letstalk@qldc.govt.nz>
Sent: Friday, October 13, 2023 10:38 AM
To: Sarah Hitchings <Sarah.Hitchings@qldc.govt.nz>; Luke Place <Luke.Place@qldc.govt.nz>
Subject: FW: Navigation Safety Bylaw 2024

Hi both,

This has come through via the Let's Talk inbox. I haven't acknowledged receipt yet – I'll leave that for you guys. [@Sarah Hitchings](#) please make sure you keep an eye on the inbox to pick up any further submissions that come in this way and answer any questions. Email submissions can be manually entered into the let's talk platform so there's a complete picture in one place.

Any questions just shout.

Thanks both

Rebecca

Rebecca Pitts | Engagement and Communications Team Leader |
Kaiarataki whakapā
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Please note: I am in the office Monday-Friday, 8.00am-3.00pm.

From: Southern Lakes Swimming Club [REDACTED] [s7\(2\)\(a\)-LGOIMA](#)
Sent: Thursday, October 12, 2023 9:57 AM
To: Let's Talk <letstalk@qldc.govt.nz>
Subject: Navigation Safety Bylaw 2024

Hey just a couple of queries/comments around the Navigation Safety Bylaw.

I'm submitting on behalf of the Southern Lakes Swimming Club, as their president.

The bylaw mainly related to craft, but also note that these can be human or motor powered, and there are references to areas where swimming isn't allowed.

I'm representing swimmers, but maybe there are a couple of things we could add.

1. Swim Lane at Frankton Arm - We've got a buoy marked swim lane extending from the Coastguard Building towards town 1.25km long. Can we have that marked and keep powered vessels out of that.
2. There is also a swim lane in Lake Wanaka, could we add that too.
3. It is worth marking the no swimming areas? There is a clause for not swimming around jetties, and clause 28.1 (b) allows the Harbourmaster to exclude swimming areas for the purposes of navigational safety. With the drownings at Glenorchy, and the recent Facebook post by QLDC about not swimming near river mouths, we should be adding more signage and enforcement around areas which aren't safe to swim. This would really be the mouth of the Rees/Dart, and at K falls bridge.

Also - the harbourmaster needs to be made more accountable - they are currently impossible to contact, and don't return calls or emails. This makes progressing any works in the lake (like moving buoys around) difficult to undertake, as they just go silent.

Thanks

Paul Jaquin

s7(2)(a)- LGOIMA

From: [REDACTED]
To: [Let's Talk](#)
Subject: Re: QLDC Navigation Safety Bylaw 2018 - Public pre-engagement feedback opportunity open from today
Date: Friday, 13 October 2023 4:13:21 PM
Attachments: [image001.png](#)

HI QLDC,

with regards, to the review of the QLDC Navigation Safety ByLaw please see our comments below:

- lifejacket use, - Stick to present regulations but perhaps better monitoring of them as many recreational boaties still not abiding by these laws.
- the location of ski lanes on several lakes, - QLDC needs to consider proximity to swimming areas and to common boating routes used by other boaties and Commercial operators so that Ski lanes do not cross or are in the vicinity of these common routes of other boaties as this will cause potential for accidents with the often wild and erratic paths adopted by boats towing skiers or returning to pick them up.
- board tethering to ensure safe use of 'The Wave' on the Hawea River - on arm only tethered quick release straps to be used. Same should apply for paddleboards using lake Wanaka or the Clutha or Hawea rivers
- Council's role in relation to people jumping recreationally off the Albert Town Bridge - should be made illegal as the potential for a accident with a passing Jet Boat is very high
- vessel identification, and - More education required for all recreational boates, particularly for Jet Skiers, on keeping their eyes out for other boats on the lake and keeping the required safe distance from these boats.
- events on the water. - events on the water are generally well managed with a good H&S plans in place and we have found we are given adequate notice of upcoming events with maps showing the locations etc. This high standard needs to be continued.

Other issues- Jet Skis- Jet Ski season is a very dangerous time for commercial operators with many Jet Skiers not knowing the rules of Navigation and driving their Jet skis in wildly unpredictable fashion and way too fast, causing some very close calls with other boats on the lake. Jet Skiis should be allowed to go at only 5 knots throughout the entire Roys Bay area, as this is a high traffic area especially at peak times.

Kind regards

Chris Riley & Lee Eadie
Eco Wanaka Adventures

s7(2)(a)- LGOIMA

Web: www.ecowanaka.co.nz

On Mon, 9 Oct 2023 at 17:13, Isabelle Logez <Isabelle.Logez@qldc.govt.nz> wrote:

Hi there,

Queenstown Lakes District Council (QLDC) is reaching out regarding the launch of our pre-engagement feedback opportunity for the Navigation Safety Bylaw 2018. Council is required to review its bylaws every five years, and in some cases every ten years. The Navigation Safety Bylaw 2018 is now coming up for its five-year review.

QLDC has identified your group as a key stakeholder as you are regular users of our lakes and rivers and therefore interact with the bylaw's provisions. The pre-engagement period is an early opportunity for you to tell us your ideas, both big and small, for how you feel about the bylaw ahead of any formal review process. The areas that QLDC is seeking early feedback on during the pre-engagement period include:

- lifejacket use,
- the location of ski lanes on several lakes,
- board tethering to ensure safe use of 'The Wave' on the Hawea River
- Council's role in relation to people jumping recreationally off the Albert Town Bridge
- vessel identification, and
- events on the water.

Feedback can also be provided on any other aspects of the bylaw that you may be interested in or concerned about.

Note: Officers will be arranging engagement with elected members in 2024 to consider pre-engagement feedback and proposed amendments to the current bylaw. No formal notification of proposed amendments will take place ahead of elected member approvals being obtained.

How to have your say:

We want to know if you have any feedback on this bylaw, including things you think are working or not working and if there are any changes that you would like to see. You can find out more information on our Lets Talk web page [here](#). Your view is important to us and we encourage you to provide feedback. Here's how:

> visit our Lets Talk webpage [here](#) and complete the online survey.

> email to letstalk@qldc.govt.nz - subject line 'Navigation Safety Bylaw 2018'

> Post to 'Navigation Safety Bylaw 2018', Queenstown Lakes District Council, Freepost 191078, Private Bag 50072, Queenstown, 9348 (no stamp required)

Submissions open on 9 October 2023 and close on 5 November 2023.

Please reach out if you have any queries.

Kind regards,

Isabelle Logez

Isabelle Logez BSc

Monitoring, Enforcement & Environmental Manager |
Assurance, Finance and Risk

Queenstown Lakes District Council

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E: isabelle.logez@qldc.govt.nz

From: [Caleb White](#)
To: [Luke Place](#)
Cc: [Isabelle Logez](#)
Subject: FW: Commercial Operators Meeting- Feed back
Date: Wednesday, 20 December 2023 8:45:36 AM
Attachments: [image001.png](#)

FYI, feedback for the Nav Safety Bylaw regarding event notification/QLDC oversight.

Thanks

From: Wayne Perkins [REDACTED]
Sent: Tuesday, December 19, 2023 4:30 PM
To: Caleb White <caleb.white@qldc.govt.nz>
Cc: Ricky Cougar Security [REDACTED]
Subject: Re: Commercial Operators Meeting- Feed back

s7(2)(a)- LGOIMA

s7(2)(a)- LGOIMA

Good Afternoon Gentleman,

I am responding to your request to comment and explain my views on the new proposed QLDC Waterways Bylaws. I have limited knowledge about the rivers and the activities that occur there on so I shall limit my comments to the vessels and people that ply or use the waters of Lake Wakatipu.

By way of background I have been a certified Commercial Master of passenger carrying launches on Lake Wakatipu since 1982.

As an overall observation we are very happy with the current safety management, enforcement and education that is occurring on Lake Wakatipu. As a suggestion a little more signage in Queenstown Bay outlining the high speed access would certainly be helpful.

The one main recurring problem that we have had over several decades is that large scale events are suddenly sprung on us with no forewarning and in many cases with no apparent management. Some events have actually been incredibly stupid and dangerous to the participants and have also compromised passenger safety.

An example of this was for many years the Donald Hay Kingston to Queenstown Yacht Race finished on the beach outside Eichardt's tavern with many of the participants intoxicated upon arrival in Queenstown Bay and were quite often verbally abusive to the departing jet boats, launches and steamer, there was no active attempt to control them and for many years it was day to dread for the tourist boats.

Since Covid there appears to have been a quite a major shift in recreational water users attitudes in that they now believe that they have fundamental rights, freedoms and privileges as opposed to the older view of water based obligations, responsibilities and behaviour in relation to water safety. On waterways that are likely to become increasingly congested and with the advent of commercial ferry services you need to have control of what occurs on the water.

Therefore I believe it quite imperative that QLDC take control of **all events** on the waterways of

the area so that basic sensible and safe behaviour criteria can be spelled out in the approval to run an event.

Yours sincerely

Wayne Perkins
Million Dollar Cruise

s7(2)(a)- LGOIMA

On Thu, 7 Dec 2023 at 16:52, Caleb White <caleb.white@qldc.govt.nz> wrote:

Good afternoon all,

Following up from the Commercial Operators meeting held on the 5th, thanks to everyone who was able to make it in person, it was great to be able to put some faces to names. Initial feedback from this meeting has been very positive, with some constructive conversations had around the table. There was great value in discussing the emergency response procedure in particular, with further clarity gained on which parties are to take lead, as well as some good points raised on how we can further improve communication and respond collaboratively to these events.

One topic that was discussed was the review of the Navigation Safety Bylaw which is currently underway. A specific frustration was around the potential conflict between events held on the water and commercial operations. As discussed, there is currently no requirement for events to notify QLDC/Harbour Master or commercial operators of these events unless they require a speed uplift or reserved area. Introducing a requirement into the Bylaw where any event organiser had to notify council, and therefore the commercial operators in the area, would likely help reduce this conflict. It would be great to have input on the Bylaw from commercial operators such as yourselves, as the knowledge and experience held by this group is a massive resource that we would love to tap into.

During the meeting I mentioned there would be an opportunity for feedback in the new year, however after a discussion with the manager of this review, we thought best to strike while the iron is hot and these topics are fresh on your mind. Below are some instructions from the review team, discussing the feedback process which has been re-opened to incorporate feedback from this group. They have asked that this feedback please be provided before December 20th. If you are interested in providing feedback, could you please read the below information. Feedback can be email to me directly and I can incorporate this into the review process.

Thanks again for your time and contribution, we will look to have a similar meeting in the new year which will be great to hear your feedback on how the summer went.

Kind regards,

Caleb White

Hello

During October and November 2023, we asked for pre-engagement feedback on a number of topics managed by the QLDC Navigation Safety Bylaw 2018. Council is required to review its bylaws every five years, and in some cases every ten years. The Navigation Safety Bylaw 2018 is now coming up for its five-year review

We're looking early insights and ideas, both big and small, for how you feel about the Navigation Safety Bylaw 2018. If you have any feedback on the bylaw, including what you think is working well, what could

be removed, changed or introduced, then we want to hear from you. Please provide any feedback by 5pm 20 December 2023 by return email.

We're also looking for specific feedback on a range of water-related topics, including:

- lifejacket use,
- the location of ski lanes on several lakes,
- board tethering to ensure safe use of 'The Wave' on the Hāwea River
- Council's role in relation to people jumping recreationally off the Albert Town Bridge
- vessel identification, and
- events on the water.

Table 1 below provides an overview of the topic matters and some links to key pieces of information to assist in providing feedback.

However, we'd welcome your thoughts on any other aspects of the current bylaw that you may be interested in or concerned about.

Table 1 – Further information on specific engagement topics	
<i>Note – the underlined text below provides links to further information. Press your control key and click on this text to access this information.</i>	
Topic	Further information
Lifejacket use	<p>Local bylaws can specify regulations relating to lifejacket use that is relevant to localised conditions. As such, Council has some discretion about lifejacket use in our district. Because we have many lakes and rivers in our district, we believe lifejacket use is critically important. Therefore, we want to make sure the rules around lifejackets in our bylaw are appropriate.</p> <p>You can read about lifejacket requirements in the Navigation Safety Bylaw 2018 in Part 3 'Carriage and Wearing Lifejackets' clauses 18-22 on page 14 of the bylaw.</p> <p>Please note the definition of lifejackets can be found on page 6 of the bylaw.</p>
Ski lanes	<p>In 2022, we received a considerable amount of feedback on what changes should be made to the ski lanes, and this will be considered as part of the current pre-engagement process.</p> <p>Currently, the bylaw provides one GPS coordinate for the location of ski lanes. We are considering changes to identify the ski lanes as defined by the left and right ski poles located on the foreshore. Alongside this, we are considering whether the general location of the ski lanes is appropriate, and whether any amendments should be made to their size.</p> <p>These are:</p> <ul style="list-style-type: none"> • Bob's Cove • Buckler Burn, Glenorchy • Dublin Bay, Wānaka • Frankton Beach, Queenstown • Frankton Arm North Side, Queenstown (ski lane not present i.e. no poles present on foreshore) • Glendhu Bay – East, Wānaka • Glendhu Bay – West, Wānaka • Kelvin Grove, Queenstown • Kingston Main Beach • Kinloch Main Beach, Glenorchy (ski lane not present i.e. no poles present on foreshore) • Lake Hāwea • Loop Road, Queenstown (ski lane not present i.e. no poles present on

	<p>foreshore)</p> <ul style="list-style-type: none"> • Roys Bay – Eely Point, Wānaka • Roys Bay – Main Beach, Wānaka • Roys Bay – Water Fall Creek, Wānaka • Sunshine Bay, Queenstown • Willow Place West Side, Queenstown • Wilson's Bay, Queenstown
<i>Board tethering at The Wave</i>	<p>The Wave is a man-made structure located in the Hāwea River, upstream of the Camphill Bridge. It creates waves for recreational users including kayak, white water, body boarding and surfing enthusiasts.</p> <p>QLDC has received concerns relating to the type of tethering used to secure people using The Wave to their boards. Incorrect tethering may result in people getting caught by their tether on the supporting structures of the downstream Camphill Bridge.</p>
<i>Recreational jumping off the Albert Town Bridge</i>	<p>The Albert Town Bridge has been used as a jumping off spot for manus and bombs into the Clutha River. QLDC has been notified of concerns relating to people jumping from the bridge as this is a busy stretch of the river with frequent vessel movements.</p> <p>Waka Kotahi NZTA has posted 'no jumping' signs on the bridge, however Council doesn't currently have powers to enforce this potential navigational hazard and it is understood that people continue to jump off the bridge.</p>
<i>Vessel identification</i>	<p>Currently, our bylaw does not require vessels to be identifiable. But if they were required to be identifiable (i.e., with a name or number), this would ensure consistency across Otago and assist with emergency response and enforcement action if needed.</p> <p>QLDC is considering adopting a similar vessel identification approach to that contained within Otago Regional Council's Navigation Safety Bylaw 2020. Their bylaw requires vessels to have a unique name or number.</p>
<i>Events on the water</i>	<p>Our bylaw specifies a need to apply to the Harbourmaster if a special event is to be held on the water and if the event seeks to temporarily suspend parts of the bylaw, including speed restrictions, temporary reserved areas and/or suspend a designation of permanent access lanes or reserved areas. These events include a race, speed trial, competition, display, performance, film, advertisement, or other organised water activity.</p> <p>Clause 31, page 18 of our bylaw contains the current requirements for these special events. It specifies what activities are considered special events, and under what circumstances applications are to be sought from the Harbourmaster.</p> <p>We are considering two amendments to the bylaw:</p> <ol style="list-style-type: none"> 1. Changing the way Council is notified of special events. <p>We are considering changing the bylaw to make it clear that the Harbourmaster must be notified of any type of special event, regardless of whether any temporary suspension of the bylaw is required.</p> <p>This would allow Council to better manage potential conflicts on the water and ensure the community is aware of any events that may affect their day-to-day use of our lakes and rivers. Organisers of special events would still need to apply for an exemption for the uplift of speed restrictions, to temporarily reserve an area and/or suspend a designation of permanent</p>

access lanes or reserved areas where required for any activity.

2. Changing the public notice requirements for special events.

We are considering removing the requirement for a public notice (this includes advertising in the newspaper) within a specified timeframe for events that obtain approval for temporary suspension/s of the bylaw.

QLDC is considering aligning our approach with Otago Regional Council whereby the approval of a special event that requires temporary suspension/s of the bylaw would be solely published on QLDC's website.

Your insights into how our waterways are currently being managed will be reviewed and considered to help us determine what changes should be made to the current bylaw.

A draft Navigation Safety Bylaw will then go before Councillors for endorsement before it is made available for formal submissions mid-to-late 2024.

Caleb White

Senior Monitoring, Enforcement & Environmental Officer |
Assurance, Finance and Risk

Queenstown Lakes District Council

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From: [Caleb White](#) s7(2)(a)- LGOIMA
To: [Luke Place](#)
Cc: [REDACTED]
Subject: FW: Lake Wakatipu bylaw updates
Date: Monday, 22 January 2024 4:34:11 PM
Attachments: [image001.jpg](#)
[20240122152223239.pdf](#)

Hi Luke,

Apologies for this one coming through a bit late.

Another submission on the Nav safety Bylaw from a commercial operator. They would like to consider alterations to the speed uplift on the Kawarau River. In particular they would like to increase the area to cover the area in front of the Hilton jetty. The area is identified on a map in the attached PDF.

Their rationale is that this area is very shallow and can be difficult for water taxis to navigate the small channel areas that are deep enough for the boats to get through at low speeds when the boat sits lower in the water. By having a high speed access lane, the boats will be able to come in and out at high speed, with the boat on the plane and therefore higher in the water, making it safer to travel over shallow sections.

Let me know if you would like any additional info.

Thanks again for your help with this.

s7(2)(a)- LGOIMA

Caleb

From: Gavin Morphet [REDACTED]
Sent: Monday, January 22, 2024 3:29 PM
To: Caleb White <caleb.white@qldc.govt.nz>; Cougar - Waterways
[REDACTED]
Subject: Lake Wakatipu bylaw updates s7(2)(a)- LGOIMA

Hi Caleb and Ricky,

Thank you for your time the other week to discuss some possible changes to the up-and-coming Lake Wakatipu by law review.

As talked about due to the shallow waters around the Hilton hotel for the QT Ferry stop and approach or departure to the Kawarau river for the Jet Boats it would be great if we could add on to the current Access lane for the Kawarau Dam.

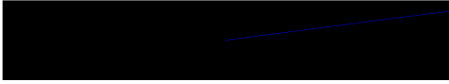
Please find attached the current, by law picture and a couple of Google Earth pictures with one displaying 3 lines to show the current rule of 200 metres from shoreline.

Happy to meet up again and discuss or fine tune, or please reach out if you have any more questions or need any other information from me.

Thank you, kind regards.

Gavin Morphett
Whakatipu Lake Manager
Realnz

s7(2)(a) - LGOIMA



From: [REDACTED]
To: [Let's Talk](#)
Subject: Navigation Safety Bylaw 2018
Date: Saturday, 14 October 2023 11:35:45 AM

Thank you for the opportunity to provide feedback on the Navigation Bylaw. As the commercial jetboat operator as well as the commercial packraft operator on the Matukituki river the bylaw has a large effect on our ability to operate safely on the river.

In the past there has been signage at all the applicable boat launches requesting private boaters to contact us before going on the river. This is something we would like to see refreshed and continued, over Covid this practice has almost completely stopped and it is something we would request councils help with kick starting this key safety process again.

Due to the nature of non motorised activities on the river it is important that Jet Boaters contact us before heading onto the river. We provide them with information around our activities for the day as well as passing on basic safety information which appears to be lacking with the large uptick in new boat owners over the Covid period.

We also operate Jet Boat and packraft trips in the east branch of the Matukituki river this is a very technical piece of river with only room for one boat heading in or out and this is a key safety area for us as well as recreational boaters, this is the main area that we wish to pass information on to private boaters about hence the phone call before launching is a key part of this process.

I am aware that any sort of enforcement action around this is very unlikely and I would imagine it is almost impossible to legislate for but it would be fantastic if council could put some resource into this and figure out a way to encourage folks to get in touch with not only us but also other relevant commercial operators before heading out on the districts waterways.

Thanks
Johnny Curin
Wanaka River Journeys/Packraft Wanaka