

5.3.9 Frontcountry Visitor Settings

Recreation Opportunities

Frontcountry refers to visitor settings that are accessible by vehicles or within easy reach of such access. The settings usually have a substantial infrastructure and include the following facilities: car parks, picnic and camping areas, toilets, water supplies, signs, interpretation panels, viewpoints, wharves, boat ramps, shelters, bridges and easy walking tracks. Travellers' accommodation facilities may also be appropriate in these visitor settings although the preference would generally be to have new facilities located at already modified sites. This is where the majority of the visitors to Fiordland National Park are found and this is reflected in the well-developed facilities. The provision of facilities in the frontcountry encourages accessibility by all and allows an instant immersion-in-nature experience. Facilities are also used to protect the natural values from the impact of large numbers of people. The scenic backdrop, and its natural setting, although not part of this setting, is a very important aspect of the visitor experience. While most visitors to these areas expect high use, they may be sensitive to overcrowding. In some situations it may still be necessary for management to control visitor numbers or patterns of use, but the expansion of facilities within this setting to cope with demand is a much more likely response in this visitor setting than in the others. Group sizes can be large and visitors should expect numerous interactions with other groups during their visit.

There are six frontcountry areas within Fiordland National Park which are dealt with in more detail within this section:

- Milford Sound / Piopiotahi
- Milford Road
- Wilmot Pass Road/Deep Cove and West Arm
- Supply Bay Road and Supply Bay
- Te Anau Lakefront
- Te Anau Downs

Objectives

1. To provide opportunities for predominantly passive to mildly active recreation activities with high vehicle accessibility, while protecting other national park values. Key predominating attributes defining frontcountry include:
 - a) Visitors will be seeking an instant immersion with nature;

- b) Visitors are likely to be seeking sights with a high scenic or historical interest;
 - c) It will be low risk, with minimal skills required; and
 - d) Visits will often be of a short duration.
2. The six frontcountry areas will be managed to allow vehicle-based visitors (i.e. short stop travellers), to experience Fiordland National Park with safety and without compromising national park values.
 3. To ensure the roads within these settings continue to provide significant access opportunities into the backcountry and remote settings of Fiordland National Park.
 4. To ensure that other facilities do not have an adverse impact on the national park values of the setting or surrounding areas.

Note: This section does not apply to the Borland Road or the Percy Saddle Road.

5.3.9.1 Milford Sound / Piopiotahi

Rationale

Milford Sound / Piopiotahi is a place that is dominated by the forces of nature. The spectacular mountains, rivers and the sea constantly impress and will always influence what will happen at Milford Sound / Piopiotahi. The current infrastructure of Milford Sound / Piopiotahi is a reflection of its long history of tourism which began late in the 19th century.

The Department of Conservation manages the land-based part of Milford Sound / Piopiotahi down to mean high water mark as Fiordland National Park and the Piopiotahi Marine Reserve in Harrisons Cove. It does not have responsibility for the management of the coastal waters (including the Sound). It also does not manage the State Highway that enters the township of Milford Sound / Piopiotahi. While this management plan can provide direction for how the land based side of Milford Sound / Piopiotahi can be managed, it can only advocate to ensure that those intricately linked areas such as the sea, air and State Highway, are managed in an integrated fashion with the Fiordland National Park.

Infrastructure at Milford Sound / Piopiotahi is essentially divided into two main areas – Deepwater Basin and Freshwater Basin. These two areas are separated by the Cleddau River delta and the airstrip.

Freshwater Basin is more discretely contained and is the site from which the famed views of Mitre Peak, arguably New Zealand's most well-known tourism icon, are obtained. The foreshore area contains tidal mudflats that are relatively rare in the steep sided sounds of Fiordland.

Located at Freshwater Basin is the main terminal for transferring passengers on to boat trips out to Milford Sound / Piopiotahi. This is managed and mostly leased to the Milford Sound Development Authority. It is located on reclaimed land and protected by a breakwater. The breakwater in its existing location limits opportunities for significant development of the visitor opportunities at Freshwater Basin.

The Visitor Services Activity Area (refer Map 10) contains the key visitor services such as the hotel, café, bar, toilet facilities and visitor vehicle parking. Some staff accommodation is also located in this area. The main traffic flows are in this area along the foreshore area out to the terminal. This area, at certain times of the day, could be described as chaotic.

Deepwater Basin delta contains a discrete area of forest and is an ecological feature of significance. On its southern side, the delta is modified by river training works. The delta accommodates the airstrip, staff accommodation area and some service infrastructure including

sewage treatment. On the southern side of the delta are berthing facilities and landward infrastructure for the Fiordland cray-fishing fleet and sea kayaking ecotourism ventures. In its present state (2006) this area is untidy and not suitable for regular tourism visitors.

There are significant natural hazard risks at Milford Sound / Piopiotahi including flooding, river bank erosion and slumping, landslips, (including rock falls and tree falls), earthquakes resulting soil liquefaction, and tsunami. Some of these risks are associated with the presence of the South Island Alpine Fault which passes just off the coast at the mouth of Milford Sound / Piopiotahi marking the boundary between the Pacific and Indo-Australian tectonic plates.

In order to alleviate previously identified flood risks associated with the Cleddau River, some flood control works exist along a stretch of the Cleddau River. There is little that can be done to reduce risk from natural hazards apart from site design and awareness by occupiers of space at Milford of these hazards. The Milford Sound Development Authority facilities at Freshwater Basin may even be at risk from landslides and significant rock falls.

In addition to the significant natural hazard risk at Milford Sound / Piopiotahi, a waste site containing quantities of asbestos was noted during a site survey of the accommodation activity area in 2006, the details of which are held by the Department of Conservation. Any change to the land use at this site, where asbestos is known to exist, should require the development of a specific health and safety plan to ensure appropriate precautions are taken.

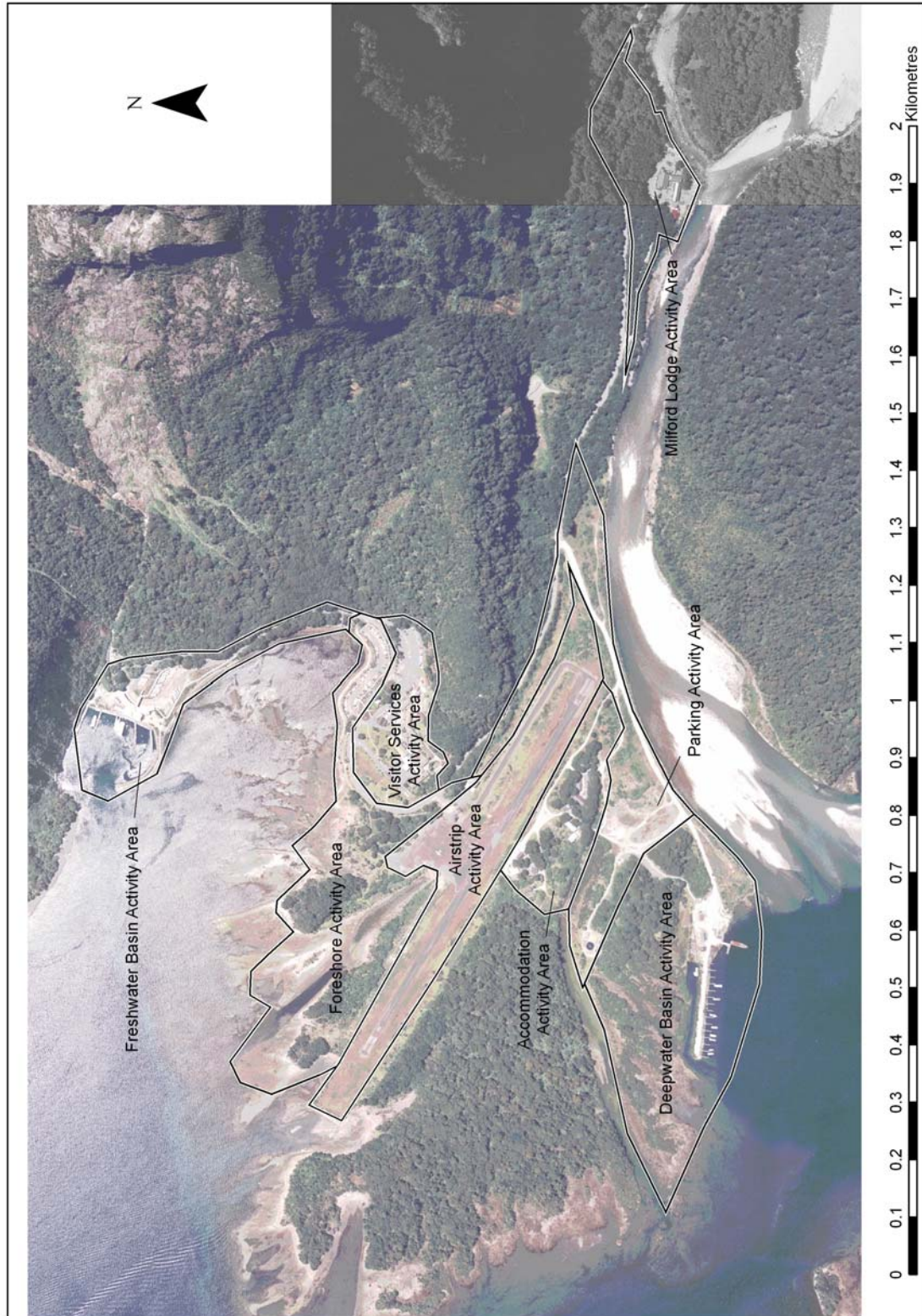
Milford Sound / Piopiotahi is one of the icon tourist destinations of New Zealand. Visitor numbers to Milford Sound / Piopiotahi have grown from 247,000 in 1992 to approximately 470,000 in the 2004 / 2005 season. This rate of growth is expected to continue over the life of the management plan.

The visitor types to Milford Sound / Piopiotahi vary. By far the most frequent visitor is one who comes on organised tours to visit Milford Sound / Piopiotahi. Others (who are significantly smaller in number) arrive independently. They may reach Milford Sound / Piopiotahi using their own vehicles, or hired vehicles, including campervans; this type of user is increasing. Visitors may undertake trips offered from Freshwater Basin or may take advantage of small eco-tourism ventures based out of Deepwater Basin.

The challenge for the Department of Conservation and its key associates at Milford Sound / Piopiotahi is ensuring continued growth is provided for while, at the same time, ensuring Milford Sound / Piopiotahi remains a world-class visitor experience within a national park setting. At present there are many challenges facing the Department of Conservation, adjoining land managers and tourism operators to ensure Milford Sound / Piopiotahi does offer this world-class visitor experience for the long term. It could be argued that at

present Milford Sound / Piopiotahi as a whole does not, due to the perception of congestion and overcrowding during parts of the day, many outdated buildings, and a generally untidy appearance, deterring visitors from wanting to stay longer.

MAP 10. MILFORD SOUND / PIOPIOTAHİ ZONES (INDICATIVE ONLY)



In 1992, new harbour facilities with associated wharves, terminal building, and parking space were opened and are currently managed by the Milford Sound Development Authority. The design criterion for the development was for 4000 visitors per day. This development addressed the problem of managing the interface between the modes of transport for the majority of visitors, i.e. where the coaches meet the cruise vessels and vice versa. In this context, it can be considered successful. However, in doing this, it removed the ability to ensure the Foreshore Activity area of Milford Sound / Piopiotahi could be retained as a relatively quiet, large area of open space. Pressure on this area could be alleviated by extending the onshore facilities at Deepwater Basin and facilitating development of a marina and associated land-based facilities for use by nature tour operators. As of 2006, the dominant feature of the Foreshore Activity Area adjacent to the Freshwater Basin Activity Area is of vehicles moving in and out of Milford Sound / Piopiotahi.

Milford Sound / Piopiotahi and the Milford village offer visitor experiences which are difficult to achieve elsewhere in New Zealand. You can drive to this amazing place and view vertical cliffs meeting the sea. It is the only access point you can reach directly by road to enjoy a part of Fiordland National Park which has a fiord interface. Many visitors consider this one of the most beautiful places in the world. As a visitor experience it has two characters -noisy and busy between the hours of 10:30am to 3pm very quiet and peaceful during the rest of the day and at night. On a fine day it has one the busiest airports in New Zealand.

Visitor numbers peak both on a daily and seasonal basis. Concentrated peak use can also lead to the perception of overcrowding and congestion and hence a poorer quality visitor experience. The challenge for the Department and the tourism industry is how to enable continuing growth in visitor numbers at Milford Sound / Piopiotahi while maintaining the qualities of Milford Sound / Piopiotahi which have lured visitors there for over a century.

Other constraints include limitations on expanding the breakwater at Freshwater Basin (which is part of Fiordland National Park). Additional reclamation into the remaining estuarine areas at Milford Sound / Piopiotahi is likely to have effects on the significant natural values of this estuary.

The lack of a smaller scale marina development at Deepwater Basin, capacity issues with the existing infrastructure, and potential risks from natural hazards are also limiting factors.

A key matter for resolution is the impression of overcrowding, noise and congestion. If the perception of fewer visitors being in one place at the same time could occur it would create an environment that would ensure a world class visitor experience consistent with Fiordland

National Park objectives. At present there are few open, quiet places. The flow of people and vehicles makes most places busy – the car park areas, the terminal and the visitor services area (i.e. hotel, café etc) are all within the key vehicle movement areas.

To achieve the goal of providing a world class visitor experience and preserving Milford Sound / Piopiotahi's iconic views and atmosphere, changes to site layout are necessary. It is acknowledged that the changes outlined in this plan will need to be achieved over the long term, but indicating a direction and outlining the way in which this will occur is essential.

The plan envisages directing key traffic movements away from the foreshore area of Freshwater Basin to allow for its restoration as a destination of high environmental and experiential quality. Two key changes are proposed to achieve this. The first is the relocation of the foreshore car park to Deepwater Basin Activity Area; and the second is the relocation of the road in the foreshore area to behind the hotel site.

With a major proportion of traffic flow 'siphoned off' to Deepwater Basin or around the back of the hotel, the foreshore area of Freshwater Basin can then be redeveloped to accommodate a compatible mix of largely passive public day use. Natural character of the Freshwater foreshore is seriously compromised by the various developments that have occurred on it, and relocation of car parking and traffic flows clears the way for natural character restoration.

Opportunities for redevelopment of the hotel site are possible (subject to arrangements with the lessee) with the relocation of vehicle access east of the complex.

It is acknowledged that there are a series of constraints to this development including existing lease agreements, the financial implications and unknowns associated with site design. The Department of Conservation, will however, continue to work with the key parties affected to achieve an integrated outcome within the context of the management plan objectives. A series of steps have been put in place that can see this development occur in stages or concurrently. This includes providing opportunity for a small marina development at Deepwater Basin; moving traffic away from the foreshore area at Freshwater Basin; and zoning activities to provide a more prescriptive framework for development that will restore and protect the natural values of Milford Sound / Piopiotahi. It is acknowledged that resource consents from Southland District Council and Southland Regional Council may also be needed to achieve these proposals.

The provision of utilities and services normally supplied by a local authority, such as water and power supply, sewage disposal and rubbish collection is an issue at Milford Sound / Piopiotahi because Southland District Council chooses not to rate to fund the services which are largely provided for visitors and operators rather than

residents. The current system has developed in an ad hoc way with individual operators arranging their own services as the need has arisen. With increasing visitor numbers, expansion of the village, rising costs and higher standards, it is now desirable to consider alternatives and find a solution to managing the infrastructure and services at Milford in a more coordinated manner. This management plan outlines a process for doing this.

While Milford Sound / Piopiotahi will continue to be a busy tourist centre during the day, the maintenance of a quieter, more peaceful setting for visitors and residents in the evening and early morning is considered important.

The Milford Sound / Piopiotahi Frontcountry visitor setting includes the Milford Lodge Activity Area, Parking Activity Area, Airstrip Activity Area, Deepwater Basin Activity Area, Accommodation Activity Area, Visitor Services Activity Area, Foreshore Activity Area and Freshwater Activity Area. Areas of the Fiordland National Park outside of the boundaries of these Activity Areas (with the exception of the Milford Road - see 5.3.9.2) are within either the Darran Remote or Eastern Remote visitor settings and will be managed accordingly.

Objectives

1. To manage Milford Sound / Piopiotahi as a place where nature dominates, while ensuring a world-class experience for all visitors. The following attributes will be protected and enhanced:
 - a) A place which is reflective of its national park and World Heritage Area status;
 - b) A place known world-wide for its scenic grandeur;
 - c) A destination where the road end is the end of the journey;
 - d) A terminus for those whose main focus is visiting Milford Sound / Piopiotahi and its surrounds;
 - e) A place where a small fishing fleet can operate;
 - f) A place where conflicting activities are separated and managed;
 - g) A place where only essential staff working at Milford may live;
 - h) A place which offers a quiet and peaceful experience from early evening through to mid morning; and
 - i) A place where visitors flow through the site so as to avoid congestion and the feeling of overcrowding.

2. The need to recognise that natural hazards are a significant constraint to site development.
3. To manage site design and visitor flows at Milford Sound / Piopiotahi in accordance with a four stage process that ensures the perception of congestion and overcrowding is avoided and national park values are preserved. This includes:
 - a) Stage One – better direction on site management through the use of zoning prescriptions;
 - b) Stage Two – redirection of visitor flow patterns at Milford Sound / Piopiotahi;
 - c) Stage Three – option for the development of a marina facility at Deepwater Basin to provide for small-scale nature-based tourism;
 - d) Stage Four – should Stages Two and Three not occur (or at least not have begun implementation to a level accepted by the Department of Conservation); or it be demonstrated through research that the perception of crowding and congestion are not reduced, then visitor number limits will be implemented; and
 - e) Stages Two and Three could occur concurrently.
4. To manage Deepwater Basin Activity Area as a place for a small fishing fleet and small scale nature-based tourism.
5. To retain Freshwater Basin Activity Area as the key area for the berthing and transfer of passengers associated with large day trip and overnight tourist cruise vessels.
6. To manage the Accommodation Activity Area so that it provides a comfortable place for essential staff working at Milford Sound / Piopiotahi to live, while ensuring that it remains visually unobtrusive.
7. To concentrate all non-bus visitor vehicle parking and associated infrastructure activities at the Parking Activity Area.
8. To restore the Foreshore Activity Area to its natural state so as to provide large open views of Milford Sound / Piopiotahi and Mitre Peak and so that visitors are not disturbed by traffic movements.
9. To provide a world class Visitor Services Activity Area at Milford Sound / Piopiotahi that will provide centralised food facilities and high quality visitor accommodation.

10. To provide an area for good quality accommodation options for visitors to Milford Sound / Piopiotahi within the Milford Lodge Activity Area.
11. To encourage the establishment of, and provide an opportunity for, an organisation that will ensure the adequate provision and management of infrastructure services at Milford Sound / Piopiotahi.
12. To ensure, and advocate for, the integrated management of the land, sea and air within the Milford Sound / Piopiotahi environment to ensure a world class visitor experience consistent with the preservation of the natural values of Milford Sound / Piopiotahi.

Implementation

1. Work with other regulatory authorities and key Milford Sound / Piopiotahi stakeholders to establish a new infrastructure management organisation for the developed area of Milford Sound / Piopiotahi. The following will apply:
 - a) The new organisation will need authority (whether by concession, contract or otherwise) that enables it to independently manage a broad range of infrastructural functions at Milford Sound / Piopiotahi and may include community leadership;
 - b) The purpose of the new organisation will be (subject to the other provisions of this management plan) to ensure that the defined zones of Milford Sound / Piopiotahi, its community and functions, are managed to achieve quality facilities and services for visitors and the Milford Sound / Piopiotahi community;
 - c) The role of the new organisation will be to manage existing infrastructure and develop new infrastructure and facilities for the public and may include providing community leadership;
 - d) The new organisation may be granted leases and / or licences where necessary to enable it to undertake the role outlined in c) above over the following zones:
 - i) Deepwater Basin Activity Area;
 - ii) Freshwater Basin Activity Area;
 - iii) Airstrip Activity Area;
 - iv) Accommodation Activity Area;
 - v) Visitor Services Activity Area;

- vi) Foreshore Activity Area;
 - vii) Parking Activity Area; and
 - viii) Milford Lodge Activity Area.
- e) The proposals for a new infrastructure organisation should not affect existing concessions operation of these services. The Department of Conservation should encourage the new organisation and existing infrastructure concessionaires to work together to rationalise the provisions of these services;
- f) This new organisation, in accordance with and subject to the relevant legislation, should have the ability to raise revenue on a user-pays basis from all occupiers of space and concessionaires at Milford Sound / Piopiotahi on an equitable basis. This should be utilised to manage the business of the new organisation as identified in the concession. The organisation should be able to utilise options for levies, rates and charges available to it under the applicable legislation including the National Parks Act and the Conservation Act and depending on the activity, some funding may come via the Southland District Council rating scheme; and
- g) The Department of Conservation may negotiate with the new organisation for the delivery of some of its core services and regulatory functions at Milford Sound / Piopiotahi, such as the management of walking tracks within the village and enforcement of camping restrictions.
2. Undertake research and implement monitoring strategies or require this of concessionaires to assess the effects of visitor use at Milford Sound / Piopiotahi, and any effects associated with the movements of visitors to and from Milford Sound / Piopiotahi on national park values and those attributes identified in the Objectives above. In particular this monitoring and research will focus on the following:
- a) What motivates people to visit Milford Sound / Piopiotahi;
 - b) Visitor flows, including modes of transport;
 - c) User groups and user types;
 - d) Duration of visit and accommodation type utilised;
 - e) Expectations and pre-departure information;
 - f) Visitor satisfaction;

- g) Acceptability of use levels;
- h) Identification of important values at Milford Sound / Piopiotahi; and
- i) Preferences for alternative site management.

Refer also to section 5.16 Visitor Monitoring.

3. The majority of vehicular-based concessionaire activity at Milford Sound / Piopiotahi should occur between the hours of 8.30am and 6pm.
4. The Department of Conservation will ensure that a hazard and risk management plan is developed for the Milford Sound / Piopiotahi area.
5. Every applicant who is developing a facility or a structure or extending and upgrading an existing facility or structure should be required to provide an assessment of the natural hazard risks and outline how they intend to address such risks. In particular, applicants will need to demonstrate that they have discussed and satisfactorily resolved any issues on this matter with the Southland District Council and Southland Regional Council which hold information on the natural hazard risks at Milford Sound / Piopiotahi.
6. Reticulated and communal services such as roads, water, power and sewerage are likely to be provided by either the proposed new infrastructure organisation (refer Implementation 1 of this section) or concessionaires. All infrastructural services will meet all applicable New Zealand standards and be subject to easements and/or concessions from the Department of Conservation. Services should be provided to all resident concessionaire facilities, community and visitor facilities at Milford Sound / Piopiotahi and be designed to cater for the level of use that the developed area of Milford Sound / Piopiotahi will cater for in the life of this plan; or longer term.
7. Providers of these services will be able to seek reasonable commercial return from the beneficiaries of these services for capital investment where applicable and the ongoing costs of the provision of these services.
8. All concessionaires at Milford Sound / Piopiotahi will be required, at their expense, to connect to and utilise the reticulated services, and will pay reasonable contributions to the capital cost and user charges to the service providers.
9. Progress the following matters in terms of traffic flow throughout Milford Sound / Piopiotahi so as to redirect traffic away from the foreshore area of Freshwater Basin.

This is seen as a key measure to address the perceptions of congestion and overcrowding and to restore the dominance of nature to Milford Sound / Piopiotahi:

- a) Advocate that the foreshore car park be removed and this parking opportunity be relocated to Deepwater Basin (refer to the Parking Activity Area provisions). This will need to be undertaken in consultation with the existing licence holder of the foreshore car park and be provided for on a user-pays basis.

In order to facilitate this, an opportunity for a shuttle service may be considered on a year round basis for the ferrying of passengers from the Parking Activity Area to the Freshwater Basin Activity Area; and
 - b) Advocate to Transit New Zealand to redirect the State Highway behind the existing hotel site away from the foreshore of Freshwater Basin. This will need to be undertaken in consultation with the lessee of the hotel site.
10. Support, or if appropriate, implement a fee paying system to be imposed upon all visitor car parking and bus parking at Milford Sound / Piopiotahi by 2007 (or two years from the date that this plan is made operative, whichever is the later). The purpose of this is to assist in managing visitor flows and avoiding the perception of congestion and overcrowding. Bylaws may be used to achieve this implementation. The following will apply in determining appropriate fees for car and bus parking:
- a) Pricing differentials should be imposed to assist with the spreading of visitor peaks throughout the day. The pricing differential will be regularly reviewed throughout the ten year period of this plan;
 - b) This should be implemented and managed by the new organisation established under Implementation 1, should it be formed; or by the Department of Conservation if it is not formed;
 - c) All fees should be used for maintaining existing parking facilities; establishing the new car park at Deepwater Basin; and for redirecting the State Highway around the hotel site before being utilised for other purposes; and
 - d) In conjunction with points a) to c) above, the following will apply in determining fees for bus parking:
 - i) Where the bus company fully adheres to the Bus and Coach Association code of practice or some similar code approved by the Department of

Conservation, and the driver meets the equivalent to the accredited Milford Road Coach Driver qualification, then a lesser fee should be applied; and

- ii) Bus parking fees should be charged on a per seat capacity regardless of whether the bus is full.
11. The existing car parking areas (2006) should not be extended. No further car parking opportunities will be provided (unless in accordance with approved sites in the Accommodation Activity Area, or located in the Parking Activity Area; or in accordance with the new marina development identified in Implementation 25)
12. In considering concession applications for Milford Sound / Piopiotahi, in addition to other statutory requirements, consideration should in particular have regard to the following:
- a) Whether the proposal can be carried on outside of Milford Sound / Piopiotahi and Fiordland National Park;
 - b) The potential for adverse affects on other visitor experiences at Milford Sound / Piopiotahi;
 - c) Whether the proposed activity detracts from Milford Sound / Piopiotahi's unique natural and cultural values or distracts visitors from enjoying the place;
 - d) Whether the proposal leads to additional vehicle movements and parking requirements not provided for by this management plan;
 - e) Whether the applicant is well-enough equipped (expertise, finance etc) to carry through and complete the proposal; and
 - f) Whether the applicant is willing to pay their share of infrastructure costs (refer to Implementation 1).
13. The noise produced in the following Activity Areas should not exceed the stated rating levels at any place within the boundary of the zone:
- a) Deepwater Basin, Milford Lodge, Accommodation, Visitor Services, Parking, Foreshore and Freshwater Basin Activity Areas:
 - i) 8.30am to 6.00pm Leq - 50 dB(A)
 - ii) All other times L₁₀ - 40 dB(A)
L_{max} - 70 dB(A)
 - b) Airstrip Activity Area:

- i) As per requirements of section 5.5
14. The following criteria should be applied to any new building or structure or the extension or upgrade of buildings or structures located at Milford Sound / Piopiotahi:
- a) General
 - i) Locate buildings and accessories, such as aerials, satellite dishes, water tanks and other similar developments on already modified sites or disturbed sites rather than sites with high natural/ecological values; and
 - ii) Location, design, bulk, height, form, materials, colour and reflectivity, should all be chosen to minimise visual impact.
 - b) Siting and Design
 - i) Avoid buildings and accessories on ridgelines/ hill tops, especially skylines where the structure is silhouetted against the sky;
 - ii) Avoid buildings and accessories on steep faces where earthworks become highly visible;
 - iii) Ensure there is a backdrop of landform and/ or tall vegetation for buildings and accessories when seen from obvious viewing points, rather than these buildings and accessories protruding onto the skyline;
 - iv) In general, site buildings and accessories where there is a change in the landform, e.g. at the interface of mountain slope and delta and where the building is in harmony with the land contours;
 - v) Avoid siting buildings and accessories where they visually dominate or detract from the experience of Milford Sound / Piopiotahi e.g. from SH94 the entrance road to Milford Sound / Piopiotahi or from the fiord and harbour areas;
 - vi) Buildings and accessories should relate to their specific site and environs both in terms of scale, height, bulk and design; and
- Explanation: For example, buildings and accessories of greater height and mass could be absorbed more easily on the Freshwater Basin / Hotel site because of the mountain wall directly

behind, as opposed to the Cleddau Residential Area or Deepwater Basin.

- vii) Buildings and accessories should not dominate their surroundings nor views. In general, break up the form of buildings and accessories to decrease the apparent mass and assist with merging into the landscape.

c) Colour

- i) Avoid colours which would lead to a building appearing highly visible;
- ii) Avoid colours which do not derive from nor complement the colours of natural elements of the landscape (such elements include soil, rocks, streams, rivers, vegetation and the sea);
- iii) Use of light and/or reflective colours for large areas on buildings and accessories should be avoided; and
- iv) Use accent colours in dark tones on smaller areas of buildings and accessories such as window trims and doors and smaller walls; and

Explanation

In order to soften the impact of buildings and accessories in this setting, colours at the lighter end of the tonal spectrum should be treated with caution. Any colour that is used for large areas should not be too reflective or too light. The rock and bush setting is very absorbent of light and therefore any significant area of colour that is too light tends to stand out and detract.

Predominant colours should complement the natural elements of the land (such as soil, rocks, vegetation).

Note this does not imply that the only colour possible is dark green or brown. Mid to dark greys, greens and browns may be the most recessive in the Milford Sound / Piopiotahi setting but the emotional response to limiting the colour range to these would be that it would be too drab.

By accenting smaller areas on buildings and accessories with a brighter hue but not necessarily tone can help lighten a building with little visual impact from a distance. The use of

colour for accents could include red, navy blue, purple, i.e. dark colours which are recessive from a distance but add visual interest when closer.

- d) Materials
 - i) Avoid highly reflective materials;
 - ii) Use materials that are natural in character and visually complement the Milford Sound / Piopiotahi landscape; and
 - iii) Natural wood, hard dense stone and metal to be the predominant materials for buildings and accessories.
 - e) The applicant, in their Assessment of Environmental Effects, will need to demonstrate it meets the above criteria; and
 - f) All applications for facility and structure development should be submitted to an advisory panel of architects and landscape architects who should provide recommendations to the Department of Conservation. This panel composition should be determined by the Department of Conservation.
15. The use of street and exterior lighting should be designed so as to protect the natural night vista.
 16. Improve Departmental signage at Milford Sound / Piopiotahi to ensure that visitors are aware they are in Fiordland National Park and the signs are in accordance with the Department of Conservation's standards.
 17. The Department of Conservation will not provide camping facilities at Milford Sound / Piopiotahi.
 18. Continue to support the camping opportunities provided at the Milford Lodge. Camping should not be permitted anywhere else in the Milford Sound / Piopiotahi area. .
 19. Consider options for developing day walk opportunities around Milford Sound / Piopiotahi.
 20. Continue to work with other administering bodies such as the Southland Regional Council, Southland District Council and Transit New Zealand to ensure integrated management of the adjoining coastal marine area and the State Highway with the areas administered by the Department of Conservation at Milford Sound / Piopiotahi.
 21. Advocate the following to Southland Regional Council:

- a) That the vessel fleet using Freshwater Basin be restricted to that present in December 2004 and that no new vessels be permitted to undertake commercial activities from this marina (new vessel does not include the replacement of vessels in the existing fleet) unless deemed otherwise by b) below;
 - b) That a cumulative effects study be undertaken of the boating activity occurring on Milford Sound / Piopiotahi to determine the social carrying capacity of the Sound;
 - c) That noise emitted from loud speakers used on the boats or at any visitor terminals is managed to reflect the natural character of Milford Sound / Piopiotahi;
 - d) That any plan change processes or resource consents process ensure that the provisions of Implementation 26 are able to be implemented at the appropriate time; and
 - e) That no modification be permitted to the Freshwater Basin breakwater unless
 - (i) The number of ships and type of ship operating from Freshwater Basin is limited to that existing in December 2004 (refer Implementation 29) unless deemed otherwise by b) above;
 - (ii) An assessment of environmental effects demonstrates that the effects on the marine/estuarine values of Milford Sound / Piopiotahi will only have minor effects;
 - (iii) The research referred to in Implementation 2 enables further growth (addressing point (i) above may not be necessary depending on the outcome of this research); and
 - iv) That all commercial surface water activities in Milford Sound / Piopiotahi do not adversely affect dolphin pods in Milford Sound / Piopiotahi.
22. Continue to work with tourism operators to encourage this industry in finding ways of spreading visitor flows throughout the day so as to avoid congestion and overcrowding. Mechanisms to be encouraged include increased overnighting at Te Anau; modify scheduling regimes to avoid peak periods (refer also to section 5.3.9.2); pricing differentials for trips and car parking that are outside of peak periods.
23. Investigate options for the use of economic incentives (such as pricing differentials for concession operations) as

a tool to assist with spreading visitor flows throughout the day.

24. Activities undertaken at Milford Sound / Piopiotahi will occur in accordance with the prescriptions of the following Activity Areas (refer to Map 10):
- a) Deepwater Basin Activity Area;
 - b) Freshwater Basin Activity Area;
 - c) Airstrip Activity Area;
 - d) Accommodation Activity Area;
 - e) Visitor Services Activity Area;
 - f) Foreshore Activity Area;
 - g) Parking Activity Area; and
 - h) Milford Lodge Activity Area.

Deepwater Basin Activity Area

25. Deepwater Basin should be managed to provide for the following (unless a new marina facility is built at Deepwater Basin in accordance with Implementation 26 below):
- a) The fishing fleet (including Fiordland Lobster Company lease area) should continue to operate in its existing position and within the footprint of the existing wharf and berthage facility (2004) and should have priority access to these berths. Any proposals to modify the existing lay-out may be acceptable as long as proposals remain within the existing footprint and only provide for infrastructure that supports the existing activities within the existing fishing-fleet footprint. No additional uses of the site (such as fish-processing facilities), or increases in the current use of the site (such as additional cool-store facilities) should be permitted unless additional uses are shown to have no greater adverse effect than the existing activities on the footprint area and the surrounding area;
 - b) Large day trip and overnight tourist cruise vessels should not be permitted to operate from Deepwater Basin;
 - c) Nature based tourism, charter or transport vessels with a passenger capacity of more than ten passengers may be berthed at Deepwater Basin; however no passenger transfer should occur at this site;

- d) Nature based tourism, charter or transport vessels with a capacity of ten passengers or less including commercial kayaking operations and legally trailerable vessels should continue to operate from a site at or near Deepwater Basin and should only be permitted to transfer passengers from the boat ramp. Due to conflict with the existing fishing fleet, limitations on space (both onshore and for berthage), and an existing lack of supporting infrastructure including launching facilities, storage sheds, toilets, shelter and office space, increases in commercial use of this area should not be permitted. However, the replacement of existing infrastructure or the minor addition of new infrastructure may be permitted, provided it is to service the existing level of nature based tourism use authorised by way of this implementation only; and does not conflict with the existing fishing fleet footprint and associated facilities;
- e) Private recreational vessels requiring berthage should be accommodated at Deepwater Basin on a casual basis only, as capacity allows;
- f) A public boat ramp facility should be located in this activity area only;
- g) There should be no provision for further jetty or wharf facilities at Deepwater Basin unless in accordance with Implementation 26;
- h) Existing lease and licence holders should be required to ensure the site is kept tidy and safe. The following should also apply:
 - i) Adequate space is identified for storage sheds, freezers, pot storage that does not impede public access to Deepwater Basin. Where possible, this should be located away from the waterfront; and
 - ii) Lease and license holder vehicles parked on land adjacent to berths should only be parked in designated parking areas; or if vehicles are being used for drop off and collection, they should not unreasonably impede other users. No other vehicles should be permitted to park at this location.
- i) There should be no overnight accommodation facilities provided in this Activity Area; and
- j) There should be no retail facilities provided at this site unless associated with the new marina development provided for in Implementation 26.

26. Deepwater Basin should be the only site where facilities supporting a new marina development will be considered at Milford Sound / Piopiotahi. The following provisions should apply where concessions are sought to use the Fiordland National Park for activities associated with this development:
- a) There should only be one new marina facility at Deepwater Basin;
 - b) The marina may provide wharf facilities for the fishing fleet. If this is the case, it should include the removal and replacement of the existing facilities or the modification of the layout of facilities within the existing footprint, and should not be in addition to these. If wharf facilities are not provided for by way of a marina application, Implementation 25(a) will continue to apply and the footprint of the marina proposal will require clear definition to avoid conflict in activities at Deepwater Basin;
 - c) This facility should provide identifiable separation between the fishing fleet and the nature-based tourism marina activities. Casual overnight berths may be provided at the facility and at the fishing wharves for recreational boats on an irregular basis;
 - d) Any commercial boating activity (excluding the commercial fishing fleet) undertaken from the marina should be for the purpose of nature based tourism only. This is defined as those activities that involve some form of physical activity that is nature based and where visitors disembark from the boat to undertake their experience. This may involve activities such as kayaking, fishing, diving, providing access to tramping opportunities in the area and providing access to the underwater observatory in Milford Sound / Piopiotahi. It does not include trips whose main purpose is for scenic experiences (i.e. those passive scenic-viewing activities where participants stay on the boat);
 - e) The marina should provide wharf facilities for all nature based tourism, charter or transport vessels with a capacity of up to and including ten passengers;
 - f) The facility should provide wharf facilities for no more than six large nature based tourism vessels with a maximum of 50 passengers on each vessel. Vessels with a larger capacity than this, which are moored at Deepwater Basin should not be permitted to transfer passengers at this site;

- g) Provision should be provided for public berths (that is berths that are available for casual public use at all times);
 - h) Provision of a public boat ramp should be provided if the new marina incorporates the existing boat ramp area;
 - i) The transfer of passengers from vessels which are allocated berths at this facility should be permitted;
 - j) Retail facilities not necessary for the operation of this marina should not be permitted. Those activities that are considered appropriate include:
 - (i) Small-scale retail required to support the customers of the nature-based tourism operations; and
 - (ii) A small café style food facility that is not a bar.
 - k) The provision of car parking for its users.
27. The delta forest at Deepwater Basin is protected and not significantly affected by any proposed developments.

Freshwater Basin Activity Area

- 28. The Freshwater Basin Activity Area should be the only area for the berthing and transfer of passengers associated with scenic large day trip and overnight tourist cruise vessels. Use of the Milford Sound / Piopiotahi Development Authority facility will be subject to the Authority's permission.
- 29. No expansion of the Freshwater Harbour or other reclamation extensions in the vicinity or extensions to the breakwater should be permitted unless in accordance with the criteria in Implementation 21.
- 30. Nature based tourism, charter or transport vessels with a passenger capacity of more than ten passengers may be berthed at Freshwater Basin and all passenger transfer shall occur at this site. Use of the Milford Sound / Piopiotahi Development Authority facility will be subject to the permission of the authority.
- 31. There will be no further expansion of the visitor terminal at Freshwater Basin subject to the express provisions of the existing lease unless the research indicated in Implementation 2 enables further growth in peak times.

32. Advocate to the bus companies that all engines be turned off while dropping off/picking up passengers at the Milford Sound Development Authority terminal to reduce noise and air pollution.

Accommodation Activity Area

33. This is the only area where staff accommodation facilities will be provided at Milford Sound / Piopiotahi (outside of the existing hotel site located in the Visitor Services Activity Area and at Milford Lodge). No new areas will be provided.
34. This site will provide and be designed for a maximum number of 260 beds. The design of this site will be in accordance with the following principles:
- a) The bush setting will be retained;
 - b) Significant vegetation such as mature silver beech/kamahi forest will be retained. Secondary regrowth areas will generally be available for accommodation buildings;
 - c) The residential areas will remain secluded and not obvious from surrounding areas;
 - d) All buildings, accessories and associated infrastructure will not be visible from the coastal marine area and the Cleddau River as far as possible;
 - e) The vegetation buffer adjacent the runway will be preserved and enhanced to a minimum width of four metres where practicable;
 - f) Housing types will be a mix of low to medium/high density;
 - g) Buildings and accessories will be located where they can be absorbed into the natural environment;
 - h) Provision will be made for pedestrian ways within the activity area; and
 - i) Roading will be minimised.
- Refer also to Implementation 14.
35. No retail facilities, commercial storage or non-residential accommodation will be provided within this Activity Area.
36. An authorisation is required to provide staff accommodation in this activity area. Each applicant will be required to demonstrate the necessity for locating staff in

this activity area. Necessity will be defined in terms of the following:

- a) The accommodation is required by those undertaking operations at Milford Sound / Piopiotahi for which their staff can not be reasonably transported to Milford Sound / Piopiotahi each day. Examples of this include (but are not limited to):
 - i) Those responsible for essential services;
 - ii) Airways Corporation;
 - iii) Onsite managers and/or essential staff associated with the operation of Milford Sound / Piopiotahi - based recreation, tourism, and accommodation concessions; and
 - iv) Regulatory authorities' staff required to be based at Milford Sound / Piopiotahi.

Airstrip Activity Area

37. Management direction for this Activity Area is outlined in section 5.5 of this Plan.

Parking Activity Area

38. All non-bus visitor vehicle parking at Milford Sound / Piopiotahi will be relocated to this Activity Area (except that which will be retained around the hotel site in the Visitor Services Activity Area and at Milford Lodge; that associated with the fishing fleet; and that provided for disability parking).
39. The following activities will be located at this site:
 - a) Any communal storage facilities to be used by concessionaires;
 - b) Any community-based facility associated with the Accommodation Activity Area;
 - c) Milford Sound / Piopiotahi sewage system;
 - d) Any communal generator facility;
 - e) Toilet facilities; and
 - f) A terminus for a park and ride facility should it be required.
40. No retail facilities will be provided in this Activity Area.
41. Undertake design work to determine the appropriate locations of these activities in this Activity Area in

conjunction with the various user groups at Milford Sound / Piopiotahi.

Foreshore Activity Area

42. Advocate that this area has all non-bus vehicle parking removed within five years of this plan becoming operative.
43. No buildings or structures will be placed in this Activity Area, except for those associated with passive day use activities. No retail facilities will be permitted.
44. The natural character of this area will be restored.
45. Work with the existing licence holders to achieve these implementations.

Visitor Services Activity Area

46. The following activities only will be located in this activity area:
 - a) One hotel facility;
 - b) Café(s);
 - c) Bar(s);
 - d) One information centre and associated small scale retail; and
 - e) Public toilets
47. Staff accommodation will continue to be provided at the existing level (2006) for activities associated with the existing lessees of this activity area. Should this staff accommodation be relocated to the Accommodation Activity Area, staff accommodation will cease to be provided in the Visitor Services Activity Area.
48. Work with the existing lessee of the hotel to encourage redevelopment of this site so as to provide a world-class visitor accommodation facility. This will complement the redevelopment of the foreshore area of Freshwater Basin. Future development will not compromise the ability to provide for this redevelopment. Appropriately designed relocatable buildings are suitable in this context. It is expected that the lessee will work with the Department of Conservation to ensure that any new buildings, structures or facilities do not compromise the key objectives of this management plan and the natural character values of Milford Sound / Piopiotahi.

Milford Lodge Activity Area

49. Continue to support the existing visitor accommodation options in this Activity Area.
50. This area and the Visitor Services Activity Area are the only areas where visitor accommodation will be provided at Milford Sound / Piopiotahi.
51. The following will apply in this Activity Area:
 - a) This site will ensure a variety of accommodation options including:
 - i) Basic low cost camping opportunities;
 - ii) Sites for campervans;
 - iii) Backpacker accommodation; and
 - iv) Motel type accommodation.
 - b) This site will not be developed into high quality hotel accommodation;
 - c) Retail facilities will be limited to those that provide necessary goods for clients of the Milford Lodge Activity Area; and
 - d) A restaurant/café opportunity is considered appropriate in this activity area.

Visitor Numbers

52. If by 2010 a substantial progression towards reducing the perception of congestion and overcrowding and restoring Milford Sound / Piopiotahi to a place where nature dominates has not occurred (particularly in relation to Implementations 9, 10, 21, 26, 38, 42 - 45 and 48); and research has demonstrated that the perception of crowding and congestion exists (refer to Implementation 2) the following mechanism should be employed:
 - a) Restricting annual visitors using the Freshwater Basin Activity Area to a maximum of 4000 visitors per day through existing and new concessions and between the hours of 8.30am and 6pm; and
 - b) This upper limit should only be permitted where:
 - (i) The infrastructure including utilities and services can be provided to comfortably support this number, and

- ii) That numbers are more effectively spread throughout the day. Visitor numbers between the hours of 11.00am and 2pm should not exceed 2500 per day. Where recreation and tourism concessions are required, they will meet these levels.
- 53. Ensure consultation with papatipu rūnanga over the management and future developments within Milford Sound / Piopiotahi.

5.3.9.2 Milford Road

The Milford Road (State Highway 94) between Te Anau and Milford Sound / Piopiotahi is one of the country's leading tourist routes. It provides access to Milford Sound / Piopiotahi, which is an internationally recognised icon tourist destination. More than 450,000 people visit Milford Sound / Piopiotahi each year; however the road is much more than just an access route to the sound. It is a visitor attraction in its own right, passing through some of the most spectacular forest and alpine scenery in the country, if not the world. The road is a unique journey into the heart of Fiordland National Park. Some of the most striking features of Te Wāhipounamu - *South West New Zealand* World Heritage Area are revealed along its route. There are many opportunities for visitors to stop and discover the short walks or viewing sites along the way.

The road is located in the Milford Road Frontcountry Visitor Setting. This is defined as 200 metres each side of the road centreline except for the following:

- The western boundary for the Milford Road frontcountry corridor, between the Fiordland National Park perimeter and the outlet of Lake Gunn, will be the true left bank of the Eglinton River.
- In the Hollyford Valley, where the frontcountry setting encompasses Milford Road and the Hollyford Road, the boundary will be the true right bank of the Hollyford River / Whakatipu Kā Tuka on the river side of the roads, and 200 m from the road centreline on the other side.
- In the Cleddau Valley from the Chasm to Milford Sound / Piopiotahi the western boundary will be the true left of the Cleddau River.

A number of the implementations in this section also relate to areas adjoining this frontcountry zone or to matters at Milford Sound / Piopiotahi.

Visitor use of the road has increased at a rate of about seven percent annually. This trend is expected to continue or to increase. Approximately 75% of road users are international visitors. The main reasons people use the road are to undertake a scenic cruise on Milford Sound / Piopiotahi, for sight-seeing or for access to the more remote walking tracks in Fiordland National Park. The majority of visitors (nearly 90%) travel the full length of the road (120 km) from Te Anau to Milford Sound / Piopiotahi.

The state highway itself is outside of Fiordland National Park and is managed by Transit NZ. The road-side visitor sites are generally within Fiordland National Park. An integrated approach to managing the road and adjacent Fiordland National Park and visitor sites is essential to

ensure that any developments do not impact on the natural characteristics and values of Fiordland National Park surrounding the road. Natural hazards, particularly avalanches and landslips, strongly influencing use patterns in this place; safety of visitors both at the visitor sites and those using the road is an important consideration for all parties.

The Milford Road is a frontcountry visitor setting (refer to section 5.3.9) and the intention is that it should continue to absorb the greater part of any increased use of Fiordland National Park. It is recognised that further development may be desirable to effectively manage visitors and ensure a range of quality experiences is available to them. However, proposals must still consider effects on the natural environment and existing recreational opportunities. An important consideration will be the impacts any proposed development might have on landscape vistas and the unique character of this road experience in this popular part of Fiordland National Park, and any alternative sites that could be used to avoid such impacts.

There are a number of matters that can affect the Milford Road offering a world class visitor experience. Some of these include:

- Daily peaks in traffic volumes and visitor numbers at key sites resulting in congestion and overcrowding;
- Congestion and overcrowding at Mirror Lakes and Pop's View
- Pedestrian and traffic safety at Falls Creek, Mirror Lakes and Pops View;
- Shortage of toilet facilities;
- Demand for improved signage and information;
- Inappropriate developments alongside the road that detract and or are inconsistent with the natural characteristics and values of the surrounding national park.
- Demand for a more prominent Fiordland National Park entrance; and
- Traffic and pedestrian safety matters.

Within the timeframe of this plan it will be necessary to address these matters. A number of mechanisms have been identified. These vary from engineering solutions and voluntary mechanisms by tourism operators through to the use of regulation as a tool.

While the road is acknowledged as a destination in its own right, it is also the main access route to Milford Sound / Piopiotahi. Section 5.3.9.1 outlines that the management of visitor flows is a key tool for reducing the perceptions of congestion and overcrowding at Milford Sound / Piopiotahi. The Department of Conservation considers that managing flows on the Milford Road through regulation is one tool that

could assist in ensuring the experience at Milford Sound / Piopiotahi is restored back to its iconic status and reflects, more appropriately, national park values. This is an opportunity that the Department of Conservation will strongly advocate to Transit New Zealand to investigate. A number of options have been mooted including a park and ride option located within the Te Anau area; and restrictions on use of the road during the winter months because of avalanche risks. There are likely to be many more options that require consideration. Suggestions have also been made about alternative transport options providing solutions for managing the perception of crowding and congestion at Milford Sound / Piopiotahi.

Existing visitor sites along the road provide plenty of opportunity for visitors to enjoy the scenic splendour of the area and for the Department of Conservation to interpret the natural history. Similar opportunities in terms of the rich human history surrounding the exploration and settlement of the area are currently lacking.

Further commercial development in this visitor setting which enhance the visitor appreciation of the natural characteristics and values or the national park setting are likely to be acceptable. The Department of Conservation considers that the preference would be for proposals to make use of existing modified sites (e.g. Knobs Flat) and to provide new opportunities that are not offered elsewhere in Fiordland National Park or the surrounding area, but are still in keeping with the national park setting.

Objectives

1. The Fiordland National Park that adjoins the Milford Road will be managed to provide for and protect the following attributes:
 - a) The spectacular views of forested catchments, open grasslands, lake systems and outstanding mountainscapes;
 - b) Its significant indigenous flora and fauna;
 - c) A place which is a destination in its own right;
 - d) The Eglinton Valley's open and uninterrupted views of the surrounding mountains and valleys and its overall sense of naturalness;
 - e) The steep, winding and narrow character that forms large parts of the adjoining road;
 - f) The easily accessible and safe visitor opportunities at designated sites;

- g) The valuable access for many who are accessing remote parts of Fiordland National Park;
- 2. To provide for the integrated management of the Milford Road and Fiordland National Park adjacent to the road in a way that ensures visitor safety, protection of park values and a high-quality visitor experience.
- 3. To provide sufficient opportunities for a wide variety of recreational activities compatible with national park purposes.
- 4. To consider opportunities for facility development which will enhance public enjoyment of Fiordland National Park, and appreciation of the natural values without impairing or diminishing its natural values.
- 5. To promote future growth in visitor use of the Milford Road outside of existing daily peaks.

Implementation

- 1. Work with Transit NZ and its consultants and contractors to provide an integrated approach to management of the road corridor.
- 2. In conjunction with Transit NZ, and tourism interests, provide information to road users on the following:
 - a) The best time of the day to travel to avoid congestion;
 - b) General driving conditions;
 - c) Winter driving conditions, the use of tyre chains and avalanche awareness;
 - d) What to expect at the Homer Tunnel;
 - e) The distance and duration of the journey;
 - f) The facilities that are provided and those that are absent but may otherwise have been expected; and
 - g) Sites of interest to visitors.
- 3. In conjunction with Transit NZ and tourism interests, review visitor site signage along the route with the purpose of improving its visibility and usefulness to road users without adversely impacting on the natural character and values of national park setting.
- 4. Work with the tourism industry and Transit New Zealand on matters relevant to the use of visitor sites adjoining the State Highway.

5. Consider proposals such as Maintain by Community (refer section 5.8) for access points that will improve access from State Highway 94 to Lake Te Anau. The following criteria will apply:
 - a) Access will be low key and the road will be gravel;
 - b) Access will not affect the safety of the State Highway;
 - c) A weed management programme will be necessary;
 - d) The access will not involve any commercial use;
 - e) The access will be for recreational use only (not as a 4WD driving opportunity);
 - f) The access will not be at the exclusion of the public;
 - g) The access will be developed and maintained to the Department of Conservation's standards; and
 - h) The access will not adversely affect natural, cultural and recreation values of the area.
6. All development proposals including those proposed by the Department of Conservation and Transit NZ will demonstrate how the adverse effects on natural, cultural, historical and recreational values can be avoided, remedied or mitigated. Rooding proposals will need to be consistent with the provisions of section 5.7 and will need to demonstrate that existing facilities are being used to their full capacity and potential and that there is a proven demand for the new facility beyond what the existing infrastructure can cope with.
7. In conjunction with Transit NZ and tourism interests, investigate options for engineering solutions to congestion and road safety concerns. In particular, seek that the works achieve to separate pedestrians and vehicular traffic at:
 - a) Falls Creek;
 - b) Mirror Lakes;
 - c) Monkey Creek;
 - d) Pop's View; and
 - e) East Homer Tunnel.

The Department of Conservation will seek support from Transit New Zealand and other funding agencies to ensure these projects are undertaken. (For matters relating to other sites refer to Implementation 10.)

8. Consider options for the development of a more prominent Fiordland National Park entrance. An analysis will be

undertaken to determine a possible site. The following criteria will be considered (but is not limited to) when undertaking the analysis:

- a) The ability for the site to adequately express that visitors are entering Fiordland National Park;
 - b) The ability of the site to provide for safe and adequate parking;
 - c) Whether detailed interpretation is needed at the gateway; and
 - d) The ability to avoid adverse effects on the natural, historical and cultural values of Fiordland National Park.
9. In conjunction with Transit NZ, Southland District Council and Milford Sound / Piopiotahi tourism interests, explore options for the funding and provision of additional toilet facilities along the road.
10. In addressing the perception of congestion, overcrowding and safety at visitor sites along the Milford Road the Department of Conservation, in conjunction with Transit New Zealand and the tourism industry, will utilise various options including:
- a) Limits should be imposed on concessionaires as to the overall number of visits, frequency and timing of visits, and the actual sites to be visited along the road;
 - b) Assessment and determination of whether engineering solutions can resolve problems within the constraints of funding and the attributes identified in Objective 1;
 - c) Assessment and determination of whether voluntary mechanisms implemented by tourism operators can resolve the problems. Such tools could include varying scheduled visits and the length of stay at sites; and
 - d) Assessment of the appropriateness of each option relative to site specific constraints.
11. To assist with managing visitor flows into Milford Sound / Piopiotahi and to ensure a world-class visitor experience along the Milford Road, advocate to Transit New Zealand and other parties to investigate options for regulating visitor flows on the State Highway and for assessing the effects of alternative transport options to Milford Sound / Piopiotahi. In particular advocate the following:
- a) That an analysis of options for managing flows be undertaken in consultation with the Department of Conservation and other interested parties;

- b) That part of this analysis will consider the ability of options to assist in meeting the objectives of section 5.3.9.1 and 5.3.9.2; and
 - c) That any option for regulating traffic flows provides for the following:
 - i) The ability for the public to access the roadside visitor sites within the Fiordland National Park on a regular basis;
 - ii) The ability for those accessing the more remote parts of Fiordland National Park to be able to do so on a regular basis;
 - iii) Access for the Department of Conservation’s management purposes and other servicing vehicles as required;
 - iv) Opportunities for essential traffic such as those towing boats to Milford Sound / Piopiotahi; and
 - v) Better flow of traffic so as to avoid the perception of congestion and overcrowding at roadside visitor sites along the road and at Milford Sound / Piopiotahi.
12. Advocate to the New Zealand Bus and Coach Association and users of the Milford Road the following:
- a) Turn vehicle engines off while parked at visitor attractions and at terminus areas;
 - b) Vehicles travel appropriate distances apart and that buses leaving Milford Sound / Piopiotahi and Queenstown have staggered departures so that vehicles remain out of sight of one another;
 - c) Inbound tourist companies share buses to ensure full buses; and
 - d) The Bus and Coach Association Code of Practice and associated accreditation mechanisms for drivers addresses the matters listed in points a) - c).
13. Activities associated with commercial recreation or tourism proposals, including new facilities, should only be authorised where:
- a) They are consistent with the attributes identified in Objective 1 of this section;
 - b) They can be sited to minimise adverse effects on the natural and landscape values;
 - c) The design is sympathetic to the national park setting;

- d) The visitor experience is not compromised through overcrowding and where other adverse effects can be managed.
- e) New proposals for travellers' accommodation should be considered in accordance with Chapter 9 of the General Policy for National Parks 2005; however, in general it is considered that there is adequate travellers' accommodation provided within Fiordland National Park or at nearby locations; and
- f) Preference should be given to any facility development that utilises previously modified sites and provides new opportunities for Fiordland National Park visitors, but is still in keeping with the national park setting.

5.3.9.3 Deep Cove, Wilmot Pass and West Arm

Rationale

West Arm, Wilmot Pass and Deep Cove are arguably the most visited areas of Fiordland National Park outside of Milford Sound / Piopiotahi and Milford Road. In 2003 there were approximately 70,000 visitors using Wilmot Pass Road, with the majority of these visitors accessing Doubtful Sound / Patea. It is expected that visitor use in this area will continue to grow. The challenge facing the Department of Conservation is to ensure that the unique values of these places which are dominated by nature are retained; while providing opportunities for visitors to them.

There has been considerable support for ensuring that these places, including Doubtful Sound / Patea, do not become as busy and congested as Milford Sound / Piopiotahi. The Southland Regional Council has acknowledged this by managing commercial surface water activities at Doubtful Sound / Patea through a limiting regime. It is important that this management plan reflects this and ensures consistency with this approach where possible. Mechanisms identified in this plan for this include managing visitor flows over Wilmot Pass Road, and using zoning to manage activities at West Arm and Deep Cove.

West Arm provides a gateway for those accessing other more remote areas of Fiordland National Park such as the Dusky Track, Percy Saddle, and Doubtful Sound / Patea. It is the first landing point for those venturing off into Doubtful Sound / Patea for day visits and, to a lesser extent, overnight visitors for a variety of water based recreational and tourist activities offered, including boating, hunting, kayaking and fishing. West Arm is also a destination for those visiting the Manapōuri Power Station and others who visit by boat for day trips.

It is a place where there has been, and still is, significant industrial activity associated with the Manapōuri power station. Significant efforts are being made to restore this site to its natural state.

There are limited facilities at West Arm including two wharves, a boat ramp, a hut, a visitor centre, buildings associated with the power station and some tourist facilities. It is recognised that the site is untidy at present (2006) and not reflective of national park values. The provisions of this plan will address this matter and ensure that the site becomes one that is dominated by nature.

Wilmot Pass Road was established to provide important access to Deep Cove for the Manapōuri Power Station development and its ongoing use is required for access to Deep Cove for operational requirements and emergency response activities. It has also enabled access to Deep Cove for a variety of other purposes including relatively easy access to Doubtful Sound / Patea for recreation and tourist activities. It has also

enabled the development of the Deep Cove Outdoor Education Trust centre. The road provides a magnificent opportunity for immersion into the wildness that Fiordland has to offer – massive mountains and incredible views of rivers and the sea.

The Wilmot Pass Road is part of Fiordland National Park and is not legal road. The Department of Conservation is therefore able to manage vehicle access across the road. The road will be managed for three purposes – as a destination in its own right; for access to Doubtful Sound / Patea for maintenance and operational needs associated with the Manapōuri Power Station; and as an essential access to Doubtful Sound / Patea. To ensure these three opportunities co-exist the management plan outlines a process for providing an uncrowded visitor experience and efficient visitor flows along the road. It is acknowledged that a number of the mechanisms outlined in the plan (such as ensuring 15-minute gaps between movements) will require, at least initially, the willingness of users to implement options for making them work.

As the road is part of Fiordland National Park, the Department of Conservation exercises the right to manage activities on it including decisions as to how the road is maintained. To assist with the maintenance of the road, appropriate fees will be sought from all users to ensure the road is maintained to the standard required for its existing level of use. The Wilmot Pass Road User Group has been established to ensure users are actively involved in the management of the road. It is expected that this group will be used as an avenue to ensure the objectives of this plan, in relation to the road are met.

It is important to note the sealing of the road will not be an option in the life of this plan because to do so would be inappropriate relative to the surrounding recreation opportunity setting.

Deep Cove is a busy transit node at particular times of the day and the year. There is a small fishing fleet, a series of jetties, mostly associated with the tourist industry, the Meridian Energy Limited wharf, national park management and buildings associated with the Deep Cove Outdoor Education Trust centre. There are vehicle movements associated with recreation, eco-tourism, scenic tourism, fishing and the power station operations. The outlet for the tailrace associated with the Manapōuri power station is located at Deep Cove. Even though these activities occur at Deep Cove, it retains a contained feeling, which is dominated by nature.

There are a number of challenges for managing space at Deep Cove to protect its special values; and for ensuring that the opportunities offered at the Deep Cove Outdoor Education Trust centre are not compromised by commercial operators.

The Deep Cove Outdoor Education Trust centre seeks to provide education programmes in a backcountry setting largely free of commercial tourism and significant recreation interests. Some

adventure or eco-tourism operators are seeking to provide small parties of their own clients with a quality experience in a remote setting, without encountering large numbers of other visitors and with few of the comforts of modern life. In contrast to this, other concessionaires are providing a more leisurely experience for relatively large numbers of visitors in modern and comfortable coaches and launches.

To provide for these differing uses and to maintain the quality of the experiences sought, the site requires careful management. Strict controls will be imposed on where parking can occur. The range of activities and facility provisions will be limited to what is there at present (2006).

One exception to this is the consideration of options for the location of a new public jetty. It is acknowledged that the Meridian Energy Limited wharf does offer some opportunity for this now, but it is limited in its usability in its present form to large boats. Placement of this new facility would need careful consideration to ensure the objectives outlined in this plan for Deep Cove are met.

The construction of the second tailrace tunnel between West Arm and Deep Cove by Meridian Energy Limited caused some impact on the area. However, the adverse effects will be temporary and short-term. All buildings and structures associated with the construction have been removed and the land re-vegetated after completion of the work.

The fishing industry is acknowledged as a legitimate user of the area, but, as with other types of use, facilities at Deep Cove should be limited to those essential for the transfer of catch. Onshore accommodation, storage or processing facilities are considered inappropriate.

The area below mean high water spring of Doubtful Sound / Patea is administered by Southland Regional Council under the Resource Management Act and the Southland Regional Coastal Plan. The Department of Conservation does have an advocacy role in ensuring sustainable management of the fiords and consistency between national park management and management of the adjoining waters. In broad terms, the Department of Conservation's advocacy position will be based on maintaining a relatively remote visitor experience on the fiord. This will be characterised by the number of visitors and other vessels encountered generally being far less than might be encountered on Milford Sound / Piopiotahi, but more than in the more remote southern fiords. Some parts of the fiord (Bradshaw, Crooked Arm, and First Arm) should be managed for even lower use levels, while opportunities for non-motorised zones in the more remote areas should also be considered. The need for firm, explicit limits to control the level of surface water activity on the fiord is recognised.

The frontcountry visitor settings of Deep Cove, Wilmot Pass Road and West Arm largely adjoin the Doubtful Sound Remote visitor setting. The

Deep Cove Frontcountry visitor setting is defined as commencing at the Meridian Wharf and including the Deep Cove Outdoor Education lease area and that part of the road between the wharf and the Deep Cove Outdoor Education hostel from 10 metres west of the centre line of the road and down to the mean high water mark of Deep Cove. The Doubtful Sound Remote visitor setting exists beyond this frontcountry setting.

The West Arm Frontcountry visitor setting is defined as all that land defined as Sections 1 and 2 on Survey Office Plan Number SO 12304 together with all that land shown on SO 12304 on the true left of the Spey River that is not included in Sections 1 and 2.

The Wilmot Pass Road Frontcountry visitor setting is defined as being a corridor 10 metres either side of the centreline of the Wilmot Pass Road between the Deep Cove Frontcountry Visitor Setting and West Arm Frontcountry visitor setting. Changes to the road alignment may be required for road maintenance purposes and the Wilmot Pass Road Frontcountry visitor setting will follow these changes, with the maximum width of the frontcountry visitor setting being 10 metres either side of the road centreline at any point in time.

Objectives

1. To retain the dominance of the natural environment at West Arm, Wilmot Pass Road and Deep Cove in accordance with national park values and it's remote visitor setting.
2. To recognise that West Arm, Wilmot Pass Road and Deep Cove are intricately linked in providing a unique visitor experience in Fiordland National Park.
3. To ensure that any development at West Arm, Wilmot Pass or Deep Cove is assessed and managed to address the effects on this intricately linked relationship.
4. To manage West Arm as a gateway to the remote recreation opportunities within and adjoining Fiordland National Park. Key attributes defining West Arm include:
 - a) A place which offers limited facilities in an environment dominated by nature;
 - b) A transit area for those using Fiordland National Park and surrounding coastal environments;
 - c) A well defined and confined area for hydroelectric energy production;
 - d) An area representing tomorrow's history in terms of energy exploration and human endeavours; and

- e) An area where extensive restoration has taken place to restore the natural environment.
5. To manage Wilmot Pass Road to ensure its key attributes are protected. Key attributes defining Wilmot Pass Road include:
- a) A narrow, unsealed, but safe road surrounded by spectacular mountains and native forest;
 - b) A destination for immersion into the wilds of Fiordland which also provides key viewing opportunities of the mountains and sea in the world renowned Doubtful Sound / Patea;
 - c) A place that is mainly unaffected by traffic movements and is quiet for large parts of the day;
 - d) An access route through to Deep Cove for users of Doubtful Sound / Patea, which is managed to ensure the destination values are protected.
6. To manage Deep Cove predominantly as a remote transit point for accessing Doubtful Sound / Patea, while protecting the following key attributes:
- a) A small confined place dominated by nature with very restricted opportunities for facility provision;
 - b) A place where the impacts of traffic movements are minimised so as to protect the relatively quiet, unspoilt nature of Deep Cove;
 - c) A place where a high quality backcountry experience for children participating in outdoor and environmental education programmes at the Deep Cove Outdoor Education Trust centre can occur and not be affected by the transitory activities occurring at Deep Cove; and
 - d) A place where a small fishing fleet is located.
7. To encourage the various stakeholders at West Arm/Deep Cove and Doubtful Sound / Patea to maintain ongoing liaison in relation to management issues at these places.

Implementation

1. All vehicles operating at West Arm, Deep Cove and Wilmot Pass will display a valid Wilmot Pass Road User permit granted by the Department of Conservation. No vehicles are permitted in these areas without such a permit. All permit holders will be required to pay a fee and this will pay for the ongoing maintenance of this road.

2. Encourage and assist with the formation of an active liaison group that will provide direction for on-going management issues at West Arm/Deep Cove and Doubtful Sound / Patea.
3. May investigate options for assigning the responsibility for the management of Wilmot Pass Road to another agent through a concession or a management agreement. This would need to provide for the continued right of access for permitted road users and be in accordance with the provisions of this management plan.
4. Monitor visitor use and its effects at these places. In particular to focus monitoring on:
 - a) User perceptions;
 - b) User expectations;
 - c) User conflicts; and
 - d) Infrastructure capacity (e.g. sewage)

This information will provide direction on managing visitor flows; particularly at Wilmot Pass Road and Deep Cove (refer to section 5.16).

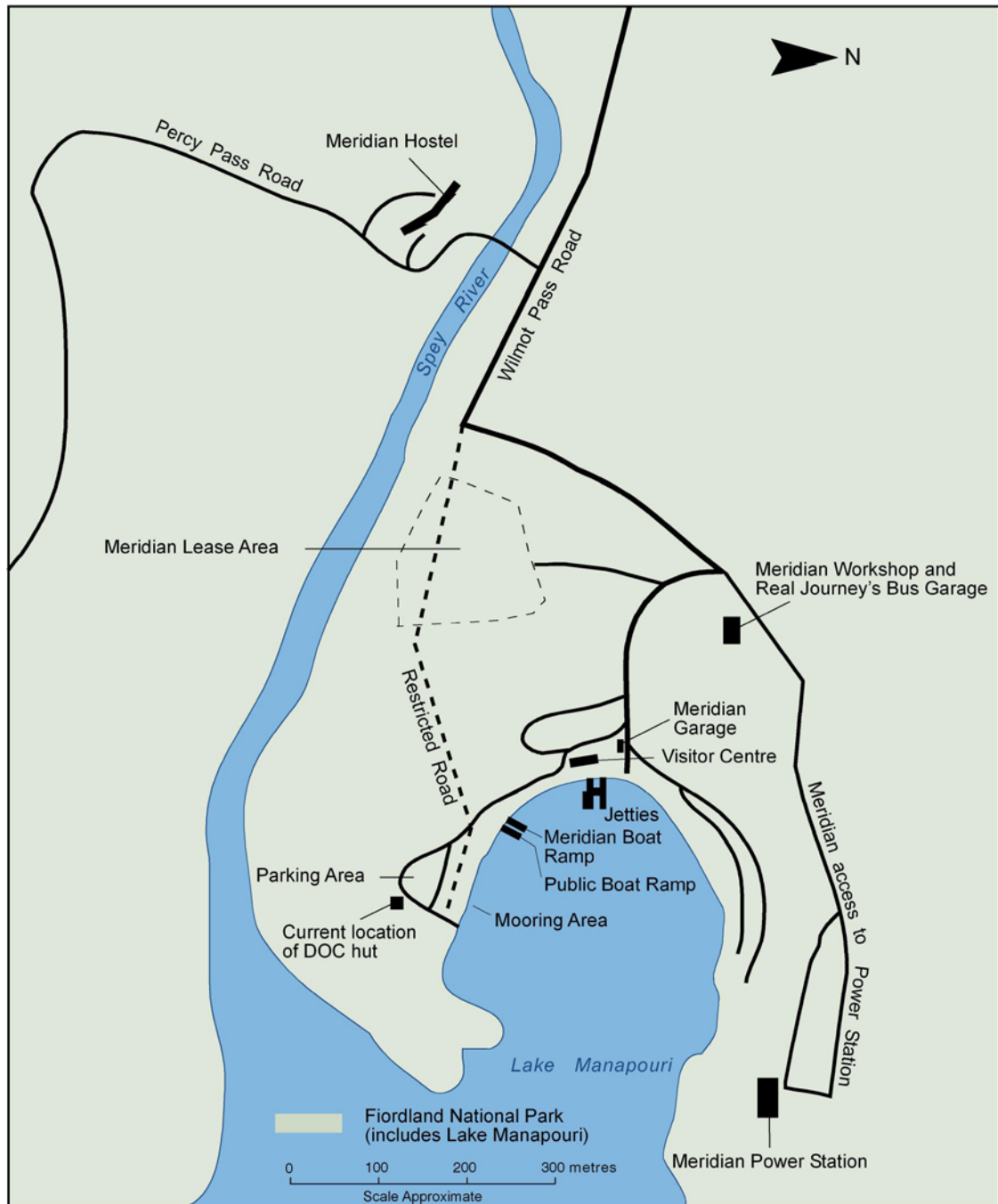
West Arm

5. Public accommodation opportunities at West Arm will be managed as follows:
 - a) Restricted to the West Arm Hut which will be managed as a Maintain By Community facility (refer to section 5.8). The West Arm Hut may be relocated within the West Arm area to improve its amenity value; and
 - b) No commercial opportunities for accommodation will be permitted.
6. All existing facilities should be maintained and managed to meet the key attributes identified for West Arm in Objective 3 of this section. These facilities are identified on Map 11. Any approved alterations and extensions to existing facilities should be within the existing footprint.
7. Activities undertaken in the existing facilities should be limited to those associated with hydroelectric power generation, site management and those associated with the transitory nature of the place. There should be no retail activities located at West Arm.
8. No further facility development at West Arm should be permitted (except relocation and minor modifications

associated with the West Arm Hut; new track development in accordance with Implementation 13; a new boat ramp in accordance with Implementation 11; and any works associated with car parking in accordance with Implementation 14).

9. Investigate options for rationalising the roading network at West Arm to provide a more effective flow of traffic around the site, whilst recognising most of the sealed roading network at West Arm is the property of Meridian Energy Limited.
10. There should only be two jetties at West Arm. These will be positioned in the location of the existing facilities as identified on Map 11. One of these facilities will be available for public access.
11. Two boat ramp facilities should be provided for at West Arm and managed as ‘Maintain by Community’ facilities. One of these facilities will be specifically for use by Meridian Energy Limited for work associated with the power station and the other will be for the purpose of public access. The location for these facilities is identified on Map 11.
12. Continue to provide an opportunity for a Visitor Centre at West Arm managed as a ‘Maintain By Community’ option (refer section 5.8). The Department of Conservation will encourage and assist with regularly updating the interpretation facilities at this visitor centre.
13. Encourage community interest in developing a short walk in the West Arm location which will offer interpretation of the values/history at West Arm; while providing an easy walking opportunity for day visitors at the site. An application would need to demonstrate and meet the following conditions:
 - a) Provide a full assessment of effects;
 - b) Meet the Department of Conservation’s standards for short walks; and
 - c) Provide for non-exclusive use.
14. Parking of vehicles and trailers at West Arm, (other than vehicles parked in concessionaire-owned facilities), will be limited to 70 spaces (a space is defined as one vehicle, with the trailer being considered a second space). These will be restricted to the areas identified on Map 11. Only Wilmot Pass Road permit holders will be permitted to park at West Arm. Each permit holder will be allocated specified spaces.

MAP 11. WEST ARM



15. No concessions should be granted for mechanised vehicle access on the Percy Saddle Road (excluding those vehicles used for line and road maintenance). Refer to section 5.7 in relation to other uses on Percy Saddle.
16. Continue to recognise the activities that are permitted to occur through the Manapōuri-Te Anau Development Act 1963 (refer to section 6.5) and provided through the associated lease that is defined as the areas referred to as sections 1 & 2 being Part Fiordland National Park (West

Arm-Lake Manapōuri) Plan Number SO 12304 Southland Survey District.

17. The use of facilities permitted through the Manapōuri-Te Anau Development Act 1963 (MTADA) by those not associated with MTADA permitted activities will require a concession.

Wilmot Pass Road

18. Manage the Wilmot Pass Road unless a separate agent is appointed to do so in accordance with Implementation 3. An appropriate speed limit will also be established for this road.
19. Establish and provide support for the Wilmot Pass Road User Group. This group will comprise representatives of the users of the road and will advise on management issues associated with this road.
20. The following matters should be provided for when approving applications for permits or concessions to use Wilmot Pass Road:
 - a) Vehicle movements should be 15 minutes apart so as to ensure key attributes of the road are protected. For coach traffic (a passenger vehicle of over 30 seats) a movement can comprise up to three vehicles;
 - b) Permit or concession holders should be charged a fee for all vehicle movements granted regardless of whether they are used;
 - c) Regular commercial activity (i.e. those activities that are associated with commercial surface water activities as defined in the relevant Southland Regional Coastal Plan⁵) should be confined to defined peak periods occurring at specified times of the day. These times should be in accordance with existing peak flow movements in the morning, early afternoon and late afternoon-early evening as of December 2005;
 - d) Use of the Wilmot Pass Road viewing area should be restricted to two vehicles at any one time;
 - e) Concessionaires and other road users should share vehicle resources and movements across Wilmot Pass Road where practicable;

⁵ This sentence will be revised should the Regional Coastal Plan be approved prior to review of Fiordland National Park by the New Zealand Conservation Authority

- f) Where practicable, the back loading of passengers over Wilmot Pass Road; and
 - g) Boats should only be towed by private vehicles owned by that Wilmot Road User Permit holder.
21. Further restrictions on commercial and recreational use over Wilmot Pass Road may be introduced if monitoring of congestion at Deep Cove reveals a need. The level of overcrowding and congestion at Deep Cove is defined as being unacceptable when designated parking areas are full on more than ten days in any year (refer to Implementation 30 for the management of car parking spaces available at Deep Cove).
22. If the management mechanisms of implementations 20 and 21 become fully allocated: or congestion occurs then the following will be required:
- a) No new road user permits or concessions will be issued (other than renewals by existing permit holders where they have complied with the terms of their permit or concession);
 - b) Non-regular users will be required to use the road outside of peak periods;
 - c) Further restrictions may be imposed on regular users as to the times of the day vehicles can use Wilmot Pass Road and park at Deep Cove; and
 - d) Permits or concessions may be reviewed, declined or revoked.
23. To implement points 20-22 bylaws may be sought.
24. Consider applications for Maintain by Community opportunities for two short walks on the Wilmot Pass Road. Applicants will be required to (but will not be limited to):
- a) Provide a full assessment of effects;
 - b) Meet the Department of Conservation's standards for short walks; and
 - c) Provide for non-exclusive use.

Deep Cove

25. To provide continued opportunity for the Deep Cove Outdoor Education Trust (DCOET) centre through a concession. This will be the only site where

accommodation facilities are permitted at Deep Cove. The primary purpose of the Centre is to provide an education centre for school children.

26. The DCOET centre may provide accommodation and associated research facilities for research in Doubtful Sound / Patea. The centre may also, via its concession, provide backpacker-style accommodation within existing capacity to visitors, but only to the extent that it does not compromise its primary purpose as an education centre for school children. This will only occur during school holidays or when there are no school bookings. Increases in the hostel accommodation capacity will only be permitted where it is required for school visits. Use of the marine research facility should be made available on a non-exclusive and equitable basis. Other proposed developments within the hostel lease area will be assessed in terms of their effects and their necessity in meeting the hostel's primary purpose. Commercial ventures other than backpackers' and research accommodation will not be permitted.
27. Concessionaires or their staff will not be accommodated at Deep Cove, except DCOET staff and other essential people (as agreed to by the Department of Conservation) associated with offering safety support for the Hostel. Other infrastructure supporting concessionaire operations including garages, storage sheds and other buildings will not be permitted at Deep Cove, although the development of a land-based sewage facility for the treatment of all land-based sewage at Deep Cove and for the discharge of limited sewage from vessels may be desirable in Deep Cove.
28. Camping facilities will not be provided at Deep Cove.
29. Foot tracks in and around Deep Cove will be maintained to the Department of Conservation's standards for tramping tracks (refer to section 5.8).
30. Parking in the area between Brasell Point and the Meridian Energy Limited wharf will be restricted to the designated sites shown on maps 12A, 12B and 12C (i.e. near the Meridian Energy Limited wharf and the beach). Only Wilmot Pass Road permit holders will be permitted to park at Deep Cove. Parking outside of these areas will be allowed only by the owners of wharves, who will be restricted to a maximum of two vehicles (but not coaches) parked immediately adjacent to their wharf access path; and parking used by the DCOET.

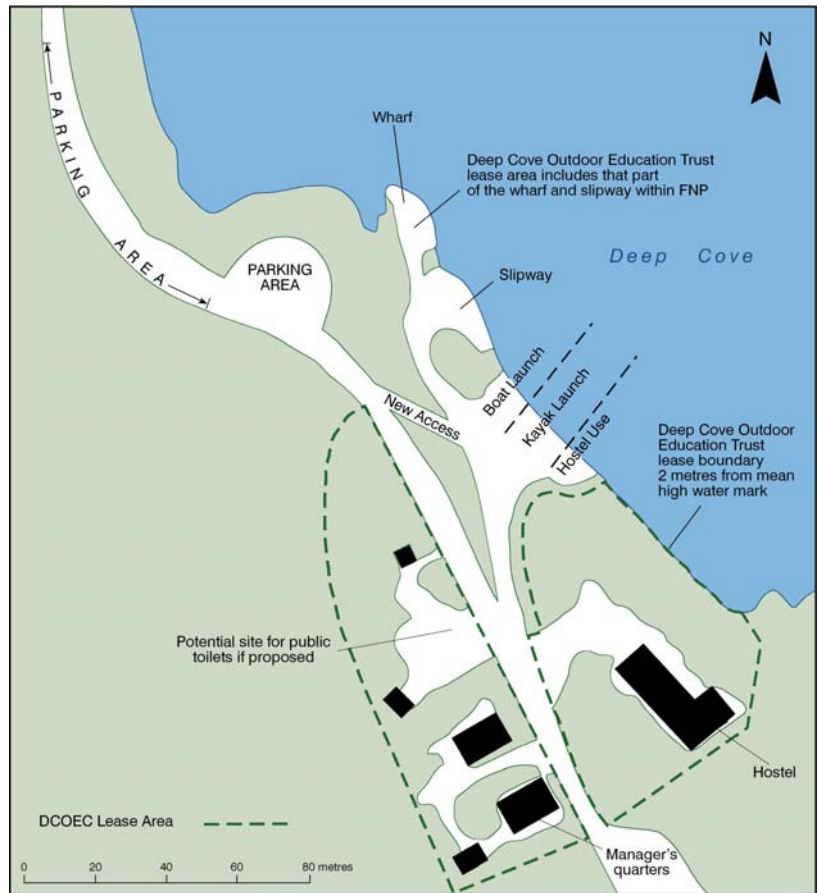
31. Investigate options for a further 40 parking spaces in an area at the tailrace. These parking spaces will be administered in accordance with the provisions of Implementation 30. Development of this opportunity will be in agreement with Meridian Energy Limited.
32. Investigate the possibility for the provision of public toilets at Deep Cove. No public facilities other than toilets should be provided.
33. The launching of boats and kayaks will be provided for at the site identified on Map 12B. Allowance for the existing slipway will be provided, however it will not be managed by the Department of Conservation, and is managed by Meridian Energy Limited (2006).

MAP 12A. DEEP COVE (PART 1 - OVERVIEW)

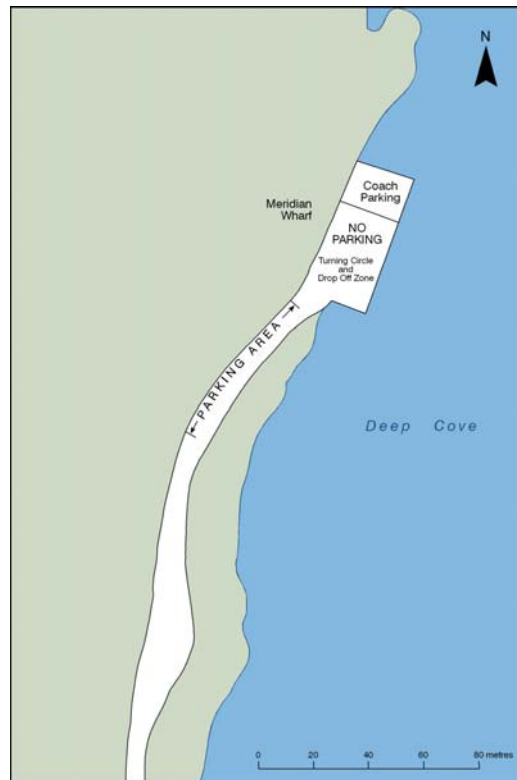


34. Helicopter landings in the Deep Cove area should be restricted to the Meridian Energy Limited wharf when this is otherwise unoccupied (use levels are addressed in section 5.5). Coach parking on the wharf will have priority (see Map 12C). Landings may also be considered at a designated site at the gravel pit at the tailrace with the agreement of Meridian Energy Limited (refer to section 5.5).
35. Require concessions for wharf and jetty structures which are presently (2006) located within (attached to) Fiordland National Park at Deep Cove. Consideration of extensions to these facilities should meet the criteria identified in Implementation 36. Transfer of passengers should only be permitted where adequate parking off the carriageway of the road is available adjoining the jetty/wharf site.

MAP 12B. DEEP COVE (PART 2)



MAP 12C. DEEP COVE (PART 3)



36. Work with the users of Deep Cove and Southland Regional Council to determine an appropriate location for a public jetty/wharf at Deep Cove. This facility will not be provided by the Department of Conservation. Such a facility should only be authorised in the area between the existing slip-way and the Meridian Energy Limited wharf (including the western end). The following matters should be taken into consideration:
 - a) Preference should be given to sites of existing jetties and wharves;
 - b) Capacity for the site to adequately provide for vehicle and people movement without causing traffic concerns on Wilmot Pass Road (at the Deep Cove end) and at the Deep Cove Hostel; and
 - c) The ability of the site to assimilate adverse effects on the natural character of the Deep Cove setting.
37. Negotiations with Meridian Energy Limited and users of their wharf will proceed with a view to having this facility managed as a public wharf for the transfer of passengers and cargo for larger sized vessels. A large vessel is considered one that can safely use this structure.
38. No further jetty or wharf facilities should be permitted at Deep Cove where attached to Fiordland National Park (except in relation to Implementation 36).
39. Advocate to Southland Regional Council that no new wharf or jetty facilities be permitted at Deep Cove (except in relation to Implementation 36).
40. Enable the on-going use of Deep Cove by the small fishing fleet operating out of this area. There should be no storage of equipment associated with this activity at Deep Cove.
41. Advocate for the retention of relatively remote recreation opportunities on the waters of Doubtful Sound / Patea. It is acknowledged that at present the Southland Regional Coastal Plan contains a management regime for managing commercial vessel use in Doubtful Sound / Patea. The provisions of this section of the Fiordland National Park Management Plan are reflective of this management regime. Advocate the following matters through any Southland Regional Coastal Plan changes and through resource consent processes:
 - a) Maintain a level of surface water activity on the whole of Doubtful Sound / Patea that is significantly less than Milford Sound / Piopiotahi and reflects the zoning of the adjacent Fiordland National Park;

- b) Within the Sound maintain some areas such as parts of Hall Arm, Crooked Arm, First Arm and Bradshaw Sound that have no or extremely low levels of commercial use and/or no motorised use (also see section 5.6);
- c) Seek that a carrying capacity be determined for thoroughfare access through Doubtful Sound / Patea and for the use of Deep Cove that reflects national park values in Fiordland National Park;
- d) Ensure that boating activities and the access they provide to the islands of Doubtful Sound / Patea do not adversely affect the biodiversity and recreation values on these islands (refer to section 4.8);
- e) That all commercial surface water activities in Doubtful Sound / Patea, including cruise ships, do not adversely affect the significant dolphin pods in this fiord; and
- f) That mooring and anchoring activities/facilities within Doubtful Sound / Patea be consistent with the natural character setting of this fiord.

5.3.9.4 Supply Bay Road and Supply Bay

Supply Bay Road and Supply Bay is an area leased by the Department of Conservation to Meridian Energy Limited for the purposes of access to West Arm / Deep Cove and associated power projects. Supply Bay Road is built on an easement over conservation land from the Fiordland National Park boundary to Supply Bay and is maintained by Meridian Energy Limited for its use. This easement and the Supply Bay Meridian Energy Limited core claim area (under the Manapōuri Te Anau Development Act 1963) make up the frontcountry zone (see Map 13).

Supply Bay Road is used to transport visitors, plant and machinery into Fiordland National Park to a barge at Supply Bay, which then takes this equipment and operators across Lake Manapōuri to Deep Cove/West Arm. Any development other than that associated with the existing Meridian Energy Limited power generation operations is considered to be inappropriate in this location.

The extent of the Supply Bay Road and Supply Bay Frontcountry visitor setting is presented in Map 13.

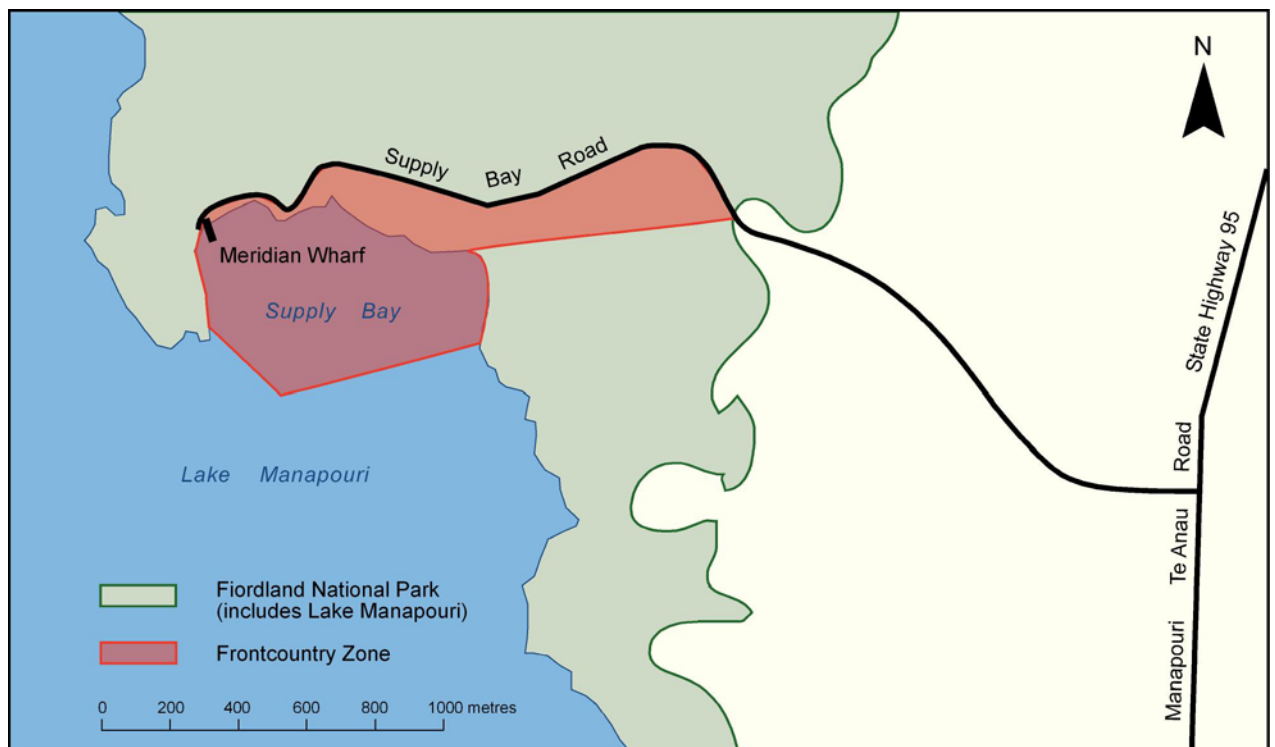
Objective

1. To manage Supply Bay and Supply Bay Road primarily for its existing use transporting visitors, plant and machinery and associated matter relating to the Meridian Energy Limited power generation operations at Deep Cove / West Arm into Fiordland National Park, in accordance with what is permitted under the Manapōuri Te Anau Development Act 1963.

Implementation

1. Existing facilities such as the barge at Supply Bay are permitted in accordance with the Manapōuri Te Anau Development Act (MTADA) 1963.
2. Activities that are not permitted under MTADA, such as the use of the barge for the transfer of private vehicles and passengers that are not associated with the Meridian Energy Limited power generation operations at Deep Cove/West Arm, will require a separate concession from the Department of Conservation. Applications for concessions will be assessed in accordance with the relevant provisions of this management plan (refer also to section 5.3.9.3).

MAP 13. SUPPLY BAY FRONTCOUNTRY



3. Consideration may be given to the development of additional facilities at Supply Bay that are integral to day to day activities of Meridian Energy Limited power generation operations at Deep Cove / West Arm, provided that they are not used for any other commercial or recreation operations.
4. If the facilities referred to in Implementations 1 and 3 are no longer required for the purpose outlined above they will be removed at the lessee's or concessionaire's cost and the site will be restored to a standard approved by the Department of Conservation.
5. Supply Bay Road from the Fiordland National Park boundary to Supply Bay will continue to be maintained by Meridian Energy Limited.
6. There will be no long-term storage of boats, trailers, machinery or other equipment anywhere along the Supply Bay lakefront or in the Supply Bay frontcountry zone ("long-term" means in excess of one month in duration);

5.3.9.5 Te Anau Lakefront

The Te Anau lakefront is an invaluable asset to the town. It has very important recreational, commercial, amenity and natural values. Although the original vegetation has been removed it still retains much of its natural character with few buildings, which allows unobscured mountain and lake views and easy public access to the lake. It is important that the existing character is maintained. Any new development (other than reasonable extensions to existing facilities) is not considered appropriate.

The waters of Lake Te Anau, together with the lake bed are included within Fiordland National Park. The water edge generally forms the administrative boundary between Fiordland National Park, and the adjoining road and recreation reserves. In addition, two small parcels of land adjacent to the Te Anau township, one around the Department of Conservation offices in Te Anau, and the other around the Sea Scout hall, are included as part of Fiordland National Park. These are shown on Map 14.

Overall management of Fiordland National Park is the responsibility of the Department of Conservation. However, under the Resource Management Act 1991, activities on the bed of the lake such as structures, discharges into the lake and abstraction of water from the lake are managed by the Southland Regional Council. Activities on the adjoining road and recreation reserves are managed by Southland District Council. As such approvals under the Resource Management Act 1991 may also be required for activities along the Te Anau lakefront, from Southland Regional Council and Southland District Council (refer to section 1.3.7), an integrated management between the three organisations is desirable.

The boundaries of the Te Anau lakefront frontcountry area extend from just north of the boat harbour around the lakefront to just west of the yacht club and jetty (see Map 14). This area includes boat ramps, a helicopter pad and float plane operations, a yacht club and a jetty among other facilities. As the township of Te Anau borders the lakefront, it is one of the more intensively used areas of Fiordland National Park with potential for conflict between various water-based recreational uses. This makes zoning desirable to separate uses and minimise conflicts (see Map 14).

Objectives

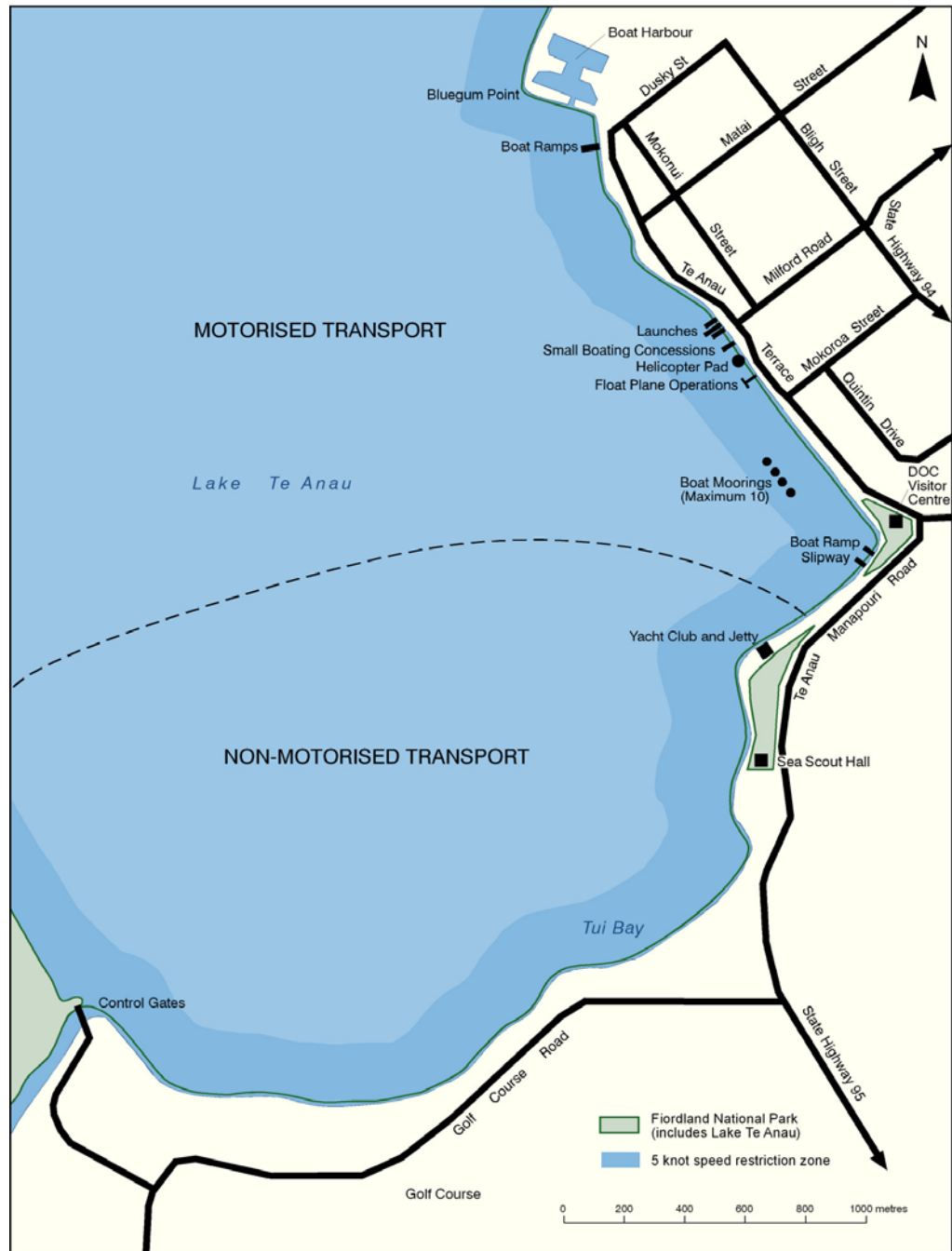
1. To protect and maintain the natural shoreline and amenity values of the Te Anau lakefront.
2. To manage the lakefront in full co-operation with the agencies that have legal responsibilities for the management of the Te Anau lakebed and waters and the legal road and reserve areas adjoining the lake edge.

Implementation

1. Activities that require space on the water and lakebed along the Te Anau lakefront will be managed by the Department of Conservation as shown on Map 14. The zones (motorised transport and non-motorised transport) are general indicators of where new activities may be permitted in the future, in conjunction with existing uses. The following should apply:
 - a) Provide marked water lanes to clearly separate the various uses and access to the boat harbour within the motorised transport zone;
 - b) Provide for existing and future transport services requiring shoreline facilities within the transport zone. Priority should be given to water-based services;
 - c) The non-motorised transport zone should provide water space for non-motorised activity while allowing access to moorings, the boat ramp and slipway; and
 - d) The only exception for motorised use permitted in the non-motorised zone should be the take-off and landing of the existing floatplane operations. All take-off and landing for the float plane operations should be a minimum of 250 metres from the Te Anau lakefront shore and the disruption of non-motorised use of this zone is to be avoided.
2. No new structures should be permitted along the Te Anau lakefront. The only exception is minor equipment or facilities required to be placed in the lake for monitoring purposes such as lake level recorders and gauges for the purposes of the Meridian Energy Limited power generation operations at Deep Cove/West Arm.
3. Oppose any resource consent applications to the Southland District Council and Southland Regional Council for new facilities or structural developments along the Te Anau lakefront (as identified in Map 14), other than those identified in Implementation 2 of this section.
4. The following criteria will apply for the management of the lakefront and adjacent Fiordland National Park land (in addition to the detail shown on Map 14):
 - a) Other than outside the Te Anau Scout Hall, there will be no long-term storage of boats, trailers or other equipment anywhere along the lakefront (“long-term” means in excess of one month in duration);
 - b) Moorings will only be used for boats which cannot be accommodated in the boat harbour because of size or

because the opportunity to do so is not available. No further moorings will be permitted in this area. Moorings that are no longer required will be removed at the owner’s expense when the concession expires;

MAP 14. TE ANAU LAKEFRONT FRONTCOUNTRY



- c) Signs along the lakeshore will conform to standards set out in the Southland District Plan and signs below the annual fullest level of the lake waters will comply with rules in the Southland Regional Water Plan; and

- d) Any revisions or extensions to existing buildings or structures which are authorised along the lakefront will be designed and constructed in harmony with the natural amenities of the surrounding landscape.
- 5. It is recognised that existing and proposed uses along the Te Anau lakefront have implications for adjacent lands and/or activities, particularly public utilities. A co-operative approach to management of the lakefront will be sought with Southland District Council and where appropriate the Southland Regional Council to ensure that community and environmental requirements are properly considered.
- 6. Liaison will be maintained with the Guardians of Lakes Manapōuri, Monowai and Te Anau regarding effects of controlled lake levels on the Te Anau lakefront.
- 7. The use of personal watercraft on Lake Te Anau will be managed in accordance with section 5.6 of this management plan.

5.3.9.6 Te Anau Downs

Te Anau Downs, being located partly along the Milford Road between Te Anau and Milford Sound / Piopiotahi, is a highly picturesque setting with characteristic mountain views over Lake Te Anau. This frontcountry area presently supports hotel and backpacker accommodation, a jetty and other associated infrastructure. There is also a car parking area alongside Milford Road at the northern end of Te Anau Downs with a scenic lookout where people often stop to experience the views across the lake.

Te Anau Downs is currently an access point for boating operations servicing the Milford Track and provides other access opportunities around the lake. The existing use of this area is low key in comparison with the other places that are located in the frontcountry visitor setting, such as Milford Sound / Piopiotahi. It is important that any activity undertaken from this site needs to be consistent with the adjoining backcountry visitor setting opportunities on other parts of the lake.

There has also been comment that Te Anau Downs is an ideal site for locating a transport node to service options for accessing Milford Sound / Piopiotahi. This management plan supports the need to assess how the management of traffic flows to Milford Sound / Piopiotahi could assist in reducing the perception of congestion and overcrowding at Milford Sound / Piopiotahi. This is discussed in more detail in sections 5.3.9.1 and 5.3.9.2. If Te Anau Downs was deemed a suitable place for this activity it would significantly alter how this place is managed. This option would have to be considered in a wider assessment of all transport options into Milford Sound / Piopiotahi.

The Te Anau Downs area also has a number of agencies responsible for differing aspects of the land and water. Cooperation between agencies is therefore important. The frontcountry area is defined as the development on the shores of Boat Harbour on Lake Te Anau as shown on Map 15.

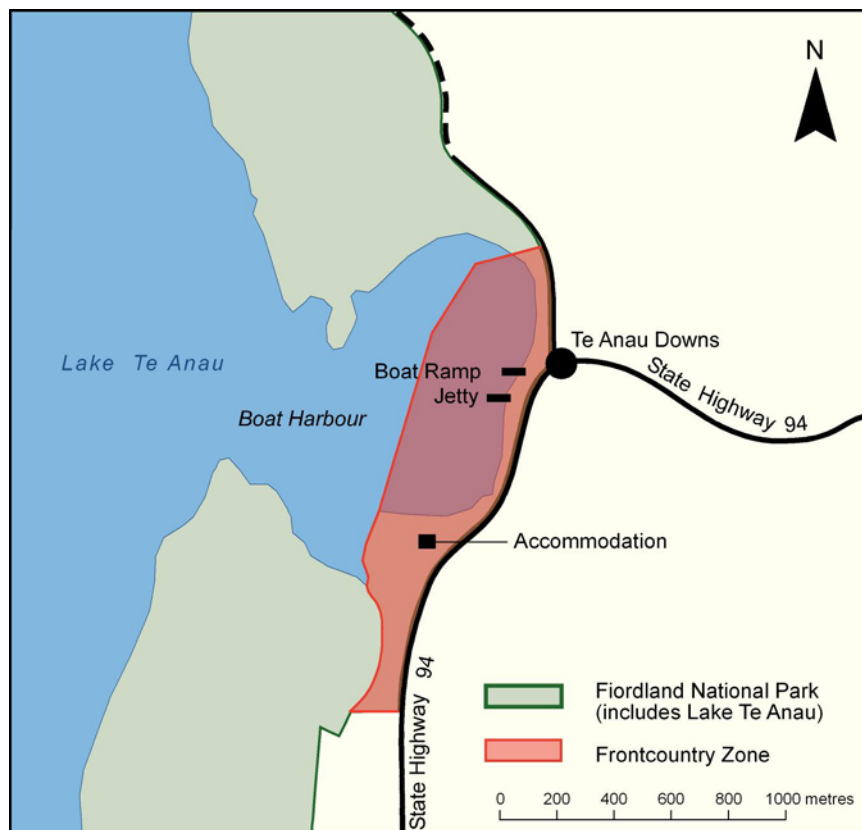
The extent of the Te Anau Downs Frontcountry visitor setting is presented in Map 15.

Objectives

1. To protect and maintain the natural shoreline and amenity values of the Te Anau Downs frontcountry area.
2. To manage the Te Anau Downs frontcountry area in full co-operation with the agencies responsible for the bed of the lake and the legal road and reserve areas adjoining conservation land.

3. To manage the Te Anau Downs frontcountry area as a potential access node to the lake along the Milford Road; while maintaining consistency with the adjoining backcountry visitor setting.

MAP 15. TE ANAU DOWNS FRONTCOUNTRY



Implementation

1. The Te Anau Downs frontcountry visitor setting should continue to be managed primarily for the existing uses, being the hotel accommodation, the jetty and as a small scale access node to Lake Te Anau.
2. Only shoreline facilities and structural developments that allow the development of this area as a small scale access node for those partaking in activities on Lake Te Anau should be permitted. The frequency of drop-offs and pick-ups to/from Lake Te Anau will be subject to the provisions of section 5.6 Boating Facilities.
3. The Te Anau Downs Frontcountry Visitor Setting will be managed in accordance with the following criteria:
 - a) There will be no long-term storage of boats, trailers or other equipment anywhere along the Te Anau Downs lakefront (“long-term” means in excess of one month in duration);

- b) The number of existing moorings at Te Anau Downs may be reviewed but any review should consider the likely impact on other activities in the zone, the adjoining backcountry zone, the visual amenity and the actual occupation levels of the moorings available. No new moorings will be permitted in this area. Moorings that are no longer required will be removed at the owner's expense; and
 - c) Any revisions or extensions to existing buildings or structures at Te Anau Downs should be designed and constructed in harmony with the natural amenities of the surrounding landscape. Where appropriate the criteria for new buildings, structures or extensions to existing buildings in section 5.3.9.1, Implementation 13 will apply.
4. Should a request be made to further develop this site as a transport node, the following provisions should apply:
- a) Such an activity should only be for the purpose of reducing the perception of congestion and overcrowding at Milford Sound / Piopiotahi and along the Milford Road (refer to sections 5.3.9.1 and 5.3.9.2);
 - b) The applicant should have to demonstrate that this option has been assessed in terms of a wider transportation analysis for options to Milford Sound / Piopiotahi as referred to in section 5.3.9.2;
 - c) That this option is the preferable option in terms of point b) above;
 - d) Such an option may provide for the following:
 - i) Transport hub for land based vehicular traffic;
 - ii) Provision of a hotel and accommodation facility; and
 - iii) Café facilities.
 - e) Separate facilities for residential activity should not be provided at the site;
 - f) The activity should minimise any adverse effects on those accessing backcountry, remote, or wilderness recreation experiences from this site; and
 - g) Implementation 3 c) of this section applies.