

## Submission in Support of LAKES MARINA PROJECT LIMITED

I SUPPORT the Otago Regional Council Consent application 14026.01,02,03 for Lakes Marina Project Ltd and I Support the Queenstown Lakes District Council Consent application RM140061 for the Joint hearing of Lakes Marina Project Limited .

If subsequently the RMA applications are held separately I support both individually.

### Submission Statement from Basil Walker

People, Recreation, Water and Boats of various design are unavoidably linked to the natural Lake Wakatipu environment.

Water is the major component of Lake Wakatipu and foreshore is the boundary.

People utilise Lake Wakatipu for recreation ,including boating and visual appreciation.

Lake Wakatipu is the natural highway for boating.

The proposed marina is the Parking precinct .

As carparks are required and mandatory on land

The marina must be allowed as required parking on Lake Wakatipu.

I request that the Application is not trivialised by focus on effects that are natural by cause.

Protection of habitat and inhabitants of Lake Wakatipu has been addressed by report .

I request that the report is accepted and no weighting against the application is considered because to require control by the Applicant or by rules over the natural occurrence and consequences of Lake Wakatipu and its casual users and 24/7 inhabitants from the effects of the rise and fall from floodwaters from land , river input or drought trivialises the application .

**PUBLIC PROTECTION OF ANY MANMADE EFFECTS CAN BE CONTROLLED BY EXISTING PLANNING RULES TO ALLOW THE MARINA TO PROCEED**

### **PROTECTION OF THE LAND FORESHORE LAKEBED AND USERS**

The construction of retaining walls, breakwater and wave attenuation must be stated as LAKE , land and safety requirements against inclement weather happenings .

Inclement weather is the major cause of despair amongst water users and protection is laudable.

All retaining walls ,breakwater and wave attenuation are safety barriers for water related infrastructure and users, as a berm is to land recreation reserve and safety hand rail is to a bridge.

Historically lake protection to land based activities or land based protection from lake activities have been placed in Lake Wakatipu, ie the Gardens, the One mile carpark area ,the slipway, Sunshine bay and various wharves and rivers and protection must be allowed .

Reclamation and reorganisation of foreshore has precedence in both freshwater and saltwater for over 100 years in New Zealand and the ORC who own Port Otago would be disengenuous and required to provide a Conflict of Interest statement if there was any negative weighting in their decision against the Consent for reclamation and protection of the foreshore in Lake Wakatipu from natural and business activities and actualities .

#### Visual Effects

I believe that any perceived Visual effects of the application require an approach contrary to to the approach by Landscape Architects of visual corridors and vantage points analysis

I state that Lake Wakatipu is predominately a liquid version of snow and ice, ie water. Water is in forms that are an uncontrollable visual aspect of the environment however totally controlled by weather outcomes to their form and uncontrollable by rules and planning. Lake Wakatipu foreshore has had rampant uncontrolled planting that also is a recipient product of precipitation in various forms which is the predominant product of evaporation from Lake Wakatipu and thereby is the major cause of growth around the foreshore obscuring views of the lake and foreshore .

The Marina application itself is mitigated because it is predominately at lake level and visually obscured from anything but reasonable close vision.

The lake occupiers of the Marina will be constantly changing and realistically are a point of interest not a negative aspect of the visual environment .

As vehicles are to land boats are to water and there are NO controls over the size and style of vehicle that visit Queenstown.

Auckland City and QAC partner AIA use the Auckland marina in tourim brochure and advertising and to not allow the application would be in disregard to the QLDC majority owned QAC airport and partnership promotion of the lifeblood of Queenstown Tourism and activities .

I STRONGLY SUPPORT THE APPLICATION TO BOTH THE OTAGO REGIONAL COUNCIL AND QUEENSTOWN LAKES DISTRICT COUNCIL

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