

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of applications for resource consent by the Central Plains Water Trust and a notice of requirement for the designation of land by Central Plains Water Limited associated with the construction and operation of the Central Plains Water Scheme

**STATEMENT OF EVIDENCE OF PHILLIP GRANT KIESANOWSKI
ON BEHALF OF JET BOATING NEW ZEALAND**

1. Introduction

- 1.1 My full name is Phillip Grant Kiesanowski.
- 1.2 I joined Jet Boating New Zealand ("JBNZ"), or the NZ Jet Boat Association Incorporated as it was then known, in 1984.
- 1.3 I served as a Canterbury Branch JBNZ committee member from 1990 to 2001, rising to Chairman for a 2 year term. The National Executive of JBNZ encouraged me to join their ranks in June 1996 and I have remained on the Executive ever since, serving in many roles including Rivers Officer throughout that time.
- 1.4 Being National President of JBNZ between 2002 and 2004 gave me a nationwide insight into the issues that arise, dealing with river and safety concerns for a national organisation that has 2000 members.
- 1.5 Our organisation, JBNZ, is dedicated to establish, further and protect the recreational interests of jet boaters nationally. We are also keen to promote harmonious relations between members of like-minded organisations and work together for the good of us all.

2. Personal jet boating experience

- 2.1 The Waimakariri River is where I learned the art of jet boating, trying to master the ever changing braids that arise in such a river during the freshes or floods that naturally occur all year round.
- 2.2 I usually jet boat on the Waimakariri River, near the State Highway 1 bridge. This area is good for jet boating and is in close proximity to my home and work. My decision to go jet boating is dependant on the weather and river conditions. I consider that, for me, the river does not drop to such a level that it cannot be boated, although sometimes passage is marginal and jet boating is difficult. I regularly pass by the river, so am aware of flow conditions. If I have not been past the river for several days and conditions have been north-west I have, on occasion, checked the river flows on Environment Canterbury's website to ensure the river is not in flood. I will not jet boat in very high flow conditions for safety reasons.

- 2.3 Jet Boat River Racing has also been a motorsport passion of mine for the past 23 years and I have regularly competed on the Rakaia and Waimakariri Rivers in race events over that time. The challenge of racing these rivers never diminishes because they constantly change and are never the same as the last time you raced them. To have these rivers flattened out or stabilised to prevent significant freshes would remove a challenge and reduce the recreational values of both of these rivers.
- 2.4 Safety is also of paramount importance. To jet boat a river in full flood is dangerous. Pressure waves and floating objects can create major hazards. Equally, low flows make safe passage up or down a river very difficult, by exposing rocks, shingle fans, or concrete flood protection work and the like.

3. **Effects of the CPW Scheme**

- 3.1 We fully understand that we don't have the right to retain every last litre of water, just for our recreational use. Striking a balance is the key. What JBNZ strives to do for its members is to retain the waterways and rivers to such a level that is necessary to enable safe and enjoyable passage for recreational use of jet boaters.
- 3.2 The key concern for jet boaters is that sufficient flows remain in the river to allow for safe jet boating, and that there is sufficient variability in flows to retain the ever-changing nature of the braiding pattern.
- 3.3 If there was a reduction in the number of freshes that moved down the river, the interesting and changeable nature of the river would diminish, and as a result, so would jet boater's enjoyment of it. An increase in the time the river is at low flow would mean an increase in the time that the river is marginal for jet boating. During summer the river is often at low flows. When a fresh comes through this provides a short period when conditions are better for jet boating. This also provides for changes to the river braiding which, as discussed above, makes the river more interesting and enjoyable.
- 3.4 I am not familiar with the detail of the scheme structures proposed for the river. From a jet boating perspective I would want to ensure that passage through the river was not impeded by these structures.

4. Mitigation

- 4.1 As a jet boater and a committee member of JBNZ my concern is that sufficient flow be retained in the Waimakariri River at all times to enable safe and enjoyable passage up and down the river.
- 4.2 I have read Mr Taylor's comments on mitigation. If consents are granted and the scheme proceeds, the use of a working party to decide the details of recreational releases and conditions would not necessarily be in the best interests of jet boaters if it was unable to achieve the above objective.
- 4.3 Sometimes the river can be very low in the winter months because of cold conditions in the head waters, and the proposed taking of a lot of water to fill the reservoir during that time could be detrimental to the river.
- 4.4 When Mr Taylor talks of 80 cumecs being available at the Old Main North Road bridge during January and February for a 38 hour period on weekends. This suggests that there will not be sufficient water in the river during the week to allow for jet boating, and this is a concern.

P Kiesanowski

May 2008