

5.3 VISITOR SETTINGS

5.3.1 Visitors to Fiordland (An inventory of existing use)

The Department of Conservation's national Visitor Strategy (1996) defines visitors to the public conservation estate into seven distinct visitor groups. These seven groups are:

- Short Stop Traveller;
- Day Visitor;
- Overnighter;
- Backcountry Comfort Seeker;
- Backcountry Adventurer;
- Remoteness Seekers; and
- Thrillseekers.

Short Stop Travellers, for example, may visit a National Park for an hour or so en-route to somewhere else. Their visit is for a tea break or toilet stop and may involve a short walk or taking photographs. They are looking for scenic places with car parks, toilets, short walking tracks, picnic facilities and information about the area. This group makes up a significant number of visitors and their numbers are expected to increase.

Day Visitors, as the name implies, may spend up to a day in an area managed by the Department of Conservation. Visits are often associated with a family or group outing or a specific recreational activity, ranging from a picnic to walking, trout fishing, or hunting. The focus of the visit is often water, either lakes or the coastline. In addition to the facilities required by short stop travellers, this group also requires longer tracks, wharves and boat ramps. Day visitor numbers are expected to increase at popular tourist sites.

Overnighters are the traditional family holidaymakers. Most of their visits range from one to two weeks and are based around staying at a campground or educational lodge. Day walks, swimming, water skiing and trout fishing are their preferred recreational activities and they want attractive locations with basic accommodation or campground facilities. There are only a relatively small number of overnighters, but their use is concentrated in certain areas over the popular summer months. Their numbers may increase with the growing popularity of campervan touring.

Backcountry Comfort Seekers are mostly walkers on the more popular tracks such as the Routeburn or Milford. For many of this group a two to five day tramp is their first experience of the New Zealand outdoors. They want a low risk backcountry experience with well-constructed tracks, huts with cooking and heating facilities, and good information about the track. This group is made up largely of young visitors and will

increase in size as more international visitors walk these tracks. There is an increasing number of visitors in the older age group.

Backcountry Adventurers are self-reliant trampers, hunters, mountaineers and kayakers who want a remote experience. They require only a few facilities such as small basic huts, tramping tracks, bridges and some signs. In addition, they need information to plan their trip, such as maps, snow and weather reports and route guides. This group has historically comprised young male New Zealanders, however there is an increasing trend towards a wider demographic range including both male and female international visitors. Many of these visitors are also staying for longer periods.

Remoteness Seekers are self-reliant trampers, hunters and mountaineers who want a true wilderness experience with very few interactions with other visitors, and no facilities. Like the backcountry adventurers, they need information to plan their trip. This group is very small in size in comparison with other user groups.

For Thrillseekers, areas managed by the Department of Conservation provide the natural backdrop for activities such as skiing, paragliding, rafting and bungee jumping. They require specialised facilities such as ski fields and bungee jumping platforms. They are localised compared with other groups and they are generally young and well-off. Thrillseekers are not a significant user group of Fiordland National Park, but there are a number of activities beginning to appear on the periphery of Fiordland National Park. The Department of Conservation does not cater for this user group and thrillseeking activities are not considered consistent with the range of opportunities provided by Fiordland National Park.

5.3.2 Recreation Opportunities

Fiordland's greatest attribute is that, to most people, the area is a wild untouched landscape and this is enhanced by the vast remote mountainous and rugged terrain. The remoteness values of western Fiordland are of international significance. Fiordland National Park is the largest of New Zealand's national parks and contains a large proportion of the country's truly remote and Wilderness Areas. This has been recognised officially by including Fiordland within Te Wāhipounamu - *South West New Zealand* World Heritage Area.

A further strength lies in the three Great Walks: Milford Track, Kepler Track and the Routeburn Track (the latter being managed jointly with the Otago Conservancy). The Great Walk tracks absorb the bulk of the backcountry users in Fiordland, catering for visitors who are seeking a multi-day walk with high quality, comfortable facilities. Guided walk operations run alongside the independent walker activity and allow for a greater diversity of people to complete these tracks.

Other recreation opportunities include providing for wilderness tramping opportunities and for day visitors; the most obvious sites are Milford Sound / Piopiotahi, Milford Road, Doubtful Sound / Patea and the Te Ana-au glow worm caves. These attractions are internationally renowned 'icon' sites. (Note that most of the activity relating to Milford Sound / Piopiotahi and Doubtful Sound / Patea is undertaken off land administered by the Department of Conservation, however it is accessed and supported via facilities in Fiordland National Park. As a result there are a number of associated management implications on Fiordland National Park.)

Lakes Hauroko, Monowai, Manapōuri and Te Anau are attractive destinations for boat users. Besides the activities undertaken on the lakes from boats, such as angling and water sports, the lakes allow easy access for hunting and tramping opportunities. There are several lakeshore huts and tracks that (without chartering aircraft) can only be accessed by boat.

A noticeable change in water activities over the last few years has been the growth in kayaking on both lakes and fiords.

The fiords also provide a setting where similar activities can take place. Although the fiords are outside Fiordland National Park, the activities occurring on them can result in use of Fiordland National Park.

5.3.3 Visitor Settings (A methodology for recreation management in Fiordland National Park)

The Department of Conservation’s aim is to provide for a range of recreation opportunities within Fiordland National Park without compromising the natural and historical values. To facilitate the provision of this range of opportunities and experiences being sought by visitors, Fiordland National Park has been split into visitor settings. These visitor settings ‘set the scene’ for the type of activities and effects that are appropriate within a particular setting thereby protecting the experience of those undertaking the activity. The physical attributes of an area, the existing visitor use, accessibility, facilities and services, and the level of management have determined the settings.

While recognising the international significance of Fiordland National Park, it is important to note that the visitor settings established in this plan have been developed according to New Zealand values and expectations.

Five visitor management settings have been identified for Fiordland National Park. They are:

- Wilderness Areas;
- Remote Experience Areas;
- Backcountry Areas;
- High Use Track Corridors; and
- Frontcountry Areas.

The relationship between the Visitor Management Settings and Visitor Groups is shown in Table 4:

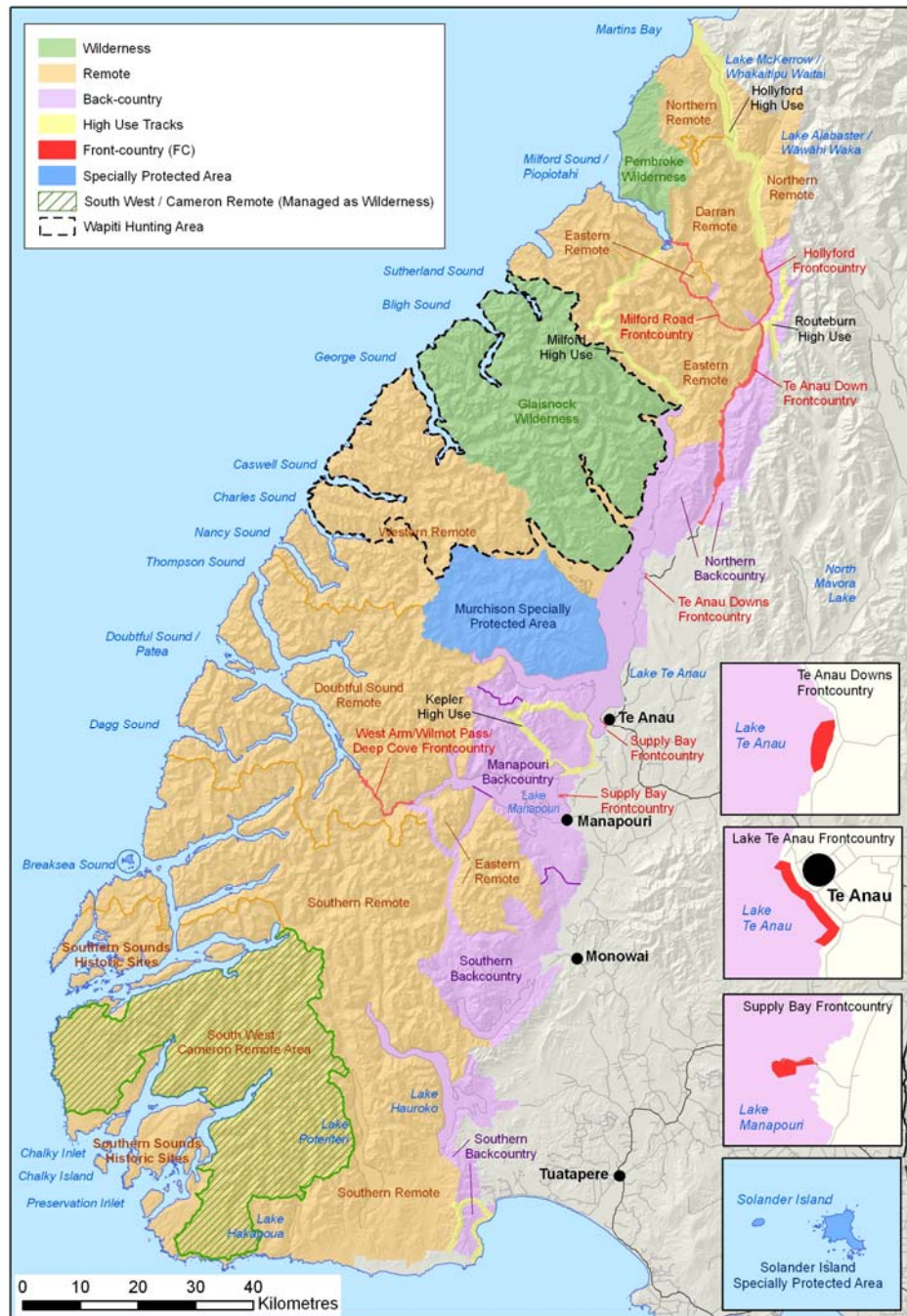
TABLE 4 – THE RELATIONSHIP BETWEEN VISITOR MANAGEMENT SETTINGS AND VISITOR GROUPS

VISITOR MANAGEMENT SETTING	VISITOR GROUP
Wilderness Areas	Remoteness Seekers
Remote Experience Areas	Remoteness Seekers, Backcountry Adventurers
Backcountry Areas	Backcountry Adventurers
High Use Track Corridors	Backcountry Comfort Seekers
Frontcountry Areas	Short Stop Travellers, Day Visitors and Overnighters

The Visitor Settings for Fiordland National Park are shown on Map 7. The scale of the map necessitates that the boundaries shown are indicative only. For clarity some additional boundary definition is included in the text that follows, but for accurate visitor setting boundary information, plans held in the Invercargill or Te Anau offices of the Department of Conservation should be consulted.

The prescription for management of each of these visitor settings is described below.

MAP 7. VISITOR SETTINGS



5.3.4 Takahē Specially Protected Area (Murchison Mountains)

Please note this is not a recognised visitor setting, though it is identified on Map 7. This area has been set apart as a Specially Protected Area pursuant to the National Parks Act 1980 to protect the takahē population in Fiordland. This is the sole remaining wild population of takahē living in its natural habitat. It is an intensively managed area that requires restrictions on access. Any commercial or recreational visits to the area require a permit from the Minister.

Access to this Specially Protected Area will be controlled in accordance with the provisions of this plan and the National Parks Act. The only permits that are likely to be granted are those which will not adversely affect the purpose of this Specially Protected Area and in particular the continued management of the takahē population.

While the prime purpose for this area is for the management of biodiversity; in particular takahē species recovery, it is considered appropriate that some limited recreational access be permitted to some areas of this specially protected area. This limited access is by permit only and is only acceptable in this area as a result of the scale of the area under specially protected area status and the location of takahē within this area.

Limited access is restricted to the western areas around Mount Irene for non-guided tramping opportunities only in addition to some limited access for trout fishing and for limited recreation access to the Aurora Caves. Access for trout fishing is only considered appropriate in designated areas in the rivers flowing into Lake Te Anau.

All access to the Takahē Specially Protected Area will be by permit only and will be managed to ensure minimal disturbance to the takahē programme. Should any adverse effects become evident then these opportunities will be reassessed. The limited access areas to the Takahē Specially Protected Area are identified in Map 8

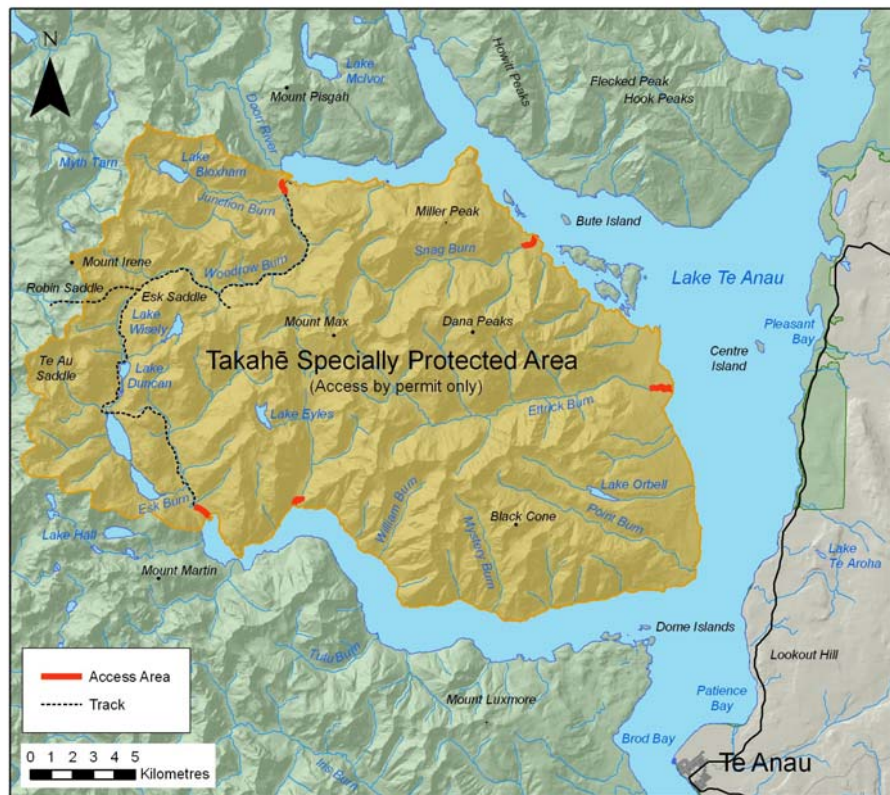
The existing access permitted for the Te Ana-au Cave operation will continue under the requirements of its concession.

Future controlled public access may be considered where it has an education or public awareness benefit.

Objective

1. To manage the Takahē Specially Protected Area (Murchison Mountains) for the purpose of preserving takahē in their natural habitat. Any recreation and commercial access permitted to this area will be consistent with this purpose.

MAP 8. TRAMPING AREAS AND INDICATIVE FISHING ACCESS AREAS IN THE TAKAHĒ SPECIALLY PROTECTED AREA



Implementation

1. No recreation facilities will be provided in the Takahē Specially Protected Area (Murchison Mountains).
2. All access to this area requires permission from the Minister (note: this does not include access required to meet the purpose of this Specially Protected Area as outlined in Objective 1).
3. The only permits that are likely to be granted are those which will not adversely affect the purpose of this Specially Protected Area. They will be limited to:
 - a) Access for non-guided recreational tramping parties to the area designated on Map 8. The following restrictions will apply:
 - (i) Access will be restricted to December, January and February only;
 - (ii) Only two tramping parties per week, with only one party per day;

- (iii) Party size will be restricted to no more than four members unless the Area Manager determines that camping is acceptable; then the party size may be a maximum of six;
 - (iv) Unless specially permitted, no camping will be allowed. Where camping is specifically permitted in accordance with point (iii) it may only occur within 100 metres of the huts listed in point (v); and
 - (v) All parties will be required to use the following biodiversity huts only (unless specifically permitted to camp in accordance with point (iii)): Te Au, Robin Saddle, Wisely and Junction Burn.
- b) Access for trout fishing (both guided and non-guided) in the areas identified on Map 8. These areas will be identified by marker posts; and the Department of Conservation will advocate to Fish and Game New Zealand that the conditions of this access are listed on fishing licences. Access will be permitted for day trips only. Access may be reviewed at any time; and
- c) The following restrictions should apply regarding access for non-guided recreation visits to the Aurora Caves:
 - (i) Only two visitor groups per month should be permitted;
 - (ii) In addition to (i) above, a further two extra visitor groups per annum may be permitted for public awareness and education purposes into the Caves;
 - (iii) Total visitor group size should not exceed twelve persons inclusive of group leaders (i.e. a maximum visitor group size of ten persons exclusive of group leaders);
 - (iv) All visitor groups should have a minimum of one member of the New Zealand Speleological Society included within the total visitor group size. This person will have to demonstrate knowledge of conservation ethics associated with caving and provide approved references;
 - (v) Access to the Aurora Caves should only be permitted for day visits (no overnight opportunities); and
 - (vi) Access to these caves may be declined should monitoring determine an unacceptable level of impact on the natural values of the caves (refer also Implementation 4 of this section).

(refer also to section 5.14)

- d) Concession access to the Aurora Caves should be subject to following conditions:
 - (i) Due to sensitive cave environments only one concession should be granted for access to the Aurora Caves;
 - (ii) No facilities should be permitted to be developed in the caves;
 - (iii) Total party group size should not exceed twelve persons inclusive of guides (i.e. a maximum concession group size of ten persons exclusive of guides);
 - (iv) All parties should have a minimum of one member of the New Zealand Speleological Society included within the total party size. This person will have to demonstrate knowledge of conservation ethics associated with caving and provide approved references;
 - (v) Concession access to the Aurora Caves should be limited to one visit per month;
 - (vi) Concession access should only be permitted for day visits (no overnight opportunities); and
 - (vii) Access to these caves may be declined should monitoring determine an unacceptable level of impact on the natural values of the caves (refer also Implementation 4 of this section).

(refer also to section 5.14)

- e) The existing Te Ana-au Cave operation; and
 - f) No aircraft landings/take-offs should be permitted in the Specially Protected Area for the purpose of enabling the access outlined in points a)-e).
4. The Area Manager is permitted to review the limits established in Implementation 3 on a case by case basis. Should at any time the access permitted in Implementation 3 pose any risk to species management, or other effects, the conditions of access and the access itself will be reassessed. The Area Manager holds the discretion to reassess this access at any time.
5. All permits applied for seeking access to this area will be considered on a cost recovery basis.

6. Consideration may be given to controlled, limited public access that has an education or public awareness benefit.
7. The Department of Conservation may also consider the appropriateness of the boundary of the specially protected area, with particular respect to a limited buffer zone for boat access to recognise the use of Lake Te Anau, by commencing a consultation process within the life span of this plan.

5.3.5 Wilderness Visitor Setting

Recreation Opportunities

Wilderness Areas are invaluable in today's society for those wanting to retreat from the human-influenced or impacted-upon landscapes and environments. Globally, wild lands are shrinking due to the demands of a growing world population. Therefore the wilderness opportunities New Zealand can offer are of international importance.

It is important to note that of the five visitor settings in section 5.3, gazetted wilderness areas are the only one that is recognised in legislation. Although most of Fiordland is viewed by many as a wilderness now, legal designation as a wilderness area under section 14 of the National Parks Act 1980 ensures that these areas are managed to maintain their wilderness values. With explicit regard to wilderness areas, Section 14(2)(d) of the Act states that “No animals, vehicles or motorised vessels (including hovercraft and jet boats) shall be allowed to be taken into or used in the area and no helicopter or other motorised aircraft shall land or take off or hover for the purposes of embarking or disembarking passengers or goods in a wilderness area.” Notwithstanding this, the Department of Conservation recognises the need to access such areas by mechanised means for management purposes, particularly for the control of introduced animals, including deer. Search and rescue operations are not restricted. Fiordland National Park presently contains two gazetted wilderness areas, the Glaisnock and Pembroke, and a further possible wilderness area (South West / Cameron Remote Area). The Department of Conservation recognises the contribution to the preservation of indigenous biodiversity that hunters can have through the control of deer populations in these areas and may allow restricted access to these wilderness areas at certain times of the year (see Table 7).

The intention of Wilderness Areas is not to lock the land up or prevent people from going there. Their primary purpose is to provide recreation opportunities for highly experienced hunters, trampers and climbers seeking solitude and challenge in a natural environment free from facilities. It is acknowledged that many people will appreciate these values without ever having visited a Wilderness Area. In order to achieve this, the law generally prevents motorised access and the construction or maintenance of tracks, huts or other structures. Aircraft or boat access is still possible by landing adjacent to the boundary. This may, however, erode the experience of those in the Wilderness Area. It is also proposed, through this management plan, that some aircraft access for recreational hunting be allowed where clear conservation benefit can be demonstrated (see section 5.5).

Fiordland National Park presently contains two areas gazetted as Wilderness Areas. The Glaisnock Wilderness Area is a significant block adjoining the Milford Track corridor. On the boundaries of this are a

number of recreation facilities, including the George Sound Hut, and the Worsley Hut on Northwest Arm of Lake Te Anau. Due to its size and topography it provides significant opportunities to experience natural quiet. However, with the increase in aircraft movements in the area, particularly associated with Milford Sound / Piopiotahi and to a lesser extent to George Sound, there is the risk that this value will diminish. Working with aircraft operators to ensure flight paths and landings do not adversely affect these values is essential.

The second gazetted Wilderness Area is the Pembroke which borders on Milford Sound / Piopiotahi. It is roughly triangular in shape and provides an extensive alpine wilderness experience. It is arguably considered the most accessible wilderness opportunity in New Zealand. It has a high level of use on its boundaries, particularly adjoining Milford Sound / Piopiotahi. It does not provide the degree of solitude generally regarded acceptable in Wilderness Areas as it is subject to noise, particularly from overflying aircraft; its western boundary is developed (Milford Sound / Piopiotahi); and due to its accessibility. However, it is essential that the present level of noise tolerance is not exacerbated further. As for the Glaisnock Wilderness Area, efforts will be made to work with aircraft operators to ensure flight paths and landings do not adversely affect wilderness values.

A new Wilderness Area is proposed for the southwest corner of Fiordland. This area does not include any of the large inland lakes (such as Poteriteri, Hakapoua or Hauroko) or the Maritime New Zealand facility at Wednesday Peak and, in doing so, avoids conflicts with existing use in these areas. In contrast to the other two Wilderness Areas (and any other Wilderness Area in New Zealand) the proposed area has extensive coastal topography that is generally low lying and includes substantial tracts of low altitude podocarp forest. The interior of the proposed Wilderness Area is an isolated but substantial area comprising extensive, radiating, glacially carved alpine ridge and valley topography. The valleys are beech forested and often have valley floor lakes. The area offers many possibilities for extensive wilderness travel and offers a truly challenging wilderness experience due to its isolation, size and rugged climate. Possible issues that threaten these values include boat and air access to surrounding areas. This is particularly so in the coastal locations of this proposed Wilderness Area. Supper Cove is recognised as a transit node on the border of this proposed Wilderness Area.

While the area included in the wilderness proposal has values of national and arguably international importance, submissions received to this plan have highlighted a number of concerns held by affected communities. If the proposal for a new Wilderness Area were to be investigated and progressed further it would be appropriate to go through a separate public consultation process, involving calls for public submissions and public hearings, prior to recommendation for gazettal. The issues raised in submissions to this plan would need to be

considered and addressed through any such public process. These include the following:

- That aircraft access is required in order to undertake existing activities (such as hunting); and
- That the Department of Conservation will be unable to control deer populations in southwest Fiordland; and
- That additional Wilderness Areas should not be put in place because they exclude sections of the community (such as families and those who have dependence on mechanised access); and
- That members of the public will not be able to access their special places; and
- That the eastern boundary for the proposal is too distant and should be extended to include Lakes Poteriteri and Hakapoua.

Objectives

1. To provide a range of wilderness recreation opportunities for the long term by maintaining areas which are pristine in their naturalness and where there is minimal evidence of human activity. Key attributes defining wilderness include:
 - a) Solitude, peace and natural quiet;
 - b) No recreation facilities, except occasional facilities on the borders of the areas;
 - c) Users should be self-reliant and highly experienced; and
 - d) Users should not expect to encounter more than one party per week.
2. To manage each of the Wilderness Areas recognising and protecting their special qualities. These are:
 - (a) Glaisnock**

A large area of substantially unmodified landscape in a continuous sequence of changing ecosystems from the west coast across the main divide to Lake Te Anau. Apart from on the boundaries, this area provides significant opportunities for experiencing natural quiet.
 - (b) Pembroke**

A rugged, isolated area of difficult access (apart from the border areas around Milford Sound / Piopiotahi), containing a typical cross-section of substantially unmodified landscape. It provides a reasonably accessible opportunity to experience an alpine wilderness.

(c) South West / Cameron Remote Area (proposed wilderness area)

A large area with coastal topography that is generally low lying and includes substantial tracts of low altitude podocarp forest and a substantial interior comprising extensive, radiating, glacially carved alpine ridge and valley topography and beech forested valleys that often have valley floor lakes. It offers a truly challenging wilderness experience through its isolation, size and rugged climate.

Implementation

1. Inform the New Zealand Conservation Authority on the appropriateness of gazettal of the South West / Cameron Remote Area to the status of a Wilderness Area by commencing a consultation process within five years of this plan receiving final approval from the New Zealand Conservation Authority. The following should apply:
 - a) Commence a separate public consultation process enabling the public to make submissions; and
 - b) Consult and consider issues raised in submissions received and heard on the draft Fiordland National Park Management Plan process.
 - c) Recognise the proposed boundaries identified in Maps 7 and 15 of this plan are indicative only and, if gazettal as a Wilderness Area is recommended, may be subject to change as a result of the above consultation process.
 - d) Unless the New Zealand Conservation Authority determines that gazettal is appropriate this area will be managed in accordance with the provisions of this plan to recognise its wilderness values.
2. Aircraft landings in Wilderness Areas will not be permitted except for emergency, search and rescue and conservation management purposes or for the recreational hunting of wild animals under certain special circumstances (see section 5.5 - Aircraft Access).
3. Concession applications involving the use of wilderness areas should be declined unless otherwise provided for in this Plan.
4. Where applications for activities detailed in Implementation 3 are received, the Department of Conservation will:

- a) Consult with the Southland Conservation Board and seeks its recommendation;
- b) Consult with papatipu rūnanga;
- c) Publicly notify the application, acknowledging the wide public interest in these matters; and
- d) Require a full environmental impact assessment undertaken by appropriate-qualified specialists.

(Refer also section 5.5, Implementation 4 which provides a framework for managing aircraft landings in wilderness visitor settings).

5. Guided hunting and fishing in the South West / Cameron Remote area will be considered on a case-by-case basis (unless gazetted in accordance with Implementation 1) but should be subject to a maximum of one party per week and a maximum party size of three people, inclusive of guides, unless it is clearly demonstrated that a larger party size will not have adverse effects, including social effects and cumulative effects.
6. Private parties will be encouraged to limit their groups to seven people.
7. No new buildings, machinery, bridges or other structures will be allowed within wilderness visitor settings. Existing huts may be retained on the boundary.
8. No roads, tracks or routes will be maintained or constructed in this setting.
9. Advocate that aircraft operators recognise and respect the wilderness visitor setting values which their activities may affect. In particular, flight paths and landings away from these wilderness visitor settings will be encouraged (refer to section 5.5).
10. Advocate through the Resource Management Act processes to protect wilderness visitor setting values. In particular, advocate to Southland Regional Council for controls to be put in place in planning documents and through resource consent processes that restrict use (particularly mechanised use) of the coastal marine area and structures in the coastal marine area which adjoin wilderness visitor settings.
11. Management will be in accord with The Wilderness Policy (New Zealand) 1985.

5.3.6 Remote Visitor Setting

Recreation Opportunities

Remote settings will be managed to protect values such as remoteness and natural quiet and the relatively unmodified natural environment. Motorised access and facility development is limited. Visitors to these settings need to be predominantly self-reliant and have a high level of backcountry skills. Visitors should expect few encounters with other parties and where they do meet others the group sizes should be small. Within remote settings there will be some hut and track systems but huts will tend to be small and basic (refer also to section 5.8 which provides a framework for the provision of huts and track systems).

The connections between the visitor settings identified in Fiordland National Park and the recreation opportunities available within the fiords are intricately linked. To retain the remote experience of most of the land which surrounds the fiords it is essential to advocate to other resource managers the need for consistent management. There is growing pressure from tourism activities on the fiords, particularly commercial boat operations of varying sizes that can affect how people perceive the recreation experience offered in the adjoining land (refer to sections 5.5 and 5.6).

It is important to recognise that the majority of Fiordland National Park is managed to maintain and protect remote recreation experiences. Along with the fiords and wilderness visitor settings, the large expansive remote experiences are what make Fiordland unique among other national parks in New Zealand.

Objective

1. To manage all remote visitor settings for low impact recreation opportunities distant from high use areas; while protecting the areas' other national park values. The following key attributes will be protected:
 - a) A predominance towards self-reliance;
 - b) Few encounters with other visitors (not more than one encounter with other visitor groups per day) and small party sizes;
 - c) Relatively free of recreation facilities;
 - d) Access is generally non-mechanised; and
 - e) Visitors expect to be away from sights and sounds of human influence.

Implementation

1. Manage existing tracks, routes and huts within remote settings in accordance with section 5.8.
2. Manage visitor numbers or patterns of use rather than harden or expand sites or facilities in response to adverse effects from increased use of certain areas.
3. Keep recreation facility development and tourism operations to a minimum within the remote visitor setting. All facilities will be basic with huts having a maximum capacity of 16 people.
4. Unless provided for elsewhere in this plan, the following restrictions should be imposed on recreation and tourism concessions wishing to operate in this visitor setting:
 - a) Limited to a maximum party size of seven, inclusive of any guides, unless it can be clearly demonstrated that a larger party size should not have adverse effects, including social effects and cumulative effects;
 - b) Limited to a maximum of one party per week for each remote area per concession with no more than five concessions for guiding activities off formed tracks (excluding guided hunting, fishing and kayaking) be granted for each of the remote visitor settings identified in sections 5.3.6.1 to 5.3.6.7, or level of activity that equates to the same limit of one party per week per concession and a maximum of five concessions per remote area; and
 - c) Additional restrictions on the frequency of trips (such as annual/monthly limits or smaller party sizes) may be applied to commercial operators. These may differ depending on the type of activity and the existing level of commercial and recreational use. Any limits applied to individual concessions should be designed to manage the likely number of encounters with all other parties (both private and commercial).

Note: this implementation does not affect concessions or licenses existing at the date of approval of this plan that were granted prior to Part IIIB of the Conservation Act 1987, unless they are subject to review or variation.
5. Private parties will be encouraged to limit their party size to seven.

6. The group sizes and frequencies in Implementation 4 should apply to commercial kayaking operators in remote settings (except where utilising Fiordland National Park from Doubtful Sound / Patea) but do not apply to other commercial boat operators (refer to section 5.6). For kayaking operations utilising Fiordland National Park from Doubtful Sound / Patea (and associated arms) recreation tourism concessions will be managed in accordance with the provisions of this section, section 5.3.6.4, section 5.6 and other relevant provisions of this plan.
7. Guided hunting and fishing will be considered on a case-by-case basis but should be subject to a maximum of one party per week in each of the remote settings and a maximum party size of three people, inclusive of guides, unless it is clearly demonstrated that a larger party size will not have adverse effects, including social effects and cumulative effects.
8. Commercial boating operations (except kayaks) within a remote setting should have a maximum vessel capacity of 12 persons unless it is clearly demonstrated that a larger party size will not have adverse effects including social effects and cumulative effects (refer to section 5.6)
9. When assessing concession applications in remote visitor settings provisions 5.3.6.1 - 5.3.6.7 will also apply.

5.3.6.1 Darran Remote Setting

This area (refer to Map 7) is bounded by the Hollyford River / Whakatipu Kā Tuka, the Gulliver River and State Highway 94. It excludes facilities at Milford Sound / Piopiotahi, but includes the upper sections of the Moraine Creek track. It excludes Marian Creek and Gertrude Saddle. The Darran Remote Area provides the terrain for premium alpine and hard rock climbing opportunities, attracting climbers from throughout New Zealand and also from overseas. During the winter it also offers premium ice climbing opportunities. This visitor setting will be managed primarily for the remote climbing opportunities it provides. While concessions for climbing activities in the Darran Mountains provide a unique opportunity, regular concessionaire use may detract from the remote values of the area. In order to protect the remote climbing opportunities provided by the area it is considered that management of concessionaire use of the Darran Remote Setting over and above the standard party sizes and frequencies defined for remote settings in section 5.3.6 is required.

Objective

1. To manage the Darran Remote Setting to protect the following:
 - a) Its remote rock climbing and alpine climbing opportunities that are world-renowned; and
 - b) Its quiet atmosphere and wilderness characteristics.

Implementation

1. No new facilities will be allowed in the Darran Remote Area unless they are required to aid the protection of natural and historic resources or are essential for maintaining the safety of travellers on the Milford Road.
2. In the Darran Remote Area, aircraft access should be permitted at designated landing sites only (refer to section 5.5 - Aircraft Access).
3. In addition to the provisions of section 5.3.6 not more than a combined total of 25 trips per year should be permitted in the Darran Remote Setting for all concessions and all trips should be greater than three days in duration.

5.3.6.2 Northern Remote Setting

While adjoining the Hollyford Track and a small village the areas surrounding Martins Bay and Lake Alabaster / Wāwāhi Waka offer unique remote coastal opportunities that are bordered by the Darran Mountains and two gazetted wilderness areas. These areas have been included as the Northern Remote Setting, the boundaries of which are defined on Map 7. Within this setting various different remote opportunities are provided.

Lake Alabaster / Wāwāhi Waka is located off the junction of the Pyke River and the Hollyford high use track corridor. This area is used by hunters and trappers who utilise Lake Alabaster / Wāwāhi Waka often using jet-boats to facilitate access. Climbers and trout anglers are also regular users. In recent times the level of boat use on the lake has increased. Concerns have been raised about conflict at hut sites, particularly in relation to the condition the huts are left in after boating parties have visited. There is a growing demand from commercial operators to provide taxi services and, to a limited extent guiding opportunities on the lake. In the Mount Aspiring National Park management plan commercial jet boating on the adjoining Pyke and Olivine rivers is not considered appropriate. Management of commercial boat use of Lake Alabaster / Wāwāhi Waka and the Pyke River is considered necessary in order to provide a buffer to the strict provisions in Mount Aspiring National Park and to reflect the remote characteristics of this place (please refer to section 5.6 for provisions relating to the management of commercial boating on these waterways).

Martins Bay is the most northern coastal part of Fiordland National Park and provides a mix of remote and semi-remote coastal opportunities. It is unique in that it contains an area of private land which includes a small village where people live all year round. This area has the prospect of growing significantly in terms of its tourism appeal, particularly because facility development (i.e. accommodation) is not reliant on it being provided in Fiordland National Park. The area connects with the Hollyford high use track corridor and the wider Pyke-Big Bay route. It provides opportunities for enjoying coastal remote opportunities, marine mammal viewing, hunting and a variety of lake/river activities – the majority of which is located in Fiordland National Park. While it is not necessary to place restrictions on use patterns in this area at present, should significant growth occur more intensive management may be required. The exception to this is that because there are opportunities for private accommodation at Martins Bay it is considered that commercial use of the Martins Bay hut is not appropriate or necessary. However, this may be reconsidered following any increase in the sleeping capacity at the Martins Bay hut. This enables one of the few opportunities in a remote setting in Fiordland National Park where all visitors to the hut will have to be fully self-reliant.

Please note section 5.3.6 for general information regarding remote visitor settings within Fiordland National Park.

Objective

1. To manage the Northern Remote visitor setting to protect the following key attributes:
 - a) The remote experiences of Martins Bay and its surrounds;
 - b) A place where marine mammals (seals and dolphins), and penguins are protected while being enjoyed by remoteness seekers;
 - c) A place that is representative of the pioneering nature of Martins Bay;
 - d) A place that provides remote tramping opportunities that can be accessed from the Hollyford Track and that also provides access to the Olivine Wilderness Area; and
 - e) A unique opportunity to experience the coast and large lake systems without the presence of many people or an intrusive built environment.

Implementation

1. Commercial use of the Martins Bay hut, located within the Hollyford High Use Track Corridor) should not be permitted. This may be reconsidered following any increase in the sleeping capacity at the Martins Bay hut. See also section 5.3.8.4 and section 5.8.
2. No further facilities off the Hollyford high use track corridor or within the Martins Bay area to facilitate further access will be developed.
3. Liaise with the landholders at Martins Bays over cross-boundary issues.

5.3.6.3 Western Remote Setting

The Western Remote Setting adjoins the Glaisnock Wilderness Area and provides a range of opportunities towards the wilderness end of the remote opportunity spectrum. A large proportion of the area is in the wapiti area (identified on Map 7) and use, particularly during the roar when wapiti hunting blocks are balloted, can at times be high for a remote and wilderness visitor setting.

Middle Fiord, North Fiord and Worsley Arm provide unique but accessible remote experiences on Lake Te Anau. They also serve as key access points to the Western Remote Setting and Glaisnock Wilderness Area. While important for providing access it is considered that this needs to be managed in order to maintain the characteristics of the Western Remote Setting and Glaisnock Wilderness Area (please refer to section 5.6).

The George Sound Track, while located within the remote setting, is more towards the wilderness end of the remote experience. The track receives approximately 50-100 visitors per year. Climate and the track's condition will determine the experience level required at any given time. Visitors need to be experienced and self-reliant as a result. In order to ensure that the track continues to provide this opportunity it is considered that some management of use is required.

Please note section 5.3.6 for general information regarding remote visitor settings within Fiordland National Park.

Objective

1. To manage the Western Remote Setting to protect the following key attributes:
 - a) The remote experiences of the Western Remote Setting;
 - b) The George Sound Track as a place that provides a challenging remote east-west traverse of Fiordland National Park;
 - c) A place that provides an opportunity to experience a remote lake experience within relatively easy access of Te Anau; and
 - d) A place that offers an important buffer for the Glaisnock Wilderness Area.

Implementation

1. Manage the George Sound Track so that encounters with other parties will not exceed more than five parties per week in recognition that this track is more towards the wilderness end of the remote experience. Management will

include limitations on the number of people dropped off by commercial boat operations (refer to section 5.6).

5.3.6.4 Doubtful Sound Remote Setting

The Wilmot Pass Road (refer to section 5.3.9.3) when combined with boat access across Lake Manapōuri, provides ready access to Doubtful Sound / Patea. Apart from Milford Sound / Piopiotahi, Doubtful Sound / Patea is the most accessible of the fiords. The Department of Conservation provides a range of facilities, such as huts and campsites, within Doubtful Sound / Patea and the road and Sound provide important access to remote recreation opportunities within the surrounding areas of Fiordland National Park.

Kayaking is a popular activity within Doubtful Sound / Patea and it is expected that this will increase over the next ten years. As a result, it is expected there will be increased pressure on the campsites within this part of Fiordland National Park. The campsite at Hall Arm is currently managed as a formed campsite (refer to section 5.8). While this site is situated in a remote zone it is recognised that existing use at this site is more towards the backcountry end of the remote spectrum.

While not actively managed as a formed campsite, the existing informal campsite at Crooked Arm receives a regular level of use during the summer months and some site hardening has occurred as a result of this. To ensure the remote experience is retained within the areas of Fiordland National Park adjoining Doubtful Sound / Patea there will only be a limited number of formed campsites provided. It is considered that the existing formed campsite at Hall Arm and formalising the campsite at Crooked Arm adequately provides for this opportunity. Any application by concessionaires to develop new campsites will need to demonstrate the remote experience is not diluted and environmental effects can be avoided.

A number of other informal camp sites exist within Doubtful Sound / Patea. While these offer sites at which freedom camping can occur, they are not managed as formed campsites by the Department of Conservation (refer to section 5.8). In order to protect the remote opportunities provided by the Doubtful Sound Remote Setting, independent kayakers will be encouraged to use existing formed or informal campsites. It is considered that management of the sites and frequencies at which areas of the Fiordland National Park adjoining Doubtful Sound / Patea can be utilised by guided kayaking is also necessary in order to continue to provide a remote experience.

There are a number of islands in the mouth of Doubtful Sound / Patea that are significant breeding and moulting sites for Fiordland crested penguin. These include the Shelter Islands, Nee Islets and Seymore Island. The latter two are also important sites for the New Zealand fur seal. The Fiordland crested penguin is a species prone to disturbance, particularly during the breeding season. For this reason it is not considered appropriate to permit aircraft or any other landings on the islands. The Department of Conservation will also advocate to the

Southland Regional Council that no anchoring occur in close proximity to these islands.

While access to the Dusky Track can be gained from this visitor setting the track is primarily situated in the Southern Remote Setting.

Please note section 5.3.6 for general information regarding remote visitor settings within Fiordland National Park.

Objective

1. To manage the Doubtful Sound remote setting to protect the following key attributes:
 - a) The remote experiences of the Doubtful Sound Remote Setting;
 - b) As a place that provides a key remote access opportunity for a marine/national park interface; and
 - c) As a place where biodiversity values are significant, particularly on the islands in Doubtful Sound / Patea.

Implementation

1. Concessions for overnight use of areas of Fiordland National Park adjoining Doubtful Sound / Patea by commercial kayaking companies (please also refer to section 5.6) should be confined to the existing formed and informal campsites at Hall Arm, Crooked Arm, Camelot, Olphert Cove and Campbells Kingdom only. The following conditions should apply:
 - a) A maximum party size of ten people, per trip, inclusive of guides, should be permitted;
 - b) Not more than a combined total of ten trips per week for all concessionaires should be permitted at Hall Arm;
 - c) Not more than two trips per concession per week should be permitted at Crooked Arm;
 - d) Not more than one trip per concession per week should be permitted at each of the Camelot and Olphert Cove sites;
 - e) Should an applicant seek changes to these limits, the applicant should be required to undertake appropriate research approved by the Department of Conservation that addresses physical and social carrying capacity effects; and
 - f) Concessionaires should not be permitted to leave equipment or establish facilities at these sites.

- g) There should be no more than four commercial kayaking concession operations utilising Fiordland National Park from the coastal marine area. The Doubtful Sound / Patea complex is included within this total limit (see section 5.6).
- 2. Encourage recreational kayakers to camp at existing formed and informal campsites at Hall Arm, Crooked Arm, Camelot, Olphert Cove, Campbells Kingdom, Malaspina Reach, Pendula Reach, Surgeon Bay and Precipice Cove. Where adverse effects arise, restrictions may be sought on the sites at which freedom camping can occur (please refer to section 5.8).
- 3. Retain the remote experience adjoining Doubtful Sound / Patea. The existing informal campsite at Crooked Arm will be the only place at which a future formed camping site should be considered (refer also to section 5.8). Consideration of any other sites will need to be supported by appropriate research approved by the Department of Conservation including a full assessment of effects to determine that it adequately meets the remote experience objectives.
- 4. Recreation and tourism concessions to the Shelter Islands, Nee Islets and Seymore Island should not be permitted. Advocate to Southland Regional Council that no anchoring will occur within close proximity to these islands. The public will be discouraged from accessing these islands.

5.3.6.5 Southern Remote Setting

The Southern Remote Setting is a large area that is recognised as providing a range of remote opportunities (see Map 7). Areas requiring specific consideration include the Dusky Track and lakes Poteriteri and Hakapoua.

The Dusky Track, while located within the remote setting is being managed more towards the backcountry end of the remote experience. The Dusky Track receives approximately 500 visitors per year, most of whom visit the track during the summer period. At particular times of the year the Dusky Track definitely meets the requirements of a remote setting. Use of the Dusky Track is increasing however, with this placing potential pressure on the remote tramping opportunity it provides. Climate and the track's condition will determine the experience level required at any given time. As a result visitors will need to be experienced and self-reliant.

Lakes Poteriteri and Hakapoua are located in the south of Fiordland and are relatively close to the South West / Cameron Remote Area (proposed wilderness area). Both of these lakes are primarily accessed by air or foot although limited boat access from the coast is also possible. There are no formed roads into these lakes. Lake Poteriteri is the largest lake in New Zealand which is not accessible by road. Accessing these areas by foot takes at least two days. Limited air access does occur and at times some boats will be airlifted to these lakes for recreation purposes. This is at a low level. This inaccessibility is significant in defining these lakes' remoteness. They have recreational values which are more towards the wilderness end of the remote experience spectrum. These lakes will be managed to reflect these values.

Please note section 5.3.6 for general information regarding remote visitor settings within Fiordland National Park.

Objective

1. To manage the Southern Remote Setting to protect the following key attributes:
 - a) The remote experiences of the Southern Remote Setting; and
 - b) The significant biodiversity values of the islands in this visitor setting; and
 - c) The remoteness offered at Lakes Poteriteri and Hakapoua as places that offer predominantly non-motorised visitor experiences; and

- d) The challenging, long and rugged remote tramping opportunity on the Dusky Track that links either Lakes Hauroko or Manapōuri with Dusky Sound.

Implementation

1. No commercial activities relying on motorised access should be permitted on Lake Poteriteri and Lake Hakapoua (refer also to section 5.6).
2. Aircraft landings on, and adjoining, these lakes will be managed in accordance with the provisions of section 5.5 of this plan.
3. In recognising that the Dusky Track is closer to the backcountry end of the remote experience, the track will be managed so that encounters with other parties will not exceed more than five parties per day. If necessary this management may include the use of tools such as a booking system. Refer also to section 5.3.6.7.

5.3.6.6 Eastern Remote Setting

The Earl Mountains and the Mt Titiroa / Borland areas have been included as remote areas to provide for weekend remote opportunities. The boundaries of these areas are defined on Map 7.

Mount Titiroa is a unique landscape which provides relatively easy access to a remote recreation experience which can be enjoyed in a weekend. It provides great vistas of other parts of Fiordland. It is predominantly managed for untracked tramping opportunities, with access being obtained on foot. It is these traditional remote values which require protection. There are increasing pressures on this area for more accessible forms of access (e.g. helicopter access for hiking and picnicking). While it is recognised that limited air access is possible within this setting, this is considered unacceptable during weekends and public holidays when the area is traditionally used by those trampers wishing to experience an untracked remote tramping experience of short duration. It is unlikely there will be any further tracks and facilities developed within this setting. In recognition of this remote experience, activities such as heli-hiking are considered inappropriate as they offer day visitor activities which are inconsistent with remote experiences.

The Earl Mountains contain many of the same characteristics as Mt Titiroa, except that it does have a track over Dore Pass. There is also much less pressure for air access to this area, though at times and in places it is affected by over-flying by aircraft. Its attractiveness for visitors is that it provides a reasonably accessible remote alpine experience. It is possible that Dore Pass will come under further pressure as it provides a challenging long day walk which links up with the Milford Track. Further upgrading of this track is not considered appropriate as it would dilute the existing remote experience (refer also to section 5.8).

Please note section 5.3.6 for general information regarding remote visitor settings within Fiordland National Park.

Objectives

1. To manage Mt Titiroa to provide an opportunity for an untracked remote experience predominantly for tramping.
2. To manage the Earl Mountains, and particularly Dore Pass, as an alpine remote experience for tramping.

Implementation

1. Concession applications for Mt Titiroa and the Earl Mountains should not be granted for activities occurring during weekends and public holidays.

2. Further tracks or facilities should not be developed in the Mt Titiroa area.
3. Concession heli-hiking opportunities should not be granted on Mt Titiroa.

5.3.6.7 Southern Sounds Historic Sites

There are a number of coastal historic sites managed by the Department of Conservation located in Dusky and Chalky Sounds and Preservation Inlet. These are popular sites for visitors from cruise ships, charter operations and independent boats. The visitation to these sites has increased noticeably in the last five years. The Department of Conservation intends to manage these sites to uphold the values associated with remote areas. However, because it is largely impractical to visit the sites except by boat, and due to the size of some of the vessels, exceptions have been made to the general remote prescriptions for visits to these sites. The level of recreation facilities at these sites is consistent with the remote experience. The intention for future management is also consistent with this. Facilities will not be upgraded to provide for user types that are not consistent with the remote settings. The experience provided by these sites is generally one of the discovery of ruins in the natural environment. Visitor use of these sites should be monitored so that any overuse is recognised and can be managed.

It is important to note that detail regarding the management of historic and natural values at the Southern Sounds Historic Sites is provided in Part 4.12 of this plan. All sites except for the Dusky Track are identified for active management in Table 3 of section 4.12 and have individual conservation plans that outline site-specific management and the level of intervention that will be undertaken. The degree of active management undertaken is subject to funding. Where this is not available, the Department of Conservation undertakes maintenance to keep sites stable and reduce the effects of natural decay to the greatest extent possible.

The sites are visited using three main types of access: ocean-going cruise vessels, smaller commercial charter vessels operating out of Milford / Piopiotahi or Doubtful Sound / Patea, and private yachts. The different types of use are not necessarily compatible with and will have different impacts on, the character of the setting and the visitor opportunity the area is being managed for. The current predominant use is from commercial charter vessels. Group sizes tend to be small and visits are relatively short and infrequent which is also in keeping with the character of the setting. For these reasons, it is proposed that the sites continue to be managed predominantly for this type of use.

The intention is to provide for some growth in current use, but to keep party sizes small, maintain separation between different parties and ensure the frequency of trips authorised does not mean groups are likely to meet several other parties or have to wait or detour in their journey to avoid them. Some sites have had boardwalks and constructed tracks installed, but in a remote visitor setting it is considered more appropriate to manage visitor numbers than to

respond to increased use by gradually hardening more and more areas to cope with the demand.

Management of the specific historic sites detailed in Table 5 and as presented in Map 9 will be at a level different from that of the surrounding Southern Sounds Historic Sites remote area, which will continue to be managed in accordance with levels associated with remote visitor settings. Please note section 5.3.6 for general information regarding remote visitor settings within Fiordland National Park.

Objective

1. To manage visitor access to the Southern Sounds Historic Sites, so that use is consistent with the remote setting, while acknowledging that they will be managed for day use in accordance with Table 5.

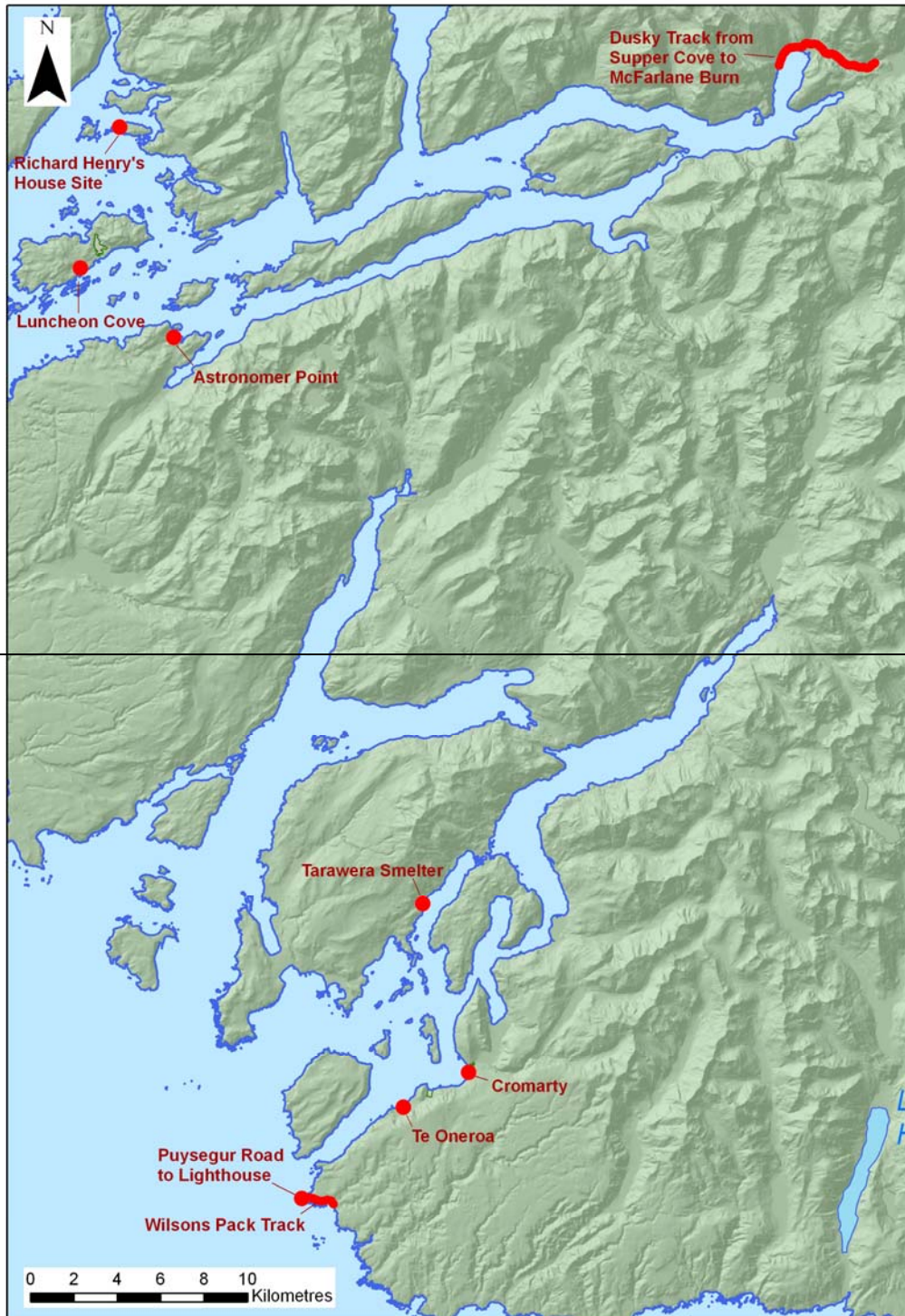
Implementation

1. That a concession will be required by all commercial vessel operators visiting these sites for recreation or tourism purposes.
2. All concessionaires will be required to provide annual returns to the Department of Conservation detailing the time, date, duration, number of clients and location of all visits to the sites listed in Table 5 below, to enable the Department of Conservation to monitor the level of use.
3. To develop a code of practice for users of the historic sites that will outline desirable behaviours and how to continue protecting the values at these places.
4. Commercial use of the sites should be managed according to the provisions of Table 5. Where specified in Table 5, two parties may be ashore at any one time providing they remain separate.

TABLE 5 - MANAGEMENT OF SOUTHERN SOUNDS HISTORIC SITES

SITE	MAXIMUM PARTY SIZE	TOTAL NUMBER OF PARTIES PER DAY	TOTAL NUMBER OF VISITORS PER YEAR	EXPLANATION
Richard Henry's House Site	7 inclusive of guides, with up to two separate groups at the site at any one time.	10	2500	The group size of seven (inclusive of guides) is reflective of the remote experience and to provide a safe opportunity around the bird pen (please note, natural and historic values are considered under part 3 of this plan).
Cromarty	13 inclusive of guides , with up to three separate and discrete groups at the site at any one time.		2500	This site has the ability to absorb larger numbers of people than many of the other southern historic sites. This site provides the opportunity to divide groups up to visit various attractions at this place.
Astronomer Point	13 inclusive of guides , with up to three separate and discrete groups at the site at any one time.	10	2500	This site is considered remote in terms of the experience it offers. The boardwalk is located at this site to ensure any effects of use are managed. It is a requirement of all users not to deviate from the boardwalk.
Luncheon Cove	13 inclusive of guides , with up to three separate and discrete groups at the site at any one time.	10	2500	This site is considered remote in terms of the experience it offers. Future assessment of the use of this site may be necessary if visitation adversely affects the seal nursery. Limits may be imposed restricting use during the nursery season. Landings may be restricted to Shipbuilding Inlet.
Tarawera Smelter	13 inclusive of guides , with up to three separate and discrete groups at the site at any one time.	10	2500	Limits are imposed at this site to reflect the remote nature of this area (please note, natural and historic values are considered under part 3 of this plan).
Puysegur Rd to Lighthouse	13 inclusive of guides with up to three separate and discrete groups at the site at any one time.		5000	This site is a well-hardened site that can cope with larger visitor numbers than many of the southern historic remote sites. In recognition that this site is located in a very remote part of New Zealand it is considered appropriate to manage party size and visitor interaction (please note, natural and historic values are considered under part 3 of this plan).
Te Oneroa	13 inclusive of guides , with up to three separate and discrete groups at the site at any one time.	10	2500	Limits are imposed at this site to reflect the remote nature of this area (please note, natural and historic values are considered under part 3 of this plan).
Wilson's Pack Track This site is defined from the Lighthouse to Sealers Creek.	13 inclusive of guides , with up to three separate and discrete groups at the site at any one time.	10	2500	Limits are imposed at this site to reflect the remote nature of this area (please note, natural and historic values are considered under part 3 of this plan).
Dusky Track from Supper Cove to McFarlane Burn (at the rock cutting)	7 inclusive of guides with up to three separate and discrete groups at the track section at any one time.	3	2500	This opportunity is provided as a heritage opportunity only. The Dusky Track will not be managed as a Day Visitor site (refer to section 5.3.6.2). This activity will only be considered from the 30 th April to the 1 st November (inclusive) so as to protect the experience of the overnight-walkers on the Dusky Track. Should multi-day walk patterns change on this track (expand beyond the exiting season), then these restrictions will be reconsidered.

MAP 9. INDICATIVE AREAS AROUND SPECIFIC SITES WITHIN THE SOUTHERN SOUNDS HISTORIC SITES REMOTE VISITOR SETTING



5.3.7 Backcountry Visitor Setting

Recreation Opportunities

The backcountry settings include much of the eastern side of Fiordland National Park where access is relatively easy. These settings cover the existing backcountry areas that have hut and track systems e.g. coastal Waitutu, eastern Hauroko, Green Lake/Monowai, Hope Arm/Back Valley, Kepler Mountains, Lake Te Anau, Lake Manapōuri and east of the Milford and Hollyford roads. In the past these areas have generally been more popular with the traditional New Zealand backcountry trumper or hunter but they are becoming increasingly popular with the overseas backpacker-trumper.

Visitors to these areas will need to be reasonably self-reliant with moderate backcountry skills although they may be able to rely on sound basic huts, well-marked tracks and bridges where necessary. Accommodation other than basic huts is generally incompatible with this setting. Motorised access tends to be more readily available. The landscape within this setting is unmodified and natural and is accessible without major physical effort. Group sizes will be variable but should generally not exceed 12 people. Encounters with other parties are likely to occur. The management response to adverse effects from increasing use of particular areas will generally be to try and manage visitor numbers or patterns of use, but expansion of facilities or hardening of sites to cope with demand may also be considered.

These areas are expected to absorb the greater part of any increased use of Fiordland National Park. However, not all parts will be intensively used. Any development must include an assessment of effects on the natural environment and existing recreational opportunities.

Objective

1. To provide opportunities for a variety of recreation experiences in a natural setting that may be challenging but can be accessed relatively easily; while protecting other national park values. Key attributes defining backcountry include:
 - a) Catering for less experienced users who are prepared to experience a degree of risk and discomfort;
 - b) Visitors being reasonably self-reliant;
 - c) Facilities comprising basic huts and well-marked tracks;
 - d) Some reliance on mechanised access; and
 - e) Visitors expecting to have regular interactions with others (meeting up to ten parties per day).

Implementation

1. Manage existing tracks, routes, huts, bridges and signs within backcountry areas in accordance with section 5.8.
2. New commercial ventures, facility development and growth in visitor use should be designed and managed to be consistent with national park values, including the outcomes defined in the objectives of this section for backcountry visitor settings and capacity, party size and frequency provisions set out below.
3. Limit hut capacity to a maximum of 20 people.
4. Recreation and tourism concessionaires wishing to operate in this visitor setting using existing tracks should be managed as follows (excluding guided hunting and fishing parties):
 - a) Maximum party size of 13 people inclusive of guides; and
 - b) Restricted to a maximum of one party per day per concession.
 - c) Concession activity should be managed in order to meet objective 1 e) as detailed above.
5. Recreation and tourism concessionaires wishing to operate in this visiting setting when guiding occurs off existing tracks should be managed as follows (excluding guided hunting and fishing parties):
 - a) Maximum party size of seven, inclusive of guides;
 - b) Frequency should be restricted to a maximum of one party per day per concession per backcountry setting; and
 - c) No more than ten concessions for guiding activities off formed tracks (excluding guided hunting, fishing and kayaking) should be permitted for each of the backcountry visitor settings identified in sections 5.3.7.1 to 5.3.7.3.
6. The group size and frequencies listed in Implementation 4 apply to commercial kayak operators but do not apply to other commercial boat operators (refer to section 5.6 Boating and Facilities).
7. Guided hunting and fishing will be considered on a case-by-case basis but should be subject to a maximum of one party per day and a maximum party size of three people, inclusive of guides.

8. Additional restrictions on the frequency of trips (such as weekly, monthly and/or annual limits or smaller party sizes) may also be applied to commercial operators. These will differ depending on the type of activity and the existing level of commercial and recreational use. Any limits applied to individual concessions should be designed to manage the likely number of encounters with all other parties (both private and commercial), consistent with the key attributes defining backcountry.
9. Should an applicant for a concession seek changes to the limits listed in section 5.3.7, the applicant should be required to undertake appropriate research approved by the Department of Conservation that addresses physical and social carrying capacity effects.
10. Private parties will also be encouraged to meet the requirements of Implementations 4-7. Bylaws may be investigated as an option to manage general recreation access if the adverse effects of general recreation visitor use requires addressing.

5.3.7.1 Northern Backcountry Setting

This setting includes areas adjoining the Routeburn Track east of the Milford and Hollyford roads, the Marian Valley and Gertrude Saddle tracks and Lake Te Anau (excluding Worsley Arm and North and Middle Fiords which are managed under the Western Remote Setting of section 5.3.6.3). The area has a number of recreation opportunities ranging from those adjoining remote settings, such as the Marian Valley and Gertrude Saddle tracks, through to opportunities bordering Lake Te Anau and the Milford Road that are more towards the frontcountry end of the backcountry experience.

Marian Valley beyond the gantry and Gertrude Saddle, while in the backcountry zone, borders the Darran Remote Visitor Setting. Use of these tracks will be managed to be more consistent with a remote experience in order to avoid impacting on the surrounding Darran Remote Visitor Setting. Use of, and interest in, these tracks is currently high and in order to maintain the adjoining remote opportunities it is considered that management of concessionaire use is required.

This visitor setting also includes the waters of Lake Te Anau (excluding Worsley Arm and North and Middle Fiords) which offer significant boating and kayaking opportunities in backcountry (and remote) visitor settings (refer to section 5.6 for management of these activities).

Please note section 5.3.7 for general information regarding backcountry visitor settings within Fiordland National Park.

Objective

1. To manage the Northern Backcountry visitor experience setting to protect the following key attributes:
 - a) The backcountry experiences of the Northern Backcountry visitor setting;
 - b) A place that provides opportunities for a backcountry lake experience with easy access from Te Anau; and
 - c) A place that provides backcountry tramping opportunities which can be accessed from the Routeburn Track and also provide access to the Darran Remote Setting.

Implementation

1. Manage the Marian Valley beyond the Gantry and Gertrude Saddle to be more consistent with a remote experience so as not to affect the surrounding Darran Remote Setting. The following should apply to recreation / tourism concessions:

- a) Limited to a maximum party size of seven people, inclusive of guides;
- b) Not more than 2000 guided day walk visitors should be permitted to Gertrude Saddle per year for all concessionaires (excluding concessions for mountain climbing when they are moving through this visitor setting as opposed to regular use of the setting);
- c) Not more than 3000 guided day walk visitors should be permitted beyond the Gantry in Marian Valley for all concessionaires; and
- d) Frequency should be limited to a maximum of one party per day per concession.

5.3.7.2 Manapōuri Backcountry Setting

The Manapōuri Backcountry Setting includes a range of hut and track networks accessible from Lake Manapōuri. The setting also adjoins the Kepler Track and access to backcountry and remote opportunities can be obtained from the track. Lake Manapōuri provides significant boating and kayaking opportunities in a backcountry visitor setting and serves as a gateway for those accessing other areas of Fiordland National Park (refer to section 5.6 for management of boating and kayaking activities).

Walks on the south side of the Waiau River provide traditional backcountry recreation opportunities. While proposals for a bridge across the Waiau River have been raised this would alter the type and level of visitor usage of the Circle Track, and associated tracks and facilities. This would adversely affect the backcountry opportunities currently provided. It is considered that adequate visitor access to these tracks and facilities is currently provided through boat access arrangements. Proposals for a bridge across the Waiau River will not be supported.

While in the backcountry visitor setting The Monument has site characteristics, safety aspects and challenges for users that tend more towards a remote experience. At The Monument a restriction on party size is therefore considered appropriate to manage visitor use.

Please note section 5.3.7 for general information regarding backcountry visitor settings within Fiordland National Park.

Objective

1. To manage the Manapōuri Backcountry visitor experience setting to protect the following key attributes:
 - a) The backcountry experiences of the Manapōuri Backcountry visitor setting;
 - b) A place that provides an opportunity for a backcountry lake experience with easy access from Manapōuri; and
 - c) A place that provides a range of backcountry opportunities that can be accessed from Lake Manapōuri and the Kepler Track.

Implementation

1. Recreation and tourism concessions to The Monument should be limited to a party size of seven (inclusive of guides).

5.3.7.3 Southern Backcountry Setting

The Southern Backcountry Setting includes areas adjoining the Borland Road, Hump Ridge Track and lakes Monowai and Hauroko. These areas have historically provided a more traditional backcountry experience for local users. While the creation of the Hump Ridge Track has changed use patterns to a certain extent, the setting is adjoined by, and provides access to, extensive remote opportunities. The majority of this visitor setting offers a backcountry experience more towards the remote end of the spectrum.

Lakes Hauroko and Monowai provide significant boating opportunities in a backcountry visitor setting and serve as important gateways for those accessing other, more remote, areas of Fiordland National Park (refer to section 5.6 for management of boating activities).

Borland (a generic term given to the area north of Lake Monowai through to West Arm) contains a variety of backcountry opportunities which are traditionally used by New Zealanders during weekends and public holidays. Because of its relatively easy access, international visitors are becoming more common. The number of concession operations is also increasing. These trends may change the nature of the experience provided and displace traditional users.

Should changes occur in the type of activities offered at the education centre at Borland Lodge, it is possible this will also change user patterns in the area. Management actions will be required to ensure the backcountry experience for which this area is managed is maintained.

Mt Burns and Eldrig Peak are located in this setting which provides one of the more accessible backcountry opportunities in the South Island where you can experience alpine botanical communities. Owing to the increasing number of people at these sites, unacceptable physical impacts are evident on the fragile alpine plant communities. To address these effects, restrictions will be imposed on commercial operators and management actions will be developed to manage use of these sites. It is possible similar over-use patterns may occur at other sites within this area.

Please note section 5.3.7 for general information regarding backcountry visitor settings within Fiordland National Park.

Objective

1. To manage the Southern Backcountry visitor experience setting to protect the following key attributes:
 - a) The backcountry experiences of the Southern Backcountry visitor setting;

- b) A place that provides opportunities for backcountry lake experiences on lakes Monowai and Hauroko;
- c) A place that provides traditional backcountry opportunities that can be accessed from the Borland Road and Hump Ridge Track; and
- d) A place that offers an important buffer to the surrounding remote settings.

Implementation

1. Recreation and tourism concessions should not be granted for weekends and public holidays in the Borland area.
2. Recreation and tourism concessions granted to Mt Burns and Eldrig Peak should be subject to the following conditions:
 - a) A maximum party size of seven, inclusive of guides should be permitted; and
 - b) No more than three concessions for guided activities should be granted at each site; and
 - c) One trip can include a maximum of two separate and discrete parties.
 - d) Frequency should be limited to a maximum of one trip per week to each site per concession.
3. Should the management of adverse effects be required then the similar restrictions to those outlined above may apply to other sites in the Borland area in the future.
4. Consider a variety of management techniques to address the adverse effects of general recreational use on Mount Burns and Eldrig Peak. This may result in discouraging general recreational use of these sites, site management or the introduction of bylaws.
5. The Borland Road corridor will be managed according to the provisions of this section, section 5.7 and other relevant provisions in this plan.

5.3.8 High Use Track Corridors

Boundaries

The boundary for high use track corridors will generally be 500 m either side of the track and may be defined by river boundaries. There are some exceptions to this, including where these tracks run alongside Lakes Te Anau, Manapōuri or McKerrow / Whakatipu Waitai. In these situations, the boundary will be the shore of the lake. Another exception is on the Routeburn Track, at Key Summit, where the one kilometre wide corridor will extend south beyond the end of the track to spot height 1086. The specific boundaries are defined and held by Southland Conservancy office.

Recreation Opportunities

This visitor setting recognises that the hut and track systems associated with the three Great Walks (the Milford, Routeburn and Kepler tracks), the Hollyford Track and the Hump Ridge Track require more intensive management and greater resources than the backcountry visitor setting.

These tracks absorb the majority of visitors to Fiordland’s backcountry and are invaluable for this purpose. The tracks cater for Backcountry Comfort Seekers who are looking for a moderately challenging but safe, multi-day walking experience within a natural environment. Huts are generally larger and more comfortable with flush toilets, gas cooking facilities and wood burners for heating. The lodges provided for guided clients are more comfortable again with showers, smaller bunkrooms and some private facilities. Track standards are usually higher than in Backcountry or Remote Visitor Settings. On the Great Walks, visitors should expect to share the facilities with large numbers of other people (at least 40 people) and encounter many other parties along the track.

A booking system for all independent and guided overnight walkers is utilised on the Milford, Routeburn, Kepler and Hump Ridge Tracks, with the intention of spreading the use more evenly and hence avoiding crowding at huts and on the track.

Access to these tracks is relatively easy as they are supported by an extensive network of concessionaires providing transport in various forms (e.g. from bus to boat to kayak); or in the case of the Kepler Track, it is close to the Te Anau and Manapōuri townships enabling visitors to make their own way to the track. These multi-day walking opportunities need to be protected to avoid conflict with other users such as anglers, hunters or day-trippers. The challenge and sense of achievement by these walkers, many on their first backcountry, multi-day experience, should not be diluted.

Current use levels on these tracks (annual number of walkers) are shown in Table 6 below.

TABLE 6 - APPROXIMATE ANNUAL NUMBERS OF TRACK WALKERS (HIGH USE TRACK CORRIDOR)

TRACK	INDEPENDENT ¹	GUIDED ²	TOTAL
Milford	7000	7000	14000
Routeburn	11500	7000	18500
Kepler	10500	3000	13500
Hollyford	3500 ³	1000	4500
Hump Ridge Track	⁴	2500 ⁵	2500

¹ Annual average, based on data collated between September 2002 and August 2005, rounded to nearest 500

² Based on current use levels of concessions on a per annum basis, rounded to nearest 500

³ Based on track counter information and includes day visitors, but excludes people travelling by jet boat, rounded to nearest 500

⁴ Data not available for independent walkers on this the Hump Ridge Track

⁵ Average for 2002 to 2005, rounded to nearest 500

This section of the plan also covers management of the very short sections of the Greenstone and Caples tracks that are within Fiordland National Park. As a number of areas of Fiordland National Park are adjoined by the Otago Conservancy and Mount Aspiring National Park, consistency of management will be achieved where possible.

The biggest issue facing management of these tracks is the pressure for increased levels of use on some tracks. There are existing commercial overnight guided walks operations on the Milford, Routeburn, Hollyford and Hump Ridge tracks and strong interest has been shown from new operators to set up competing operations on these tracks and also on the Kepler Track.

The social effects of increasing use may include noisy, overcrowded huts; possible proliferation of facilities, and meeting more people than might be expected in a backcountry setting on the tracks. This can lead to diminished feelings of remoteness, peacefulness, tranquillity or solitude that many people are seeking from their trip in the backcountry. Research has shown that large huts that are full decrease people's satisfaction with their trip. Conversely too many huts, shelters and other structures along the length of the track may detract from the natural character of the setting.

Other mechanisms utilised for managing social effects include booking systems or allowing one way walking only.

These tracks are being managed primarily for relatively high levels of use by less experienced visitors seeking a multi-day backcountry experience. Other types of use, with the potential for conflict, therefore need to be restricted so that the multi-day overnight walkers' experience is not compromised. Aircraft and boat access can have negative impacts because of the noise and intrusion, but are also important forms of access (see section 5.5).

The number of day-walkers and the distance they can travel along the track will be managed to reduce effects on overnight walkers.

These Great Walk tracks are managed differently outside of the walking season. The facilities provided and the servicing of these reverts to a general backcountry standard and the tracks are managed for the Backcountry Adventurer category of visitor and according to backcountry standards..

In general, sporting events will be prohibited except where there is an established and accepted use or when the event is small scale such as a local community fun run, where this does not exceeding a level of use usually expected at the place.

Visitors to Fiordland National Park seeking the type of experience and facilities associated with high use tracks are already well catered for. It is also undesirable to displace more experienced trampers through the upgrading of existing tracks or routes such as the Dusky Track to a high use standard. For these reasons, new high use overnight track developments will not be appropriate in Fiordland National Park. There are opportunities in other parts of New Zealand where such tracks may be appropriate and further developments should be considered in this national context.

The high use tracks are managed for multi-day overnight walkers. An exception to this is the Moturau Hut section of the Kepler Track. Due to its proximity from the road end, the Moturau Hut and this part of the Kepler Track offers opportunities for day visitor use as well as overnight use. Other huts where day visitors alter the experience include Luxmore Hut and Howden Hut.

The Hollyford Track currently does not receive anywhere near the same level of use as the other tracks in the high use category. It has traditionally been a track whose main users were hunters and fishers. In recent times it has grown in interest amongst the tramping fraternity. It has the potential to become as popular as the other high use tracks, but at the moment could absorb considerable growth in visitor numbers before the impacts become unacceptable. If use does increase, some controls on camping may be necessary and larger huts may be required to meet demand. An advantage that the Hollyford Track has over the other high use tracks is that its low altitude means it can be walked safely throughout the year by relatively inexperienced backcountry visitors.

The Hollyford Track has an established history of motorised access. There are two airstrips in the valley, float-planes can land easily on Lake McKerrow / Whakatipu Waitai and the Lower Hollyford River / Whakatipu Kā Tuka; and jet boats regularly use the lake and river systems.

Six kilometres of the Greenstone Track and two kilometres of the Caples Track are within the Fiordland National Park, The remainder of the track and all the track huts are outside the Fiordland National Park and are within land managed by the Department of Conservation's Otago Conservancy according to the provisions of the Otago

Conservation Management Strategy. In the interests of consistency across administrative boundaries these tracks should be managed as a whole rather than having separate policy for them in this plan.

Objectives

1. To manage high use track corridors for optimum levels of use while protecting natural values and recognising the specific attributes of each and their value to less experienced walkers.
2. To protect these tracks as overnight, multi-day walking opportunities and to minimise conflict with other competing uses / demands.

Implementation

1. No new high use overnight tracks will be developed in Fiordland National Park.
2. Individual hut capacity will not exceed 50 walkers, except for Luxmore, Iris Burn and Lake Mackenzie huts which are already larger than this, in which case further expansion will not be allowed. This is also subject to the provisions outlined below for the Milford, Routeburn, Kepler and Hump Ridge tracks.
3. The total accommodation provided at any one location should not exceed 90 people, subject to the provisions outlined below for the Milford, Routeburn, Kepler and Hump Ridge tracks (i.e., where independent hut, guided hut or camping accommodation is provided at or near the same site, the total should not exceed 90 people). Should an applicant seek changes to these limits, the applicant should be required to undertake appropriate research approved by the Department of Conservation that addresses social carrying capacity effects.
4. The spacing and location of huts and other structures should be designed to ensure the track retains most of its natural character. The following criteria should be met by the Department of Conservation and concession applications:
 - a) All visual, social, cultural and ecological impacts both at the site and in the wider context should be managed;
 - b) Architectural designs demonstrating point (a) above should be provided for all hut proposals and major structures;
 - c) The necessity for the facility both in terms of need and location (i.e. why the facility is required/necessary); and

- d) Applications for variations to existing hut leases should be restricted to the existing footprint of the lease and a new lease application should be required for development outside of this. Criteria (points a-c) are applicable to variations.

Refer to section 6.12 for Private Huts.

- 5. The development of walking opportunities off high use tracks will be consistent with the objective outlined for that track. In particular, the effects on multi-day users will need to be avoided.
- 6. High use tracks will be maintained to tramping track (Back Country Comfort Seekers)” standard, with the exception of a section of the Hollyford Track (Demons Trail) and the Hump Ridge Track should it no longer be managed by concession. Refer to section 5.8 for information on track standards.
- 7. Department track and hut facilities will conform to the Backcountry Comfort Seekers standard prescribed in the Department of Conservation’s Visitor Service Standards documents.
- 8. Guided day walk parties should be restricted to a maximum party size of 13 inclusive of guides. Limits may be placed on the total number of guided day walkers allowed on specific tracks and the direction and timing of use to protect the experience of multi-day overnight walkers.
- 9. Management of individual tracks will be undertaken according to the prescriptions set out below. Those parts of the Greenstone and Caples tracks within Fiordland National Park will be managed to be consistent with the relevant provisions of the Otago Conservation Management Strategy.
- 10. In conjunction with guided walks operators, monitor visitor perceptions and satisfaction to inform management decisions and to ensure a quality visitor experience is maintained (refer to section 5.16).
- 11. All concessionaires operating on these tracks will be charged a contribution for track and facility maintenance and replacement.
- 12. The walking season is defined from the Tuesday after Labour weekend to the 30th April unless natural events determine otherwise.
- 13. Section 5.6 Boating and Facilities provides management direction for commercial boat access to these tracks. The limits set for boating concessions will be consistent with

the limits set for visitor numbers (for guided and non-guided parties) in the implementations of this section.

14. There should only be one multi-day guided walk operation on each track in this visitor setting.

5.3.8.1 Milford Track

Objective

1. The Milford Track will be managed to protect its iconic status as one of the greatest multi-day overnight walks in the world located in a remote place. The key attributes of this place include:
 - a) A quality multi-overnight walking experience where walkers all walk in the same direction;
 - b) An experience that offers a representation of Fiordland’s mountainous landscape, from Lake Te Anau to Milford Sound / Piopiotahi;
 - c) An experience that is enriched in heritage from the early greenstone trails, European exploration and tourism opportunities; and
 - d) Its dynamic nature and unforgiving landscape that is made safely accessible through careful visitor and facility management.
2. The walking season for the Milford Track is defined as being from the Tuesday after Labour weekend to the 30th April unless natural events determine otherwise.

Implementation

1. People walking the whole track during the walking season will be required to walk the track in the same direction – Glade to Sandfly Point.
2. The total daily number of overnight walkers (i.e. guided and independent) entering the track on any one day during the walking season will not exceed 90 people. The number of independent walkers within this total will be maintained at 40 per day under this regime. Should an applicant seek changes to these limits, the applicant should be required to undertake appropriate research approved by the Department of Conservation that addresses social carrying capacity effects.
3. A pre-booking system for independent tramping use of the Milford Track will be maintained because of the heavy demand to use this track during the season. To keep opportunities open as much as possible, bookings for a track season will not be accepted prior to the close of the previous season.
4. Guiding services should not use independent walkers’ facilities during the walking season (excluding toilets).

Outside of the walking season access to independent walkers' hut facilities will be made on an equal opportunity basis with independent walkers (i.e. guiding services may occupy a maximum of 50% of hut sleeping capacity outside of the walking season only). Refer to Implementation 8(c) of this section.

5. Aircraft landings should not be allowed within 500 m of the track for other than servicing of the track and accommodation or park management purposes (refer to section 5.5). An amendment to Fiordland National Park bylaws will be sought to enforce this.
6. By-laws prohibit camping within 500 m of the track.
7. Sporting events should not be authorised on the Milford Track.
8. Guided day walks may be allowed on the following sections of track, and under the following circumstances:
 - a) Glade Wharf to Clinton Hut
 - (i) Restricted to a maximum of 34 visitors inclusive of guides per day.
 - b) Sandfly Point to Giants Gate
 - (i) Restricted to a maximum of 26 visitors inclusive of guides per day; and
 - (ii) Walkers should be off the track between 2pm and 5pm to avoid conflict with multi-day overnight walkers.

Note: Party size and frequency for day walks will be managed through the concession process.

- c) Outside the Great Walks booking season, the total number of guided walkers entering the Milford Track (day and overnight walkers) should be limited to 20 inclusive of guides per day; and
- d) Should an applicant seek changes to these limits, the applicant should be required to undertake appropriate research (approved by the Department of Conservation) that demonstrates no reduction in the quality of the overnight walkers' visitor experience; and the activity will not result in inappropriate non-essential visitor facility development.

5.3.8.2 Routeburn Track

Objective

1. The Routeburn Track will be managed to provide a challenging two to three night two-way walking opportunity in a predominantly mountainous environment. Key attributes include:
 - a) A link between two spectacular national parks that also provides access to other tramping opportunities in Fiordland and the Wakatipu basin;
 - b) Spectacular alpine scenery where smaller party sizes than on the Milford Track can be expected; and
 - c) A place that provides visitors accessible day walking opportunities at either end of the track.
2. The walking season for the Routeburn Track is defined as being from the Tuesday after Labour weekend to the 30th April unless natural events determine otherwise.

Implementation

1. In order to maintain flexibility for walkers this track will continue to be managed for two-way travel, unless social effects make it essential to introduce a one-way system. Even then it will be preferable to strictly enforce the total quota stated below, or to consider other options before introducing one-way travel.
2. The total daily number of overnight walkers (i.e. guided and independent) entering the track on any one day should not exceed 92 people. The number of independent walkers within this total will be maintained at 68 per day. Should an applicant seek changes to these limits, the applicant should be required to undertake appropriate research approved by the Department of Conservation that addresses social carrying capacity effects.
3. A pre-booking system for independent tramping use of the Routeburn Track will be maintained because of the usually heavy demand to use this track during the season. To keep opportunities open as much as possible, bookings for a track season will not be accepted prior to the close of the previous season.
4. Guiding services should not use independent walker facilities during the walking season. Outside of the walking season, access to independent walkers' facilities will be made on an equal opportunity basis with

independent walkers (i.e. guiding services may occupy a maximum of 50% of hut sleeping capacity outside of the walking season only).

5. Aircraft landings should not be allowed within 500 m of the track for other than track or concessionaire facilities, or park management purposes (refer to section 5.5). An amendment to Fiordland National Park bylaws will be sought to enforce this.
6. Bylaws prohibit camping within 500 m of the track, except at designated sites which are to be clearly marked on the ground and on track information maps.
7. Only one competitive sporting event may be authorised on the Routeburn Track. This should only be permitted in the third weekend of April, unless this is Easter weekend in which case the second weekend of April may be utilised. Should research approved by the Department of Conservation demonstrate unacceptable effects on track users, the appropriateness of this opportunity will be reassessed.
8. Guided day walks on the part of the track within Fiordland National Park should be authorised on the following sections of track only:
 - a) Divide to the end of the Lake Marian lookout at Key Summit. Total guided day visitors should be restricted to 20,000 per year on this part of the track. Access onto the track may be limited to specific times of the day for this activity;
 - b) Divide to Lake Howden. Total guided day visitors should be included within the limits set for Key Summit; and
 - c) Research approved by the Department of Conservation may demonstrate either that guided day visitors have no effect or an unacceptable effect on other track users. This may result in the Department of Conservation reassessing the appropriateness of this opportunity; including varying the access times to the track for guided day visitors and changing the annual limits of guided day visitors. Annual limits and / or access times may increase or decrease according to the results of approved research.
9. Management of the track will be undertaken in full co-operation with the Department of Conservation's Otago Conservancy in recognition of the fact that the eastern part of the track is within Mt Aspiring National Park.

5.3.8.3 Kepler Track

Objective

1. To provide a multi-day two-way circular walking track that represents the variety of Fiordland wonders. Key attributes include:
 - a) It being the “shop front” for the Great Walks in Fiordland due to its easy access, circular nature, and high-quality visitor facilities on the track and at the road end;
 - b) Opportunities for all to experience the grandeur of Lake Te Anau dwarfed by the Kepler Mountains; and
 - c) A quality alpine and bush walking experience away from the track ends which are accessible by day walkers.
2. The walking season for the Kepler Track is defined as being from the Tuesday after Labour weekend to the 30th April unless natural events determine otherwise.

Implementation

1. A pre-booking system for independent tramping use of the Kepler Track will be maintained because of the heavy demand to use this track during the season. To keep opportunities open as much as possible, bookings for a track season will not be accepted prior to the close of the previous season.
2. During the walking season, the total daily number of overnight walkers (i.e. guided and independent) entering the track on any one day will not exceed 89 people. The number of independent walkers within this total will be maintained at 77 per day. Should an applicant for a guided walking opportunity seek changes to these limits, the applicant should be required to undertake appropriate research approved by the Department of Conservation that addresses social carrying capacity effects.
3. In considering future applications for overnight commercial operations on the Kepler Track, preference should be given to proposals which:
 - a) Provide services and backcountry accommodation for guided and/or unguided walkers on the track;
 - b) Increase the range of walking opportunities available in Fiordland National Park without unreasonably

- detracting from other visitors' use and enjoyment of Fiordland National Park;
- c) Involve minimum impacts on the recreation experience of existing track users and on the physical and ecological environment of the specific localities involved and on the track as a whole; and
4. Guiding services may make use of Department huts on an equal opportunity basis with independent walkers, outside of the walking season only (i.e. guiding services may occupy a maximum of 50% of hut sleeping capacity outside of the walking season only).
 5. Bylaws prohibit camping within 500 m of the track, except at designated sites which are to be clearly marked on the ground and on track information maps.
 6. Aircraft landings should only be allowed in the proximity of Luxmore Hut (see section 5.5), unless they are for track or concessionaire facilities or park management purposes. Other landings should not be allowed within 500 m of the track (refer also to Implementation 8). An amendment to the Fiordland National Park bylaws will be sought to enforce this.
 7. Guided day walks are permitted year round. Guided day walks should be authorised on the following sections of the track only:
 - a) Lake Te Anau control gates to Moturau Hut. Guided day walking parties will be restricted to a party size of 13 inclusive of guides. Should day use activity result in conflict with the overnight walkers, management actions may include (but may not be limited to) limiting numbers, frequencies and timing of guided day walks;
 - b) Control gates to Brod Bay. Guided day walking parties will be restricted to a party size of 13 inclusive of guides. Should day use activity result in conflict with the overnight walkers, management actions may include (but may not be limited to) limiting numbers, frequencies and timing of guided day walks; ;
 - c) Brod Bay to Mt Luxmore. Guided day walking parties will be restricted to 20 visitors inclusive of guides per day. Should day use activity result in conflict with the overnight walkers, management actions may include (but may not be limited to) limiting numbers, frequencies and timing of guided day walks; and
 - d) Should an applicant for a guided walking opportunity seek changes to these limits, the applicant should be

required to undertake appropriate research approved by the Department of Conservation that addresses social carrying capacity effects.

8. The Kepler Challenge is an established annual competitive sporting event held on the track. Any reapplication for a permit to undertake this activity will require consideration according to the standard concessions process and confirmation that the social and environmental effects remain acceptable. No other large scale competitive sporting events should be authorised on the track. Small scale community events may be appropriate.
9. Commercial boat access to the Kepler Track is outlined in section 5.6.

5.3.8.4 Hollyford Track

Objective

1. A multi-day walk that is an alternative to the Great Walk tracks that offers the following values:
 - a) A mountains to the sea opportunity that is accessible all year round;
 - b) A journey that provides a glimpse of New Zealand's pioneering history;
 - c) A place where the visitor experience reflects that of a traditional backcountry setting as opposed to a Great Walk opportunity;
 - d) A place that provides an opportunity as a training ground for a backcountry experience;
 - e) A place where conflict between tramping, hunting, fishing and jet boating is managed to protect backcountry visitor experiences;
 - f) A place where visitor facilities are provided to meet the needs of backcountry visitors;
 - g) Where a part of the track (the Demon Trail) is retained as a more remote experience for those trampers seeking a challenge; and
 - h) A place that provides an opportunity to connect on to remote tramping opportunities in the Big Bay, Pyke and Olivine areas.
2. The walking season for the Hollyford Track is defined from the Tuesday after Labour weekend to the 30th April unless natural events determine otherwise.

Implementation

1. The Demon Trail (McKerrow Island to the outlet of Lake McKerrow / Whakatipu Waitai) section of this track will be maintained to a lower standard than the rest of the track. This section is rough and caters to trampers rather than walkers. It is by-passed by many who utilise the option of a jet boat along Lake McKerrow / Whakatipu Waitai.
2. Concessionaire use of this visitor setting will be managed in order to maintain the backcountry recreation opportunities present.
3. Guiding services may make use of Department huts on the Hollyford Track all year round on an equal opportunity

basis with independent walkers (i.e. up to a maximum of 50% of sleeping capacity). Concessionaires granted this right should provide for a review to give priority to independent use of the track if it increases to the extent that sharing facilities becomes impractical. The exception to this is the Martins Bay Hut, where the Department of Conservation will recommend to the Minister that no commercial use of the hut should be permitted (refer to section 5.3.6.2 and section 5.8). This may be reassessed should the hut be upgraded.

4. Recreation and tourism concession party size restrictions should be the same as for those in the backcountry visitor setting (refer to section 5.3.7).
5. Commercial boating activities within this visitor setting should be limited to those that are for the following activities:
 - a) Transport of overnight trampers on the Hollyford Track where consistent with section 5.6; or
 - b) Boating that involves multi-day trips consistent with the opportunity objective above and section 5.6.
6. Use limits for multi-day walkers (similar to those used on the Great Walks) are unlikely to be introduced on this track during the life of this plan unless there is a dramatic increase in use. Aircraft landings in the Hollyford Valley will be managed in accordance with section 5.5 of this plan.
7. Camping will be unrestricted along the length of the track, unless dramatic increases in use make the creation of designated sites necessary in the future to minimise widespread impacts.
8. Competitive sporting events should not be authorised on the Hollyford Track.

Refer also to sections 5.5 and 5.6

5.3.8.5 Hump Ridge Track

Objective

1. The Hump Ridge Track provides a two night walking experience that passes through magnificent southwest Fiordland environments. Key attributes of this track include:
 - a) Its strong connection with early New Zealand history; and
 - b) Its challenging long days in a predominantly remote environment.

Implementation

1. The management of this track will continue to be operated by a concession to the Tuatapere Hump Track Trust (or its successor). Should this track not be managed by a concessionaire, the Department of Conservation will no longer manage the track to a Backcountry Comfort Seeker standard. It will be managed to a Backcountry Adventurer standard.

In order to provide flexibility to walkers this track will be managed for two-way travel, unless environmental or social effects make it necessary to introduce a one-way system.

2. That the capacity of the huts developed by the Tuatapere Hump Track Trust should continue to be limited to 40 people.
3. A minimum of 50% of the Tuatapere Hump Track Trust hut accommodation capacity should be available to booked independent walkers of the track at all times.
4. A pre-booking system will operate on the track to ensure equitable allocation of hut space between guided and independent walkers.
5. Guiding services (other than those being offered by the Tuatapere Hump Ridge Trust) should gain Trust permission to use their accommodation facilities.
6. Outside of the main walking season (defined from the Tuesday after Labour weekend to the 30th April unless natural events determine otherwise) guiding services authorised by way of concession may be made on an equal opportunity basis with independent walkers for overnight use of the Department of Conservation's hut at Port Craig (i.e. up to a maximum of 50% bunk capacity).

7. The total daily number of walkers allowed to walk the track should not exceed 90, unless it can be shown that numbers in excess of this quota will not detract from the uncrowded setting of the track, and all other social and environmental effects can be minimised. To protect the opportunity for independent walkers, commercial/guiding operations should only be granted rights to use a maximum of 50% of the total quota. Should an applicant for a guided walking opportunity seek changes to these limits, the applicant should be required to undertake appropriate research (approved by the Department of Conservation) that addresses social carrying capacity effects.
8. Bylaws will be sought to prohibit camping within 500 m of the track above the bushline. Camping will be unrestricted along the length of the track below the bushline, unless levels of use make the creation of designated sites necessary in the future to minimise widespread impacts.
9. Aircraft landings are addressed in section 5.5.
10. Competitive sporting events should not be authorised on the Hump Ridge Track.

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.

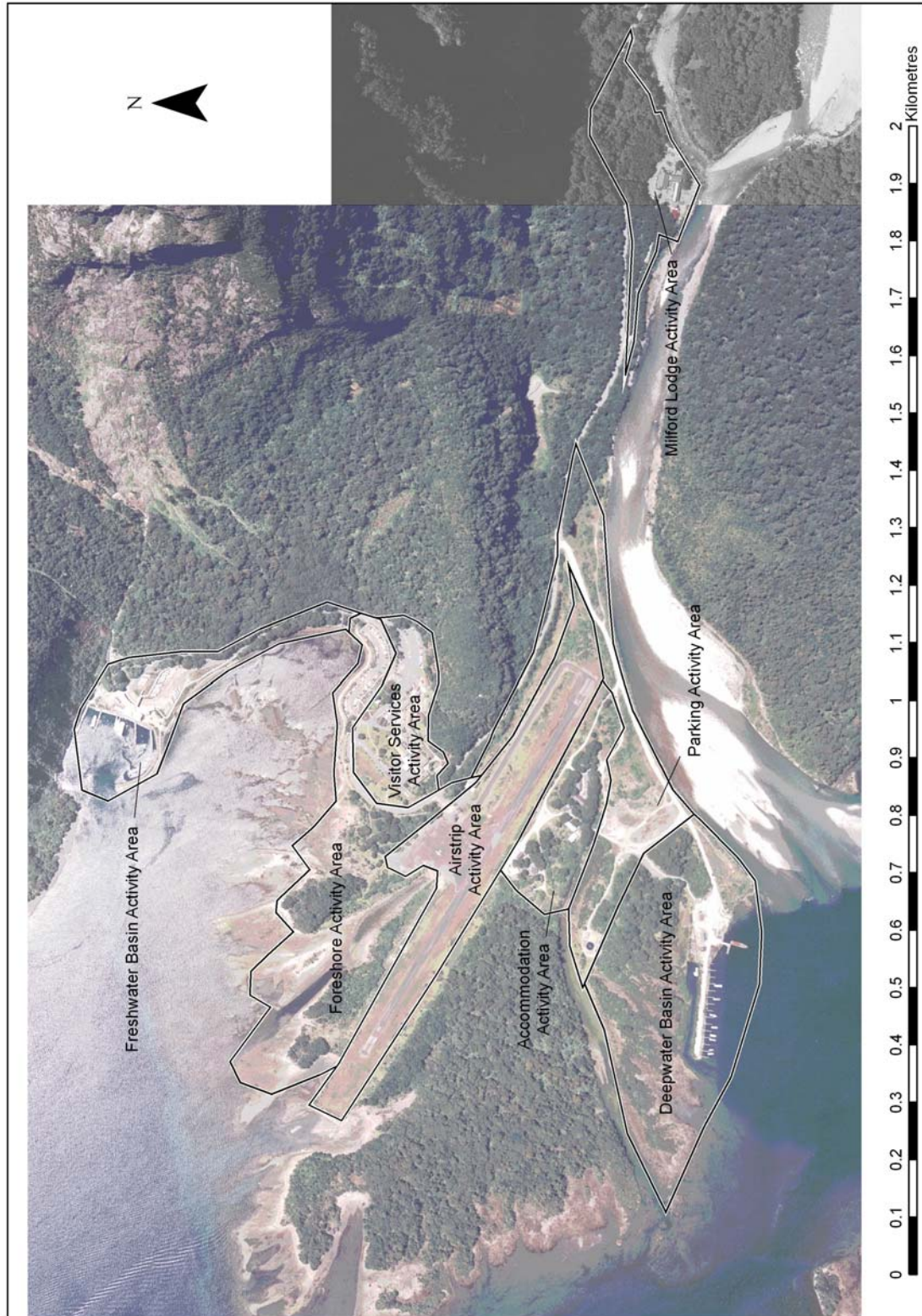
Milford Sound / Piopiotahi is one of the icon tourist destinations of New Zealand. Visitor numbers to Milford Sound / Piopiotahi have grown from 247,000 in 1992 to approximately 470,000 in the 2004 / 2005 season. This rate of growth is expected to continue over the life of the management plan.

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. Roothing 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).

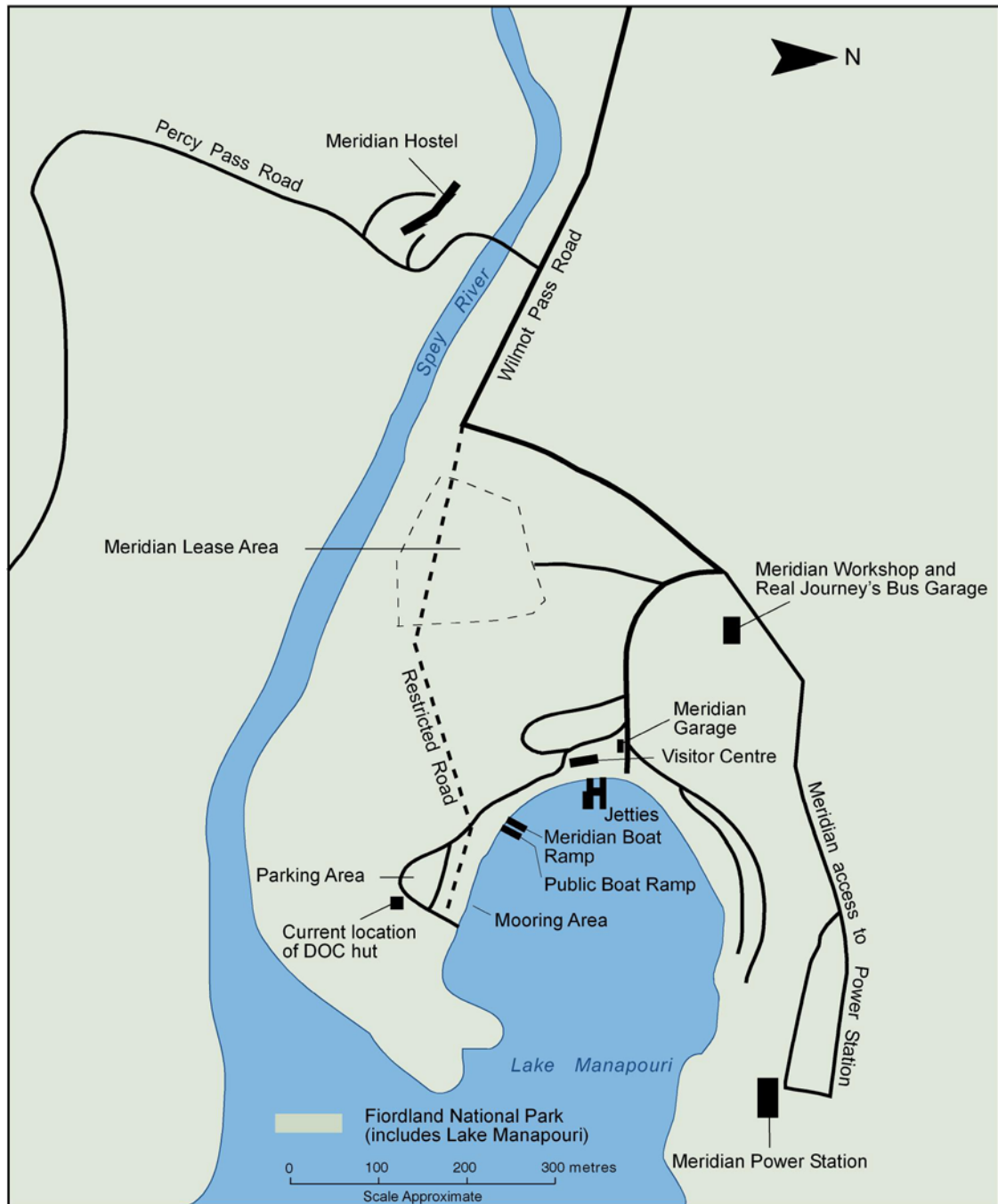
West Arm

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.

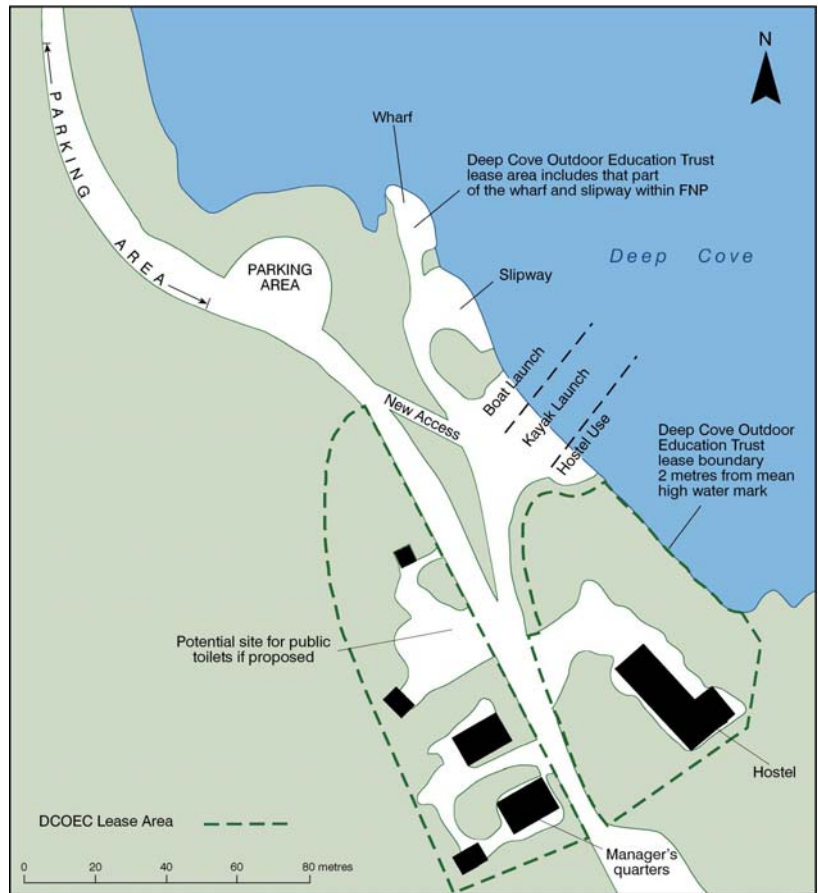
31. Investigate options for a further 40 parking spaces in an area at the tailrace. These parking spaces will be administered in accordance with the provisions of Implementation 30. Development of this opportunity will be in agreement with Meridian Energy Limited.
32. Investigate the possibility for 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)

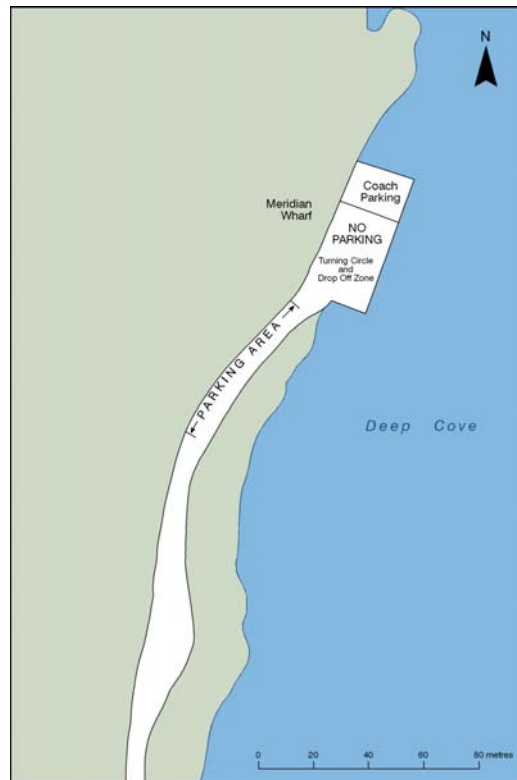


34. Helicopter landings in the Deep Cove area should be restricted to the Meridian Energy Limited wharf when this is otherwise unoccupied (use levels are addressed in section 5.5). Coach parking on the wharf will have priority (see Map 12C). Landings may also be considered at a designated site at the 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.

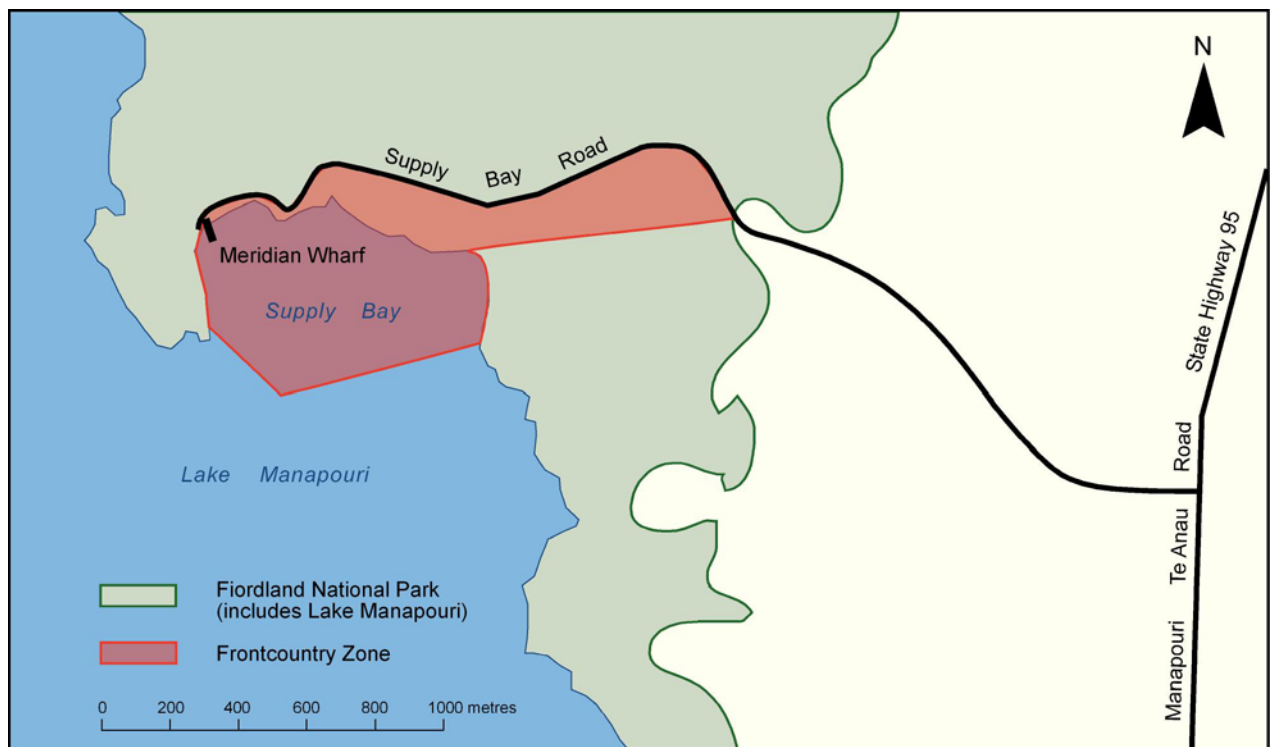
Objective

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

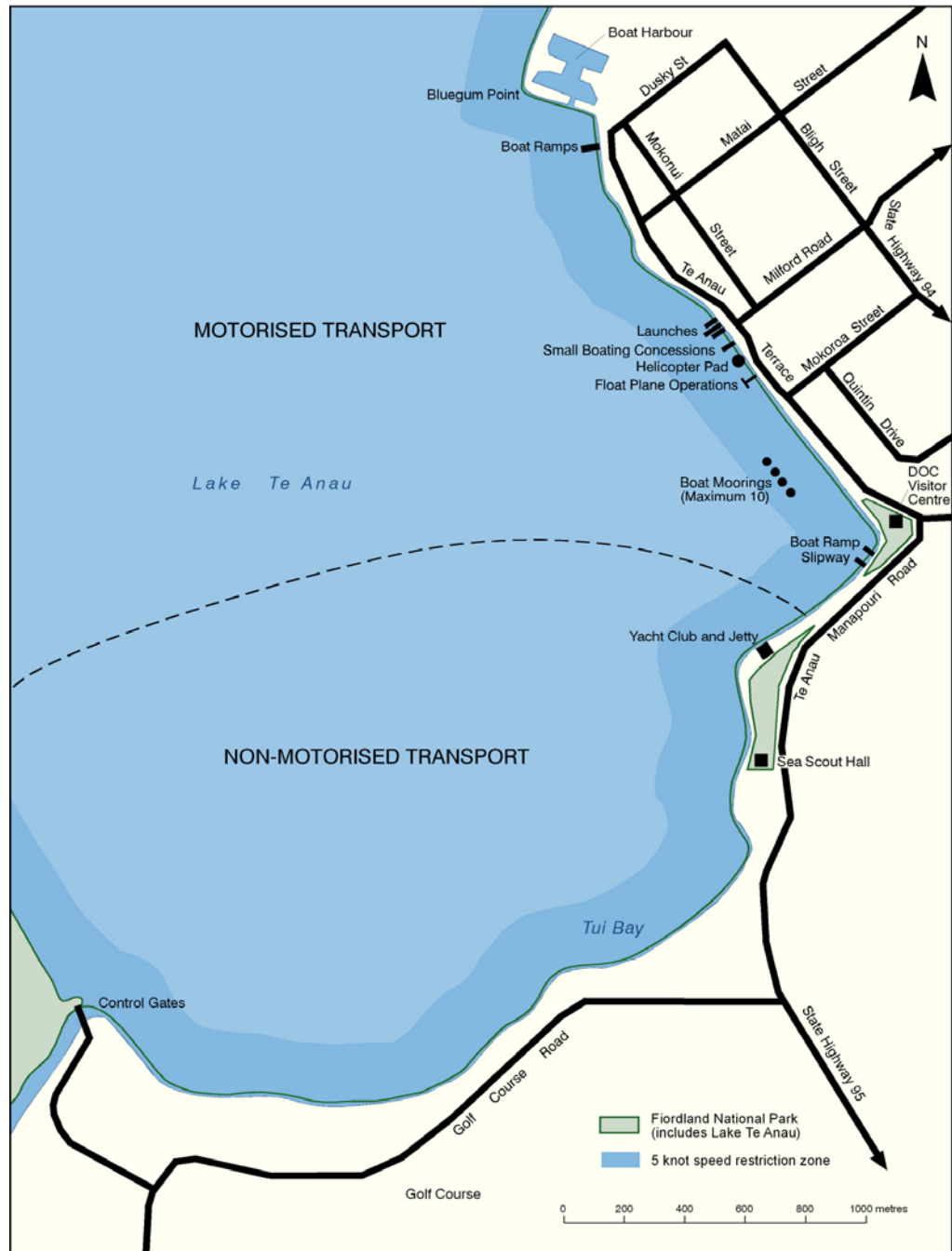
1. To protect and maintain the natural shoreline and amenity values of the Te Anau lakefront.
2. To manage the lakefront in full co-operation with the agencies that have legal responsibilities for the management of the Te Anau lakebed and waters and the legal road and reserve areas adjoining the lake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

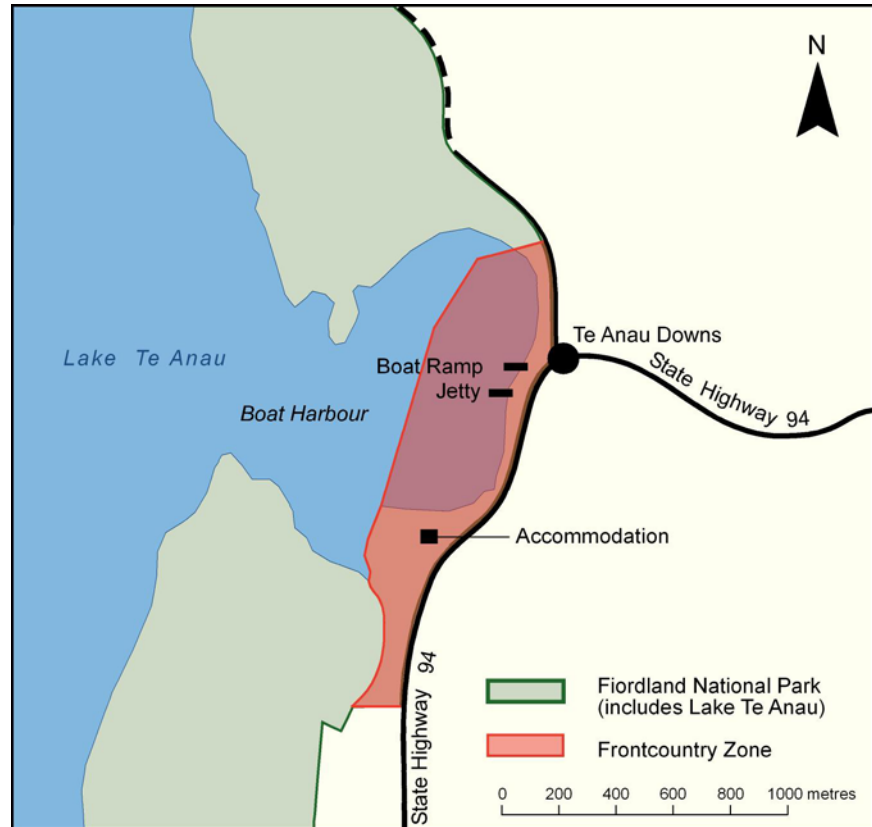
The extent of the Te Anau Downs Frontcountry visitor setting is presented in Map 15.

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.