

DDPR_feedback_0320s	
Name	Ronald Clearwater
Organisation	
Email	
Response Date	Aug 21 22 10:01:20 pm
Notes	Ronald Clearwater
Q 1	Select the chapter you want to provide feedback on
	Activities on the Surface of Water
Q 2	In general, to what extent do you support the contents of this chapter?
	Neutral
Q 3	Objective/Policy/Rule/Standard reference:
Q 4	Feedback/Comments
Q 5	Objective/Policy/Rule/Standard reference:
Q 6	Feedback/Comments
Q 7	Objective/Policy/Rule/Standard reference:
Q 8	Feedback/Comments
Q 9	Objective/Policy/Rule/Standard reference:
Q 10	Feedback/Comments
Q 11	supporting documents?
	0
Q 12	If you need more space, or have any other general comments, please leave them here
	Hi team, Thank you for the opportunity to provide feedback to the District plan review process.

My feedback is in relation to the 'activities on the surface of water' section.

I am a member of Jet Boating New Zealand (JBNZ) and my feedback is from a recreational jet boating view point.

Jet boating is enjoyed across the region with the majority of it being in the catchment of the Waitaki hydro scheme. This involves both rivers and lakes.

When I speak of a motorised activity as being permitted, I mean it is currently permitted under the current district plan and also a speed uplifting has been granted by the Harbourmasters office of Environment Canterbury (this speed uplifting is in relation to Navigation and Safety).

If I work my way downstream, with consideration to the waterways in the Waitaki district:

Hopkins river: (Currently a permitted activity). It appears the district boundary is the centre of the valley, hence any provisions must match that of the neighbouring district (MacKenzie). That would mean this river should maintain a year round permitted activity status for motorised craft.

Tributaries to the Hopkins: (Currently a permitted activity). These waterways should maintain a year round permitted activity status for motorised craft., and unless there are major complaints or environment issues, then it's unjustified to remove the permitted status. I am unaware of any such issues.

Lake Ohau: (Currently a permitted activity). Use by motorised craft to remain permitted year round. This is not only for water sports, access to the fishery, but it is also the access to the Dobson/Hopkins rivers for jet boats. The Dobson river has motorised activities as permitted under the MacKenzie district plan.

Ohau river: Both upper and lower. If it is correct that the district boundary is the centre of the river, any provisions must match that of the neighbouring district (MacKenzie, use by motorised craft is permitted year round). That would mean this river should be granted a year round permitted activity status for motorised craft.

Lakes Benmore, Aviemore and Waitaki: (Currently a permitted activity). It appears the district boundary is the centre of the valley/lake, hence any provisions must match that of the neighbouring district (MacKenzie). That would mean these lakes should maintain a year round permitted activity status for motorised craft.

Waitaki river: (Currently a permitted activity). It appears the district boundary is the centre of the river, hence any provisions must match that of the neighbouring district (Waimate). That would mean this river should maintain a year round permitted activity status for motorised craft.

With respect to the side braids having a seasonal closure for the spawning of sports fish (Salmon and Trout), there is only one recognised spawning area in the Waitaki district, located at the mouth of the Otekaieke river (as identified by CSIFnG). There is no signage at any launch site, or even in the river to alert river users of this provision. I support the seasonal closure of this area (as I also enjoy fishing).

Ahuriri river: It is unclear in your proposal what the desired outcome is. In the main body of the proposal, you suggest that any motorised activity is not permitted here with no reason given, and then elsewhere you state :

The use of motorised and powered vessels does not occur on, or within:

1. the Ahuriri River or the tributaries of the Hopkins River, unless an existing speed uplift has been granted under the regional Navigation Safety Bylaw;

The Ahuriri river (from Lake Benmore to Irelands bridge) does currently have a speed uplifting by Environment Canterbury on a permit program (a collaborative agreement with JBNZ, Fish and Game and DoC) for JBNZ members only, 1 Feb - 30 May inclusive, each year when flows exceed 20m³ as measured at SH8 recorder. So that would suggest the Ahuriri should be given a permitted status under your definition in italics above.

To the best of my knowledge this arrangement is working fine with no adverse effects to ecology, local amenities or conflict between river users. It was agreed that most fishing activities would be at flows of less than 20m³, hence there is a reduced perceived conflict with this group of river users.

The landscape, fishery and ecology of this river is very similar to its neighbours, the Dobson, Hopkins and Godley. The MacKenzie District council has jet boating all year round as a permitted activity.

My request for simplicity is that jet boating on the Ahuriri remains a permitted activity when the flows exceed 20m³ as measured at the SH8 recorder.

With respect to jet boats disturbing the spawning of sports fish in the Ahuriri river, it is relatively low as the majority of salmon and trout spawn in the side streams and tributaries to the Ahuriri, most of which hold flows too low to jet boat. The main body of the Ahuriri has regular lifts in flows (due to Nor West rain events) which

damage the required reeds or kill smolt. (My source for this information is a retired lifetime resident of the Ahuriri valley who was once an honorary FnG Ranger and whose family were involved in the first release of the mentioned sports fish. He and his family have enjoyed jet boating and fishing this river for decades).

I am also requesting that the permitted activity status be granted from Lake Benmore to Birchwood station. This river holds many values to me as a jet boater. Access to the high country, the fishery, potential hunting access and a variety of topography and braided characteristics that are enjoyed by a jet boater.

On a historical note, jet boating was born in this district (shared by the MacKenzie) and it holds deep roots and history for the activity. It is an iconic activity of New Zealand putting the Waitaki district on the international map. Jet boaters from across the country come to visit the district to enjoy its public resources and fund the local tourism economy.