

Part Five: Visitor Management

5.1 PLANNING RATIONALE

Fiordland National Park is unique to New Zealand with the vast scale of the park, both in the actual size of Fiordland and the isolation that visitors may feel when in the national park. This, combined with the sheer vertical scale in the rugged fiord environments and significant rivers, lakes, tarns and waterfalls, set Fiordland aside from any other national park in New Zealand. Its uniqueness is enhanced by the natural quiet that is found in many areas of Fiordland and the extreme climatic conditions that can be experienced at any time of the year. Fiordland National Park appeals to a wide range of visitors, both nationally and internationally who come to Fiordland to appreciate the diversity of nature, landscapes and vistas afforded by the national park and fiord environment, dominated by post glacial landforms.

Visitors may look to connect with nature, and the Department of Conservation looks to promote this by managing Fiordland National Park with a range of opportunities being available to suit a range of skills, abilities and demands of visitors. These range from visitors who wish to experience Fiordland but have facilities available, such as at Milford Sound / Piopiotahi, where visitors can drive, be driven, fly or arrive by boat, through to gazetted Wilderness Areas where there are no facilities and where visitors must be entirely self-reliant. Visitors can tramp through these Wilderness Areas, navigating for many tens of kilometres without any routes or signs or encountering other parties.

In recent years Fiordland National Park has experienced a steady increase in visitor numbers. Growth in visitor numbers is expected to continue, with international attention on Fiordland enhanced by Fiordland National Park being part of the Te Wāhipounamu - *South West New Zealand* World Heritage Area. Needs and aspirations of visitors are addressed within the context of the prime aims of management: preservation of the park's natural and historic features.

Increasing use and tourism initiatives bring pressure for additional visitor opportunities often with associated facilities. Changing and conflicting use requires consideration of what is the appropriate mix of opportunities to be provided in the future. Although Fiordland National Park contains a vast visitor resource, it is not essential nor indeed desirable to provide for every possible user taste or preference. Outside Fiordland National Park many opportunities are available, or potential exists for them, particularly on other conservation lands in the southern part of New Zealand.

An amenity area is an area within a national park where the development and operation of recreational and public amenities and related services for public use and enjoyment of the national park may be authorised in

accordance with the National Parks Act 1980. National park values only apply in an amenity area in so far as they are compatible with the development and operation of such amenities and services. Fiordland National Park has no amenity areas. Any proposal for an amenity area in Fiordland National Park would require notification through a public process and will require a change to this management plan. A proposal for an amenity area should demonstrate that it is for the development and operation of recreational or public amenities appropriate for public use and enjoyment of Fiordland National Park, and that these could not be located outside of Fiordland National Park.

Fiordland has its own special attributes, including large tracts of wilderness and remote country. Maintaining these wilderness/remote values should be accorded priority in the visitor management of Fiordland National Park.

Commercial and non-commercial recreation activities occur in many forms within Fiordland National Park. Many activities are assisted by concessionaires (commercial operators). For example the majority of people who make their way to Milford Sound / Piopiotahi do so through tourism operators; many trampers utilise aircraft to access the more remote parts of Fiordland. Environmentally, concessionaires can play an important role in advocating national park values to Fiordland National Park visitors.

It is also important to recognise that Fiordland National Park is managed to reflect its international importance as a World Heritage Area. A component of this classification is the role of Fiordland as a “wilderness” of national and international significance. The effects of visitor management must be considered in this context, not just in terms of its importance in the regional and national New Zealand environment.

Management requires user information to allocate resources effectively. Potential environmental impacts must be anticipated, and visitor safety from hazards ensured to a reasonable degree.

This plan uses a three-fold approach to managing visitor activities in Fiordland National Park. Firstly, a zoning strategy divides Fiordland National Park into various visitor settings and indicates where activities or development may take place (section. 5.3). The purpose of the zoning is to minimise conflict between various visitor opportunities; to manage increasing demand for changes to visitor opportunities; and to ensure certainty for visitors so they know what visitor experience will be provided and where in Fiordland National Park.

Secondly, more detailed provisions are set out for the management of specific activities or developments across Fiordland National Park (sections 5.4 - 5.16). Finally in some particular places in Fiordland National Park where there is intense use or where more pressing issues have been identified, there are specific provisions relating to that place.

This approach is intended to give strategic direction to visitor management while retaining flexibility to consider future initiatives.

Fiordland National Park adjoins areas managed by the Otago and West Coast conservancies. Consistent cross-boundary management will be achieved where possible.

Objectives

1. To ensure the preservation of Fiordland National Park's natural characteristics, including the iconic status of Fiordland National Park, values and historic features while meeting the needs and aspirations of visitors.
2. To allow for a range of both commercial and non-commercial recreational activities within Fiordland National Park managed in accordance with the range of visitor settings.
3. To work with commercial operators within Fiordland National Park to promote visitor appreciation of the national park and world heritage values.
4. To consider any proposal for changes to visitor settings in accordance with the natural, historical and cultural, recreational, landscape and amenity values of Fiordland National Park.

Implementation

1. To gather information on the use of Fiordland National Park to monitor visitor use and any trends in this use.
2. To assess information gathered on visitor use and trends to determine future management priorities for the preservation of natural characteristics and values of Fiordland National Park.
3. To work with both commercial and non-commercial recreational user groups to ensure co-operation between such groups and to avoid potential conflict for differing user groups in the same location within Fiordland National Park.
4. Amenity areas within Fiordland National Park should only be considered where the amenities cannot be located outside of Fiordland National Park.
5. Any proposal to establish an amenity area within Fiordland National Park should need to demonstrate that the adverse effects of the amenity area on the rest of Fiordland National Park would be minimised, in accordance with Objective 4 above. Any such proposals will require an amendment to the Fiordland National Park Management Plan.

6. Unless otherwise provided for in the Fiordland National Park Management Plan, any proposals to change the visitor settings in Fiordland National Park will require an amendment to the Fiordland National Park Management Plan.

5.2 VISITOR AUDIT

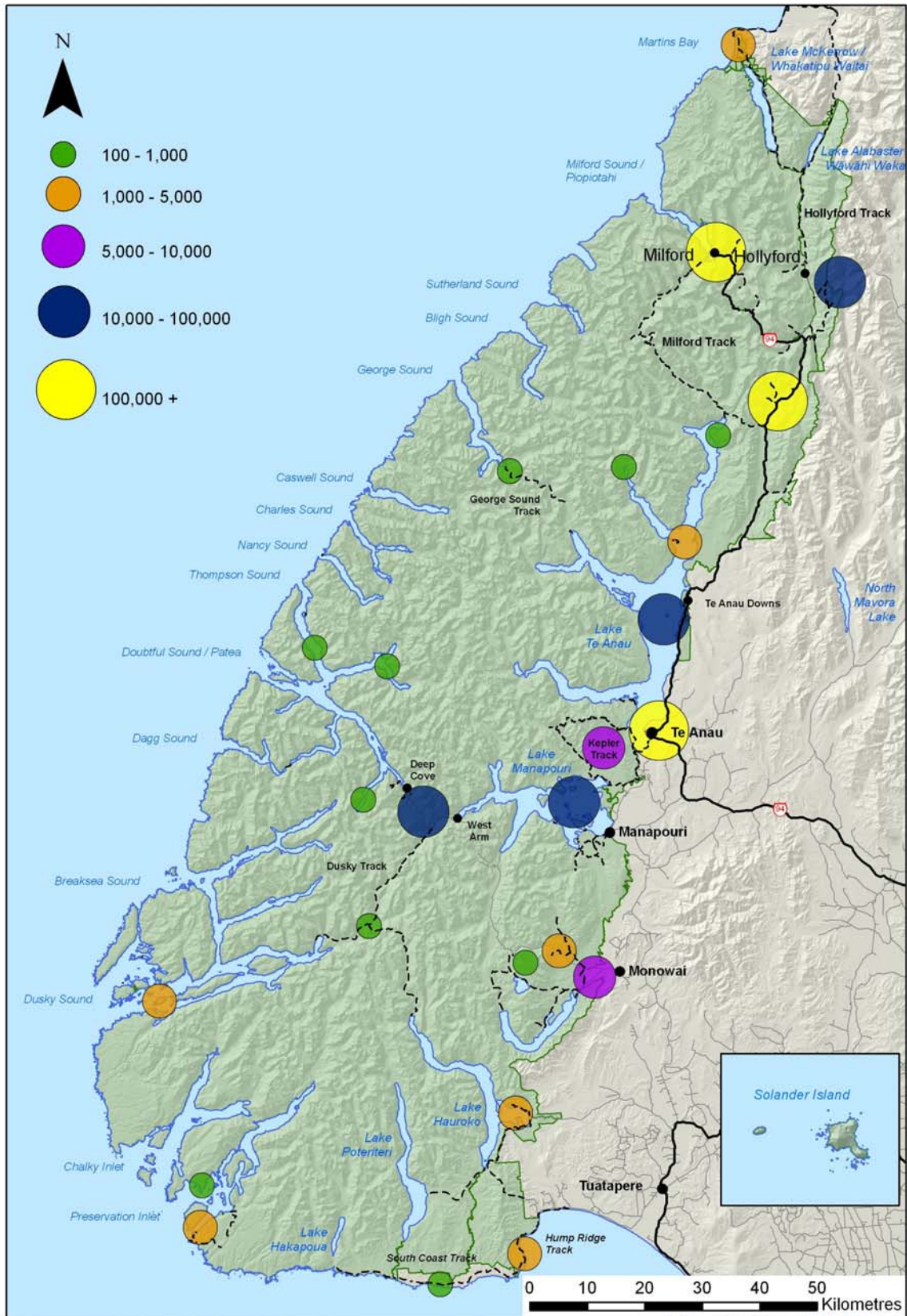
5.2.1 **Fiordland National Park Visitor and Tourism Trends**

Fiordland National Park has a deserved, and increasingly significant, reputation as one of New Zealand's premier locations for outdoor and nature-based recreation activities. Fiordland National Park contains several significant tourist attractions for a range of both international and domestic tourists, the most popular being Milford Sound / Piopiotahi and the Milford Road. Fiordland National Park is an integral component of the Queenstown-dominated Southern Lakes tourism 'product'. Within the regional context Fiordland National Park has many unique attributes including high-standard day and multi-day walking tracks, the mountain wilderness, and the southwest fiords with their natural and historic interest. On the other hand, activities such as downhill snow skiing, off-road driving and mountain biking are catered for at other locations within the region, but generally outside of Fiordland National Park.

In 2005 there were around 650 000 visitors were attracted to Fiordland National Park (2005 data), with the main concentration of visits occurring within the north-eastern sector from Manapōuri to Milford Sound / Piopiotahi, a result of well-developed road and boat access (refer Map 5). The predominant visitor and tourism infrastructure is located within this sector, with trips along the Milford Road and cruises on Milford Sound / Piopiotahi being by far the most popular attractions in and adjoining Fiordland National Park. The main visitor season occurs from mid October until the end of April. It has extended earlier, and later, over recent years, often dependent upon the prevailing climatic conditions and the wider tourism industry trends. Visitation peaks between January and March. Use patterns over recent years have shown a moderate increase in visitation to the park's major attractions outside of the traditional visitor season. The prominence of these shoulder periods may have implications for future visitor management where significant congestion and infrastructure capacity and change of opportunity issues arise during the main visitor season.

Fiordland National Park does not have the same pattern of use as other protected natural areas with more accessible population catchments. The distance from large urban centres supports the perception of wilderness and remoteness that provides a distinct draw card and 'pull' factor to those who do visit Fiordland National Park and has increasingly been identified by visitors as one of Fiordland's main attractions.

MAP 5. ANNUAL VISITOR NUMBERS



The lakes and rivers of Fiordland National Park provide numerous opportunities for power boating, water skiing, sailing, kayaking and trout fishing.

The presence of introduced animals in Fiordland National Park provides recreational hunting opportunities for red deer, wapiti-type deer and on a smaller scale for pigs and chamois. Wapiti-type deer in particular, although less widespread and less numerous than red deer, are highly prized by hunters for their trophy value. Hunting blocks within the wapiti area (see Map 7) are balloted during the popular autumn hunting period. Trout fishing is a very popular recreation activity within Fiordland National Park. In 2005 it is estimated that there were around 24,000 trout fishing trips in Fiordland National Park. The most popular areas include the lakes and their main tributaries.

There are numerous less heavily used tracks, routes and huts in Fiordland National Park that provide remote tramping opportunities for those with backcountry experience and skills. Data collected over the past ten years show that the more accessible of these tracks (e.g. the Dusky) are receiving more frequent use and that use by international visitors is increasing as a proportion of total use. One of the challenges for Fiordland National Park management is to ensure that traditional remote and wilderness boating, trout fishing, hunting and tramping opportunities are protected in the face of these trends.

Fiordland is valued for its size, remoteness and ruggedness. One of the ways to protect these values in the long term is through the creation of designated Wilderness Areas. These ensure large tracts of Fiordland National Park retain their wilderness qualities free from facility development and mechanised access. There are two gazetted Wilderness Areas in Fiordland – the Glaisnock and the Pembroke. Many other areas of Fiordland National Park retain these characteristics; however, the only area being considered for gazettal is the southwest corner of Fiordland National Park.

Outdoor and nature-based recreation is one of the fastest-growing sectors in the leisure and tourism industry in the developed world today. Greater environmental awareness internationally and an increase in the numbers of independent travellers has resulted in an increase in adventure and eco-tourism activities and has accelerated commercial opportunities in these fields.

To illustrate the growing range of activities in Fiordland National Park, there have been more people undertaking all of the following over the last ten years: white water kayaking, multi-sport events, mountain running, backcountry skiing, remote trout fishing, paragliding, power boating, overnight walking trips and commercial guided trips into the backcountry. This growth in activity has contributed to an increased recognition of Fiordland National Park as a significant regional and national recreation resource. There has also been an increase in activities such as sea kayaking and scuba diving in the marine areas

adjoining the Fiordland National Park. Consequently there has been an increase in Fiordland National Park-based activities that service these.

There is no indication that the increase in the use of natural areas for active recreational activity, nor the development of new outdoor activities and pursuits will diminish in the immediate future.

A significant influence on use patterns in Fiordland National Park is the continued growth of Te Anau and Queenstown. The largest user group in Fiordland National Park is day visitors from Queenstown visiting Milford Sound / Piopiotahi and to a lesser extent Doubtful Sound / Patea. This in itself provides challenges for the Department of Conservation. As Te Anau expands, the pressure on the park's resources increases. There are increasing demands to provide further and differing recreation and tourism opportunities for these visitors. At times these may be in conflict. The response of the Department of Conservation will be determined by the values attributed to different areas and the outcomes sought for them.

Fiordland National Park will be managed to provide a range of recreation opportunities. This plan will provide for growth in some areas while reducing visitor numbers in other areas. This will ensure that the key opportunities Fiordland National Park offers remain for the enjoyment of present and future generations.

While much of the regional tourist activity occurs around the Southern Lakes, initiatives are being made to market a wider region using promotional concepts such as the Southern Scenic Route. Increasing tourist traffic on this route may place increased pressure on existing recreation resources.

Tourist industry forecasts predict further major growth in the numbers of international visitors coming to New Zealand. The Tourism Research Council of New Zealand expects that tourism will continue to grow during the period of current predictions (i.e. up until 2011). It is expected that visitor nights for international visitors to Fiordland National Park will increase by 29.2% over this period. Such growth on the national scale will see similar growth in demand for visits to individual national parks and other protected natural areas in line with emerging global travel trends. How the anticipated growth and trends can be best catered for in Fiordland National Park is discussed in the following sections of this plan. There is an urgent requirement to improve information bases and monitoring of visitor use and trends in Fiordland National Park to assist in management forecasts and proactive responses to identified use trends. Gathering information presented in such information bases allows for access within the Fiordland National Park to be appropriately managed. Certain opportunities may require limits (e.g. boating access) to enable the most appropriate management of the whole range of recreational opportunities and for the protection of natural park values.

5.2.2 Access

Water Access

Water access is an integral part of how visitors enjoy this national park. The lakes and some rivers provide easy access to the backcountry, and remote and wilderness recreation opportunities. There are regular water taxi services on the larger lakes providing access to the Great Walk tracks, favourite hunting and fishing spots, and access for tramping opportunities. Other activities such as scenic and nature watching opportunities are provided by boats. There are also several commercial kayaking and jet boat operators within Fiordland National Park. Recreational boating is also a popular activity.

Demand for water based access is increasing and with this opportunity also comes some challenges. Improved access can result in changing use patterns, displacement of current users, and sometimes changing recreation opportunity type. Increased use could result in pressures on wilderness, remote and backcountry values. Demand for lakeside facilities is increasing, for example in areas adjoining wilderness and remote opportunities. This impacts on natural character and is contrary to preserving the park in a natural state. There is risk of weed infestations brought in on boats from other places.

About 40 international cruise ships visit the Fiordland coast each year but most do not disembark passengers. Of those that do, Milford Sound / Piopiotahi and the historic sites in the southern fiords are the only places visited. Such trips are growing in popularity. Ocean going yachts also frequent the fiords. Regular scheduled day and overnight launch cruises operate on Milford Sound / Piopiotahi and Doubtful Sound / Patea every day. Longer charter and scheduled multi-day departure cruises are available in Doubtful Sound / Patea and Dusky Sound, and in Chalky and Preservation Inlets. These visitors do use Fiordland National Park. Private boating, using sail or motor-powered craft, is popular on the larger lakes and undertaken on some fiords.

Transport by boat is a distinct feature of visitor opportunities in Fiordland. While having no direct jurisdiction over the waters of the fiords, the challenge for Fiordland National Park management is to ensure management between the water/land interface is consistent. Hall Arm in Doubtful Sound / Patea, for example, is promoted as the “Sound of Silence”.

The fiords adjoining Fiordland National Park are utilised by a number of commercial fishing vessels. Facilities such as mooring lines, barges and freshwater supplies are necessary accessories associated with this industry and are located within Fiordland National Park. Fishing bases are located at Milford Sound / Piopiotahi and to a lesser extent at Doubtful Sound/ Patea, both of which are located within Fiordland National Park.

Section 5.6 (Boating and Facilities) expands on the commercial and recreational boating opportunities in Fiordland National Park.

Land Access

State Highway 94 (Lumsden to Milford Sound / Piopiotahi) is the only major land route into Fiordland National Park. Overall use of State Highway 94 is increasing, subject to seasonal fluctuations, with February being the busiest month of the year. In 1990 the peak daily vehicle counts were about 300 vehicles each way. By 2004 this figure had increased to more than 530 per day. A side road gives access to the lower Hollyford Valley.

The Borland Saddle road was constructed during the 1960s to provide access to the transmission lines from the Manapōuri power station and is part of Fiordland National Park. It was not built to highway standards. The road is open for public use over the summer months, subject to Transpower requirements.

The Wilmot Pass road providing access between West Arm (Lake Manapōuri) and Deep Cove was also built as part of the hydro-electric power scheme. The Department of Conservation administers the road and a number of agencies contribute to its maintenance. This is the main access to Doubtful Sound / Patea and it is not connected to a public road.

Transport services operate on both the Borland Saddle and Wilmot Pass roads.

The southern part of Fiordland National Park is accessible via State Highway 96 and the Lake Hauroko road. The existing roads provide the major opportunities for people to see and enjoy the grandeur of Fiordland.

The Milford Road (including the Hollyford Road) is the most important access route in Fiordland National Park. The road is part of the State Highway network; however, its management significantly affects how visitors access Fiordland National Park. Day visitor opportunities are provided along this road and it is the key access route for those visiting Milford Sound / Piopiotahi. Care is required to ensure that important recreation opportunities are not lost as a result of road upgrading or management decisions that change the use patterns in those areas.

Various proposals have been put forward for roads, monorails or cableways through various parts of Fiordland National Park including through the Greenstone or Caples Valleys and up Mount Luxmore. Other ideas include an extension of the Hollyford Road through the Pyke Valley north to the Cascade and Haast, and there have been various ideas for transport options along the Milford Road.

Air Access

There are airstrips within Fiordland National Park at Milford Sound / Piopiotahi, Martins Bay, Knobs Flat, Quintin Huts (Milford Track), and in the Kaipo and Hollyford Valleys. Float planes can land on many inland lakes and can provide access to much of the coast, while helicopters have the capability to land virtually anywhere there is sufficient clear and level ground. Air transport is used by fishermen, hunters, divers, trampers and for various other recreation or tourist activities. Air transport is essential to the commercial fishing industry in Fiordland, for aerial wild animal control and for search and rescue purposes.

Milford Sound / Piopiotahi airstrip is by far the busiest place in Fiordland National Park for aircraft services with about 8,500 aircraft landings per year (average 1996 to 2005, rounded to nearest 500). Most of the landings are associated with scenic flights from Queenstown, which also involve a relatively high number of over-flights in the north of Fiordland National Park, including the Milford, Greenstone, Caples, Routeburn and Key Summit tracks.

The rest of Fiordland National Park receives a generally low level of aircraft landings with some of the more popular sites being Luxmore Hut and the Hollyford and Kaipo Valley airstrips. There are also a number of landings on the Milford and Routeburn tracks associated with the servicing of huts and other facilities, and for medical evacuations and the transfer of trampers over flooded sections of the tracks.

5.2.3 Facilities

Travellers' Accommodation

A variety of accommodation is abundant in or adjacent to Fiordland National Park. The main dormitory centre adjacent to Fiordland National Park is Te Anau, where the majority of traveller accommodation is located. Manapōuri township also offers a range of facilities, but to a much lesser extent. Visitors to the southern sector of Fiordland National Park can be accommodated at Tuatapere.

Tourist accommodation is also available on private land at Martins Bay, Jamestown near Lake McKerrow / Whakatipu Waitai, at Kisbee in Preservation Inlet and in the Waitutu at the mouth of the Wairaurahiri River.

Within Fiordland National Park, commercial travellers accommodation is available at Milford Sound / Piopiotahi (hotel and lodge for budget travellers); Te Anau Downs (Motor inn and budget accommodation); Knobs Flat (travellers facilities, lodge and camping for travellers); Homer Hut (New Zealand Alpine Club); and at Gunns Camp in the Hollyford valley. Backpackers' accommodation is also available in the

hostel at Deep Cove when it is not required by education groups. Regular overnight accommodation is provided on vessels on Milford Sound / Piopiotahi and Doubtful Sound / Patea. Tourism operators also offer overnight opportunities on boats throughout the other fiords and on some of the lakes in Fiordland National Park.

Recreation Facilities and Services (refer Maps 6a and 6b)

Within the Fiordland National Park there are 648 km of walking tracks, ranging from short nature walks to long distance tracks and routes of up to several days' duration. More than 60 huts and shelters are provided for visitor use; some supplied with gas for cooking. Operators of guided walks over the Milford, Hollyford and Routeburn tracks have built their own lodges on these tracks.

The picnicking and camping sites in the Eglinton Valley have toilets, water supply and fireplaces. Other sites are provided at Lakes Hauroko and Monowai, Lake Manapōuri and Hall Arm in Doubtful Sound / Patea. The use of campervans for overnight stays is steadily increasing - facilities for these vans, such as water supplies and sani-dumps, need to be available at service centres. Powered campervan sites are only available at the Milford Sound lodge. The existing camping and picnic sites appear to be adequate in number but some upgrading or "hardening" of sites may be desirable in response to increasing use. Low-impact camping is allowed anywhere within Fiordland National Park, except in those areas adjacent to roads and high-use tracks and restricted areas such as the Murchison Mountains.

Boat ramps, jetties and moorings have been long established at popular access points to the major lakes, as well as at Deep Cove and Milford Sound / Piopiotahi.

The existing facilities are considered sufficient for general public use. Water-ski lanes have also been established on Lakes Te Anau and Manapōuri, near popular beaches.

Major commercial visitor facilities within Fiordland National Park include the visitor terminal, car-parks and wharves at Milford Sound / Piopiotahi and the Te Ana-au Caves visitor facility. There is interest in developing other major facilities such as those associated with new transport options for accessing Milford Sound / Piopiotahi.

Commercial facilities on the Te Anau lake-front include a jetty associated with the floatplane business, launch services on Lake Te Anau, boat hire and a helipad. On shore there is an operations building and car park, fuel pumps and buried tanks associated with the launch and float plane services. Public facilities include a boat harbour, moorings for boats and several launching ramps. In addition, there are two community-based facilities (the Scout hall and the yacht club) and recreation activities along the lake-front include picnicking, swimming

and small boat activities. The lakefront is a significant amenity for Te Anau, providing an attractive setting for the 'Gateway to Fiordland'.

The water edge generally forms an administrative boundary for activities on the lakefront. National park status applies to the waters and bed of Lake Te Anau.

The lakeshore is partly legal road and partly recreation reserve, both administered by Southland District Council. The Department of Conservation visitor centre located on the lakeshore is, however, in Fiordland National Park.

Interpretation facilities and services consist principally of displays, exhibits and information at Fiordland National Park visitor centres located at Te Anau, West Arm, in the travellers' facilities at Knobs Flat and the Milford Sound / Piopiotahi Terminal building. The Fiordland National Park Visitor Centre in Te Anau receives more than 133,500 visitors annually. Small museums are located at the Te Anau Visitor Centre and Gunns Camp (Hollyford).

Brochures, hut displays, leaflets, guidebooks and publications on topics such as natural history, geology, ecology and history provide visitors with an extensive range of references they can use to familiarise themselves with Fiordland. Summer visitor programmes run by the Department of Conservation are also available. Conservation education programmes run by the Department of Conservation take place at the Deep Cove Hostel and at Borland Lodge.

There are several visitor locations with on-site interpretation panels and displays. Oral and written interpretation is provided by a number of concessionaires.

A number of potentially important interpretative opportunities are currently under investigation. These include: Fiordland National Park Visitor Centre and Fiordland Museum redevelopment; replacement of the ageing audio-visual show at Fiordland National Park Visitor Centre; interpreting Māori heritage in partnership with mana whenua; and further opportunities along the Milford Road, including a 'Park Entrance' site to capture visitors travelling from Queenstown who are not given the opportunity to stop at Fiordland National Park Visitor Centre.

MAP 6A. RECREATION FACILITIES PART 1 – NORTH FIORDLAND



MAP 6B. RECREATION FACILITIES PART 2 – SOUTH FIORDLAND



5.2.4 Visitor Impacts

The increasing growth in visitor numbers to parts of Fiordland National Park is resulting in adverse effects in places. Adverse effects include social effects such as crowding, noise and incompatible uses (e.g. those seeking an experience of self-reliance versus those who prefer to be guided); and physical effects such as track damage and effects on sensitive natural ecosystems. Addressing such problems, particularly the social effects, is a significant issue for this plan.

Some adverse effects evident in Fiordland include:

- Physical capacity limits being exceeded, for example on the Kepler Track, which can result in overcrowding and inability to obtain a bed in the hut.
- Significant physical damage to sensitive alpine environments like Mt Burns and Eldrig Peak and in the Key Summit area.
- Pressure for some tracks to be upgraded to address increased use such as Lake Marian; or increased activity resulting in places being managed for different experiences to those which traditional users expect.
- Problems of congestion and noise at Milford Sound / Piopiotahi and along the Milford Road during peak periods (see sections 5.3.9.1 and 5.3.9.2); diminishing visitor enjoyment of Fiordland National Park.
- Effects of aircraft on Fiordland National Park users, particularly in wilderness and remote zones.

It is important that management considers the impacts upon present and future visitors and many of the provisions in this plan have therefore been developed to address these types of visitor impacts.

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:

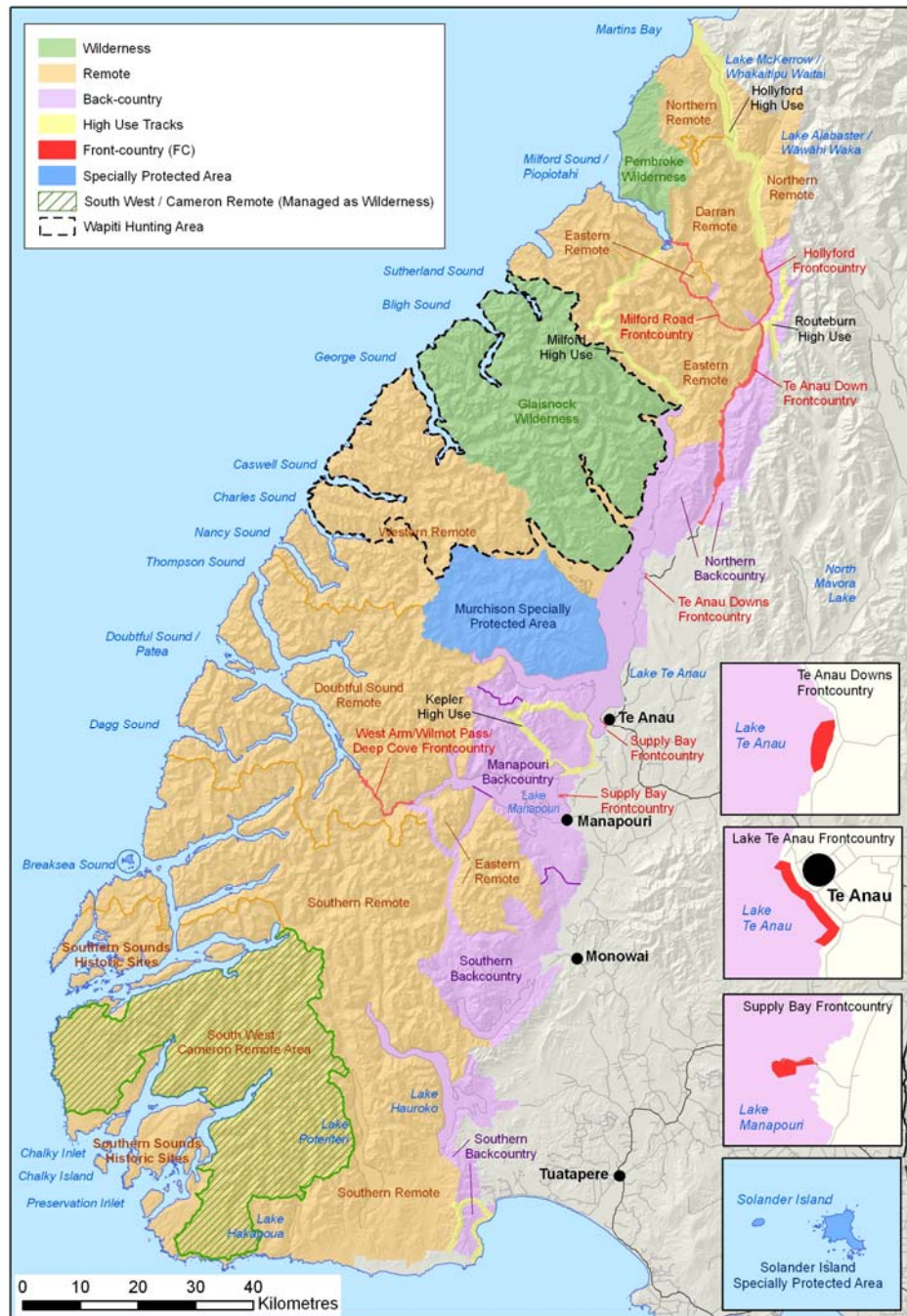
TABLE 4 – THE RELATIONSHIP BETWEEN VISITOR MANAGEMENT SETTINGS AND VISITOR GROUPS

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 Overnights

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

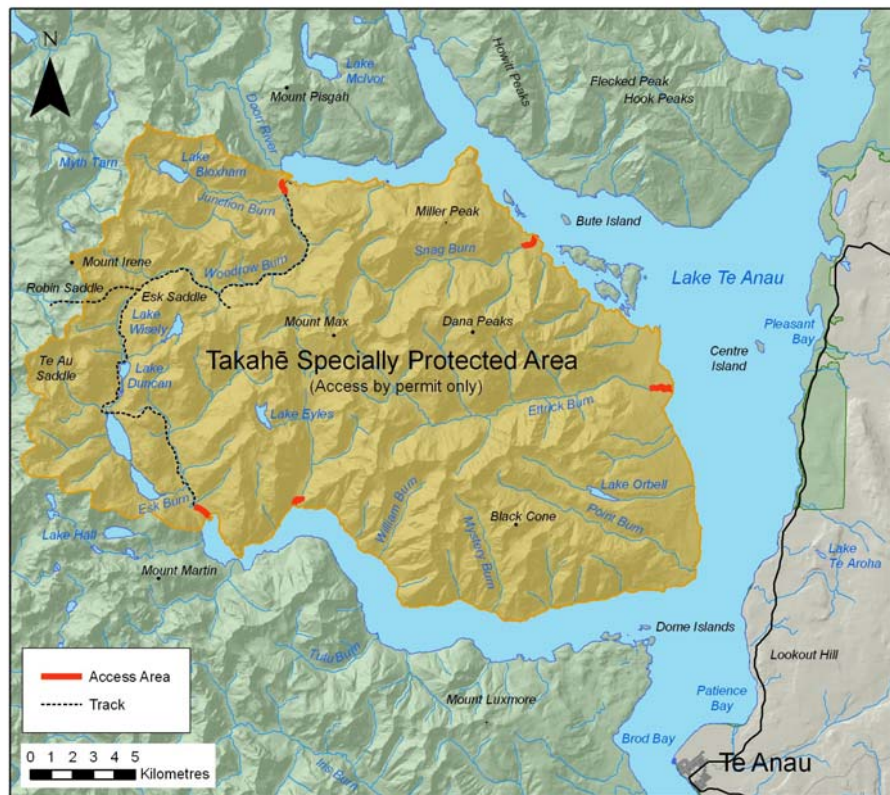
The existing access permitted for the Te Ana-au Cave operation will continue under the requirements of its concession.

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.

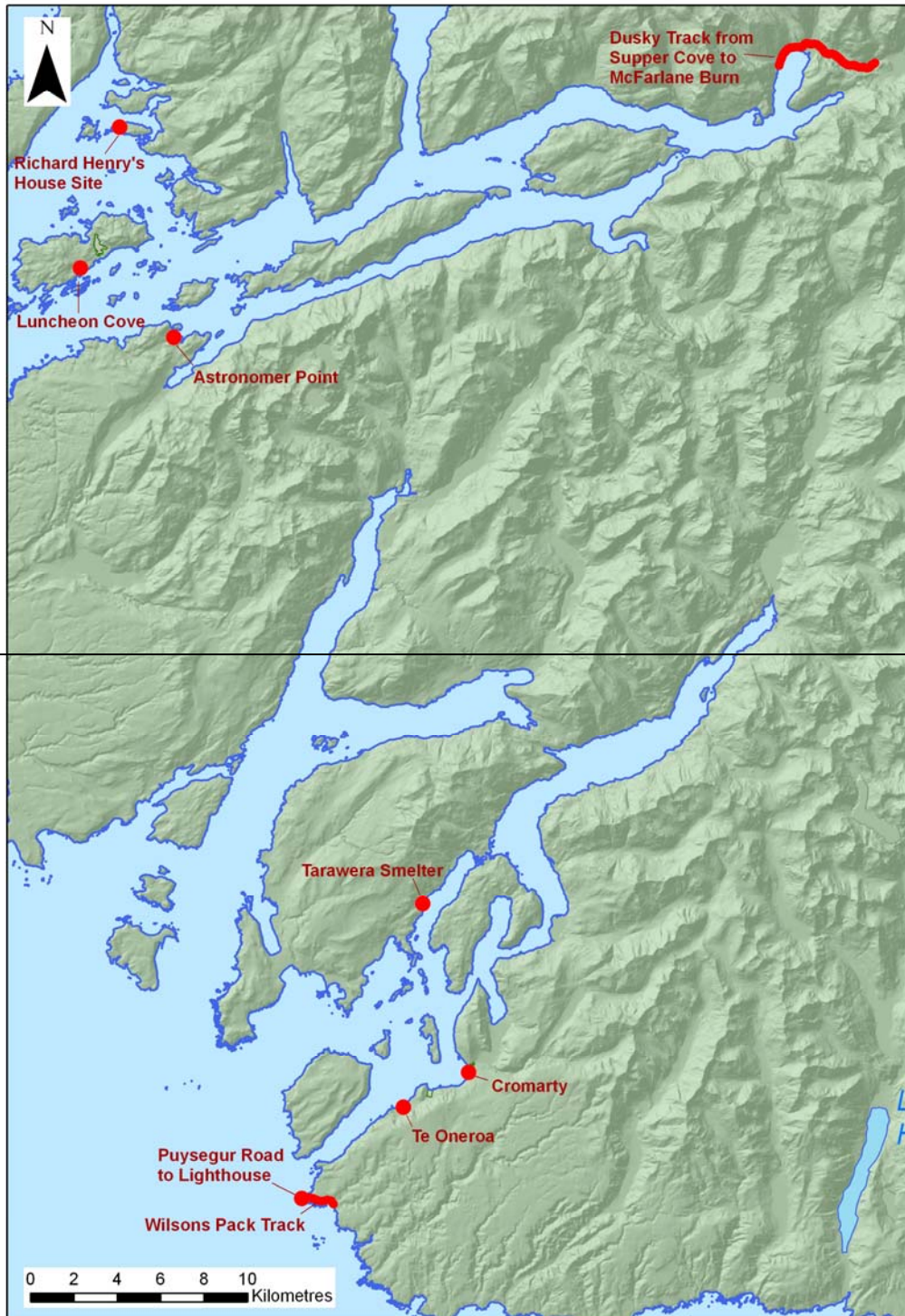
Implementation

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.

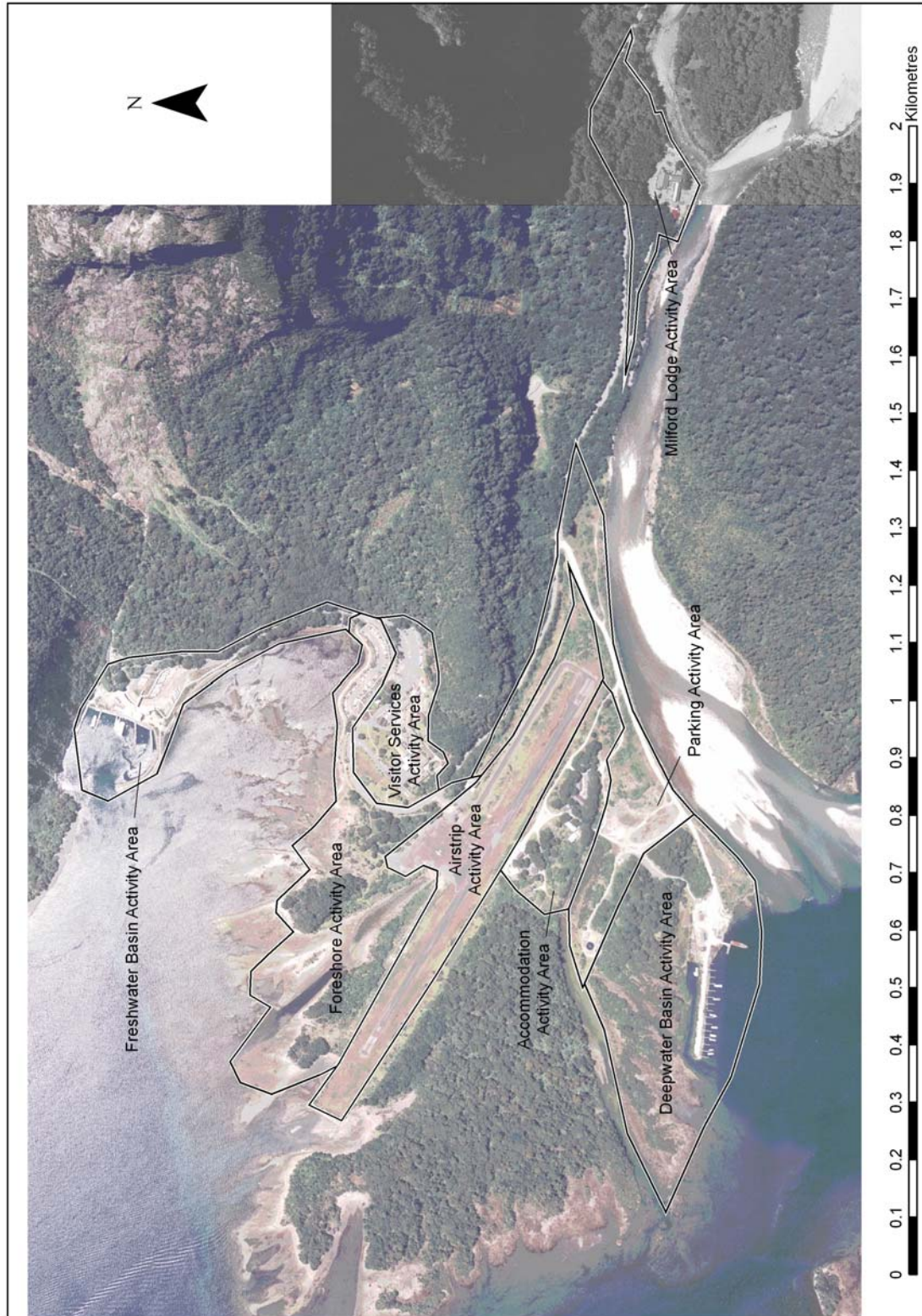
Milford Sound / Piopiotahi is one of the icon tourist destinations of New Zealand. Visitor numbers to Milford Sound / Piopiotahi have grown from 247,000 in 1992 to approximately 470,000 in the 2004 / 2005 season. This rate of growth is expected to continue over the life of the management plan.

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).

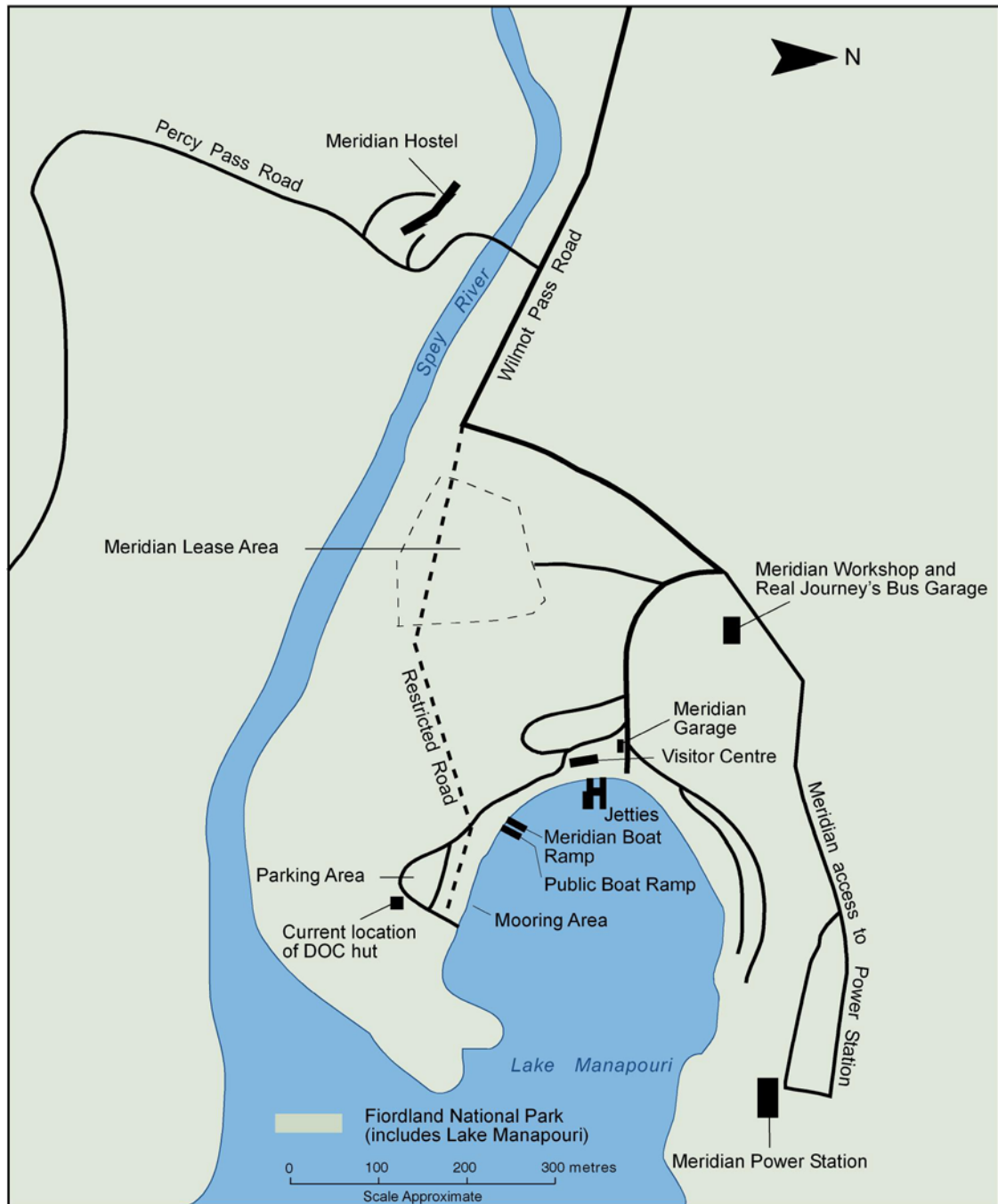
West Arm

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.

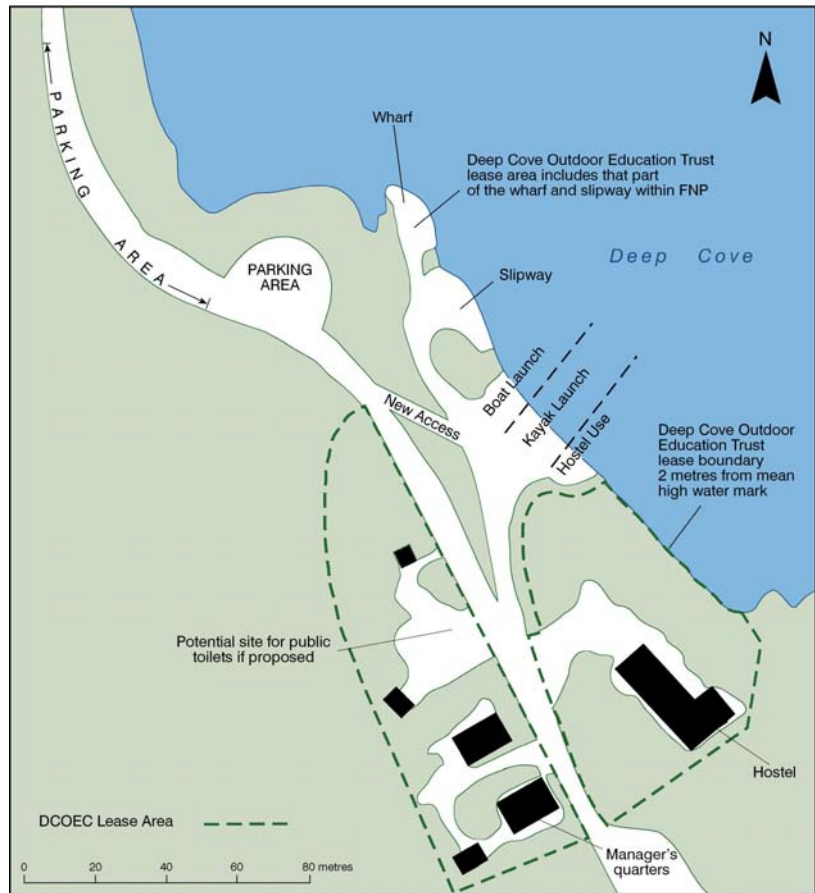
31. Investigate options for a further 40 parking spaces in an area at the tailrace. These parking spaces will be administered in accordance with the provisions of Implementation 30. Development of this opportunity will be in agreement with Meridian Energy Limited.
32. Investigate the possibility for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

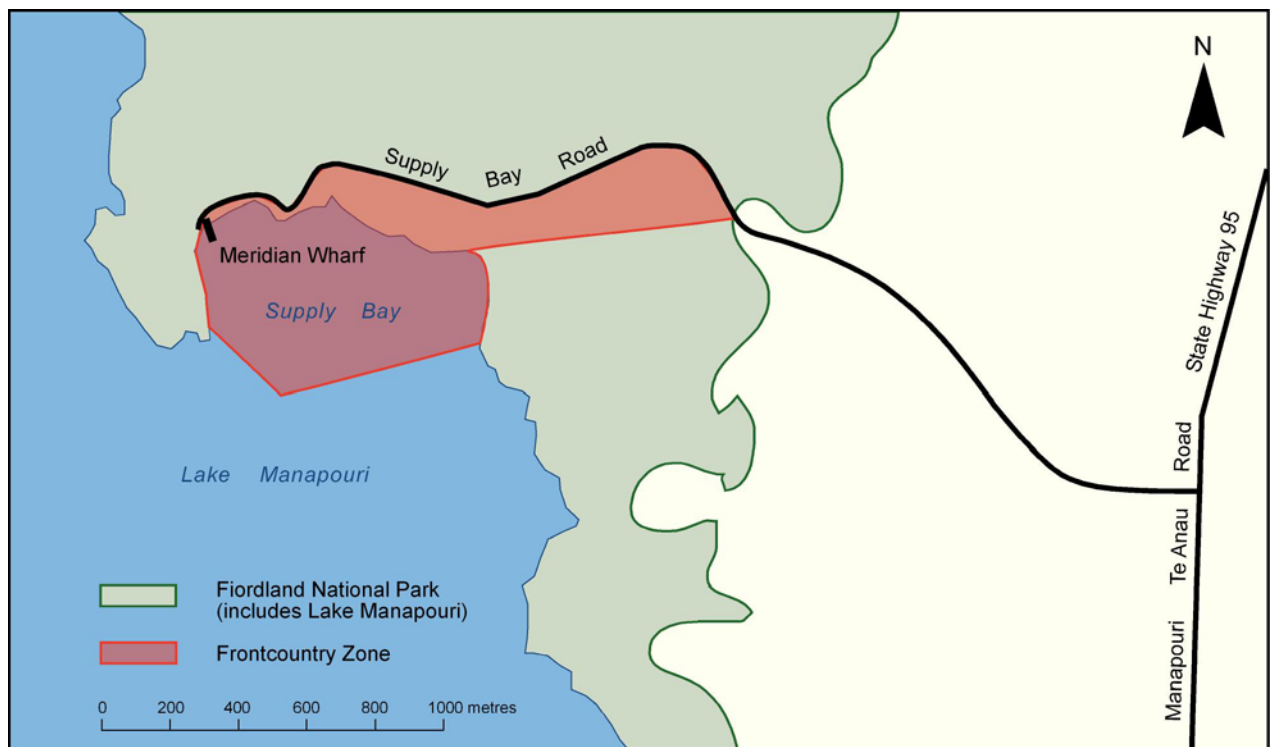
Objective

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

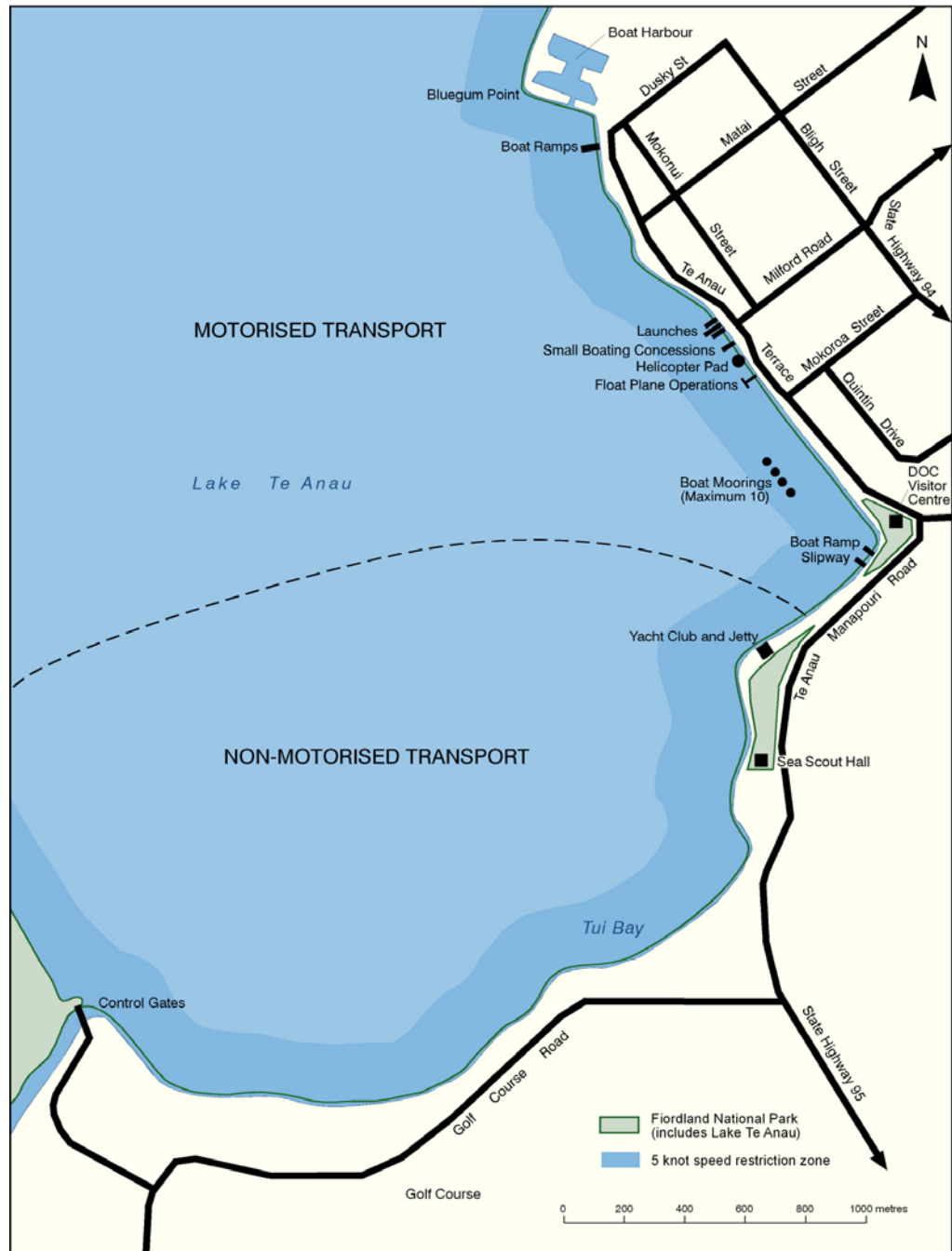
1. To protect and maintain the natural shoreline and amenity values of the Te Anau lakefront.
2. To manage the lakefront in full co-operation with the agencies that have legal responsibilities for the management of the Te Anau lakebed and waters and the legal road and reserve areas adjoining the lake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

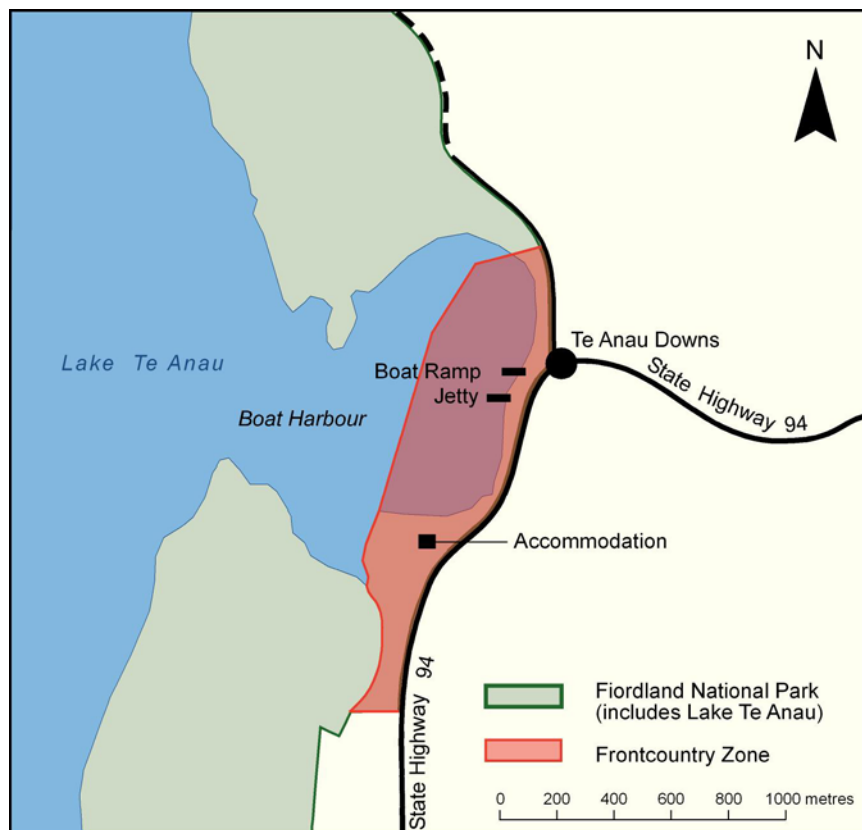
The extent of the Te Anau Downs Frontcountry visitor setting is presented in Map 15.

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.

5.4 CONCESSIONS

Rationale

A wide range of commercial, recreation and tourism activities take place in Fiordland National Park, and proposals for more are expected. All commercial and business operations undertaken in Fiordland National Park require a concession, as do all aircraft operators landing or taking off in Fiordland National Park. The National Parks Act 1980 requires that all concession applications are assessed and processed according to Part IIIB of the Conservation Act 1987 and the provisions of this management plan. The Department of Conservation is able to recover the costs of processing concessions from the applicant. Please refer to the Glossary for a definition of concessions and Part One for an outline of the legislation.

Concessions enable wider visitor enjoyment and appreciation of areas managed by the Department of Conservation. In return for the privilege of a concession, a resource rental is paid to the Crown and operators must provide quality visitor services that are consistent with the natural values and recreation opportunities of the area. Overall concession operations should be kept at levels that do not detract from other visitors' use and enjoyment.

It is not possible to anticipate with certainty what proposals will be made for commercial services or developments within Fiordland National Park. Each area of Fiordland National Park has different physical and social characteristics and the maintenance of these characteristics will be of primary importance when assessing concession proposals. Section 5.3 of this plan sets out some of these characteristics in its description of the visitor settings. The objectives and implementation points for each visitor setting will be adhered to. This means that while a concession proposal might be acceptable in one area of Fiordland National Park, it may not be somewhere else. In general the more intensive the proposed use or the larger the scale of the development, the more likely it will only be acceptable in the frontcountry visitor settings or may not be considered acceptable in Fiordland National Park at all. Appendix F contains a list of number restrictions set for managing concession visitor numbers in various visitor settings.

Individual concession applications (including applications to vary existing concessions) cannot be considered in isolation but must be assessed in the context of all other visitor use in the area. While the effects of a proposal on its own may appear acceptable, effects must be considered in the context of all activities in the area. Monitoring of both the level of use and the effects of concession activities in an area is essential so that unacceptable impacts are detected and to provide a context for decisions on future commercial and recreational use. Operators should expect to contribute to the cost of monitoring.

With a continuing general rise in the level of visitor use it may become increasingly necessary over the life of this management plan to set overall limits on commercial use in some parts of Fiordland National Park. Examples may include but not be restricted to, aircraft landing sites or wildlife viewing opportunities. Where it is already established or determined that commercial opportunities need to be limited on conservation grounds, there are several options open to the Minister, including to tender the right to make an application, invite applications, or carry out other actions that may encourage specific applications. The option adopted will depend on the circumstances of the case.

Consultation is an important aspect of concessions management to ensure community views are taken into account.

Where limits have been identified in this plan, it is considered appropriate that any change to these will need to be supported by appropriate research approved by the Department of Conservation.

Objectives

1. To enable a range of appropriate, high-quality commercial visitor services to be provided through the granting of concessions which are compatible with the visitor settings described in this plan and national park values, and which will ensure adverse effects on natural, cultural or historic resources are minimised
2. To grant concessions (including variations to existing concessions) in such a way that their adverse effects can be understood and monitored in the context of other general independent use of Fiordland National Park.

Implementation

1. Assess and process applications for concessions in Fiordland National Park in accordance with section 49 of the National Parks Act 1980 and Part IIB of the Conservation Act 1987.
2. Concessions (including variations to existing concessions) should only be granted if they are consistent with the provisions of section 5.3 (visitor settings) and other relevant sections of this plan.
3. Overall, concession operations should be kept at levels that do not detract from other visitors' use and enjoyment and national park values. This may mean limiting the number of operators or frequency of operations in some areas, particularly where opportunities being provided are toward the remote or wilderness end of the spectrum. Where the impacts of increasing visitor numbers to a place

are unknown, a cautious approach should be taken. When assessing applications, the cumulative impact of concessionaires in an area will be considered. Visits to specific natural attractions will only be considered where general public access and enjoyment is not adversely affected.

4. Among other conditions all concessions should, where relevant, stipulate the following:
 - a) Limits on the number of guides/vessels/aircraft allowed to operate by virtue of the concession at any one time;
 - b) Maximum party sizes (refer to section 5.3 – visitor settings);
 - c) Clearly defined areas of operation;
 - d) Clearly defined maximum permitted frequencies of use;
 - e) Explicit concession monitoring requirements;
 - f) Required behaviours to avoid adverse impacts on national park values; and
 - g) Requirement to provide information at least annually detailing the time, frequency, location, number of clients and purpose of any activity approved by the concession.
5. Structures, facilities and services (e.g. huts and tracks) ancillary to commercial recreation/tourism activities will only be considered where it can be demonstrated that they cannot be undertaken outside Fiordland National Park or the use of existing Fiordland National Park facilities is not possible.
6. Concessionaires and their clients may share public facilities on a first come first served basis, but may not occupy more than 50% of available sleeping capacity in huts. However, in areas or during periods where there is high public use of facilities, further restrictions on commercial use may be necessary. This is the case on some of the high use tracks (see section 5.3.8). Except in the case of emergency, concessionaire parties are not permitted to occupy public huts or formal campsites for more than two consecutive nights.
7. Monitor concessions to:
 - a) Assess whether there is compliance with concession conditions;
 - b) Assess whether adverse effects (including cumulative effects) on natural, cultural or historical values or on

the recreation opportunities and experience of other visitors are minimised and

- c) Assess whether the total commercial use is within any limits set for the area. Priority areas for this type of monitoring will include: aircraft access across Fiordland National Park, visitor activity at Milford Sound / Piopiotahi and Deep Cove, day visits to Key Summit, commercial jet boat use of the Wairaurahiri River, commercial use of historical sites in the southern fiords and any other sites at which limited opportunities have been identified in this plan (please also refer to sections 5.3, 5.5 and 5.6 of this plan).

Concessionaires may be required to contribute to all or part of this monitoring.

- 8. The number and format of sporting events will be kept to a level consistent with the visitor setting and recreation opportunity being provided in an area.
- 9. Specific conditions to be included in concessions will be developed from the following general guidelines for any concession applications concerning encounters with wildlife:
 - (a) Visits should not be permitted to see species that are considered vulnerable. These species may be affected by disturbance and any disturbance would be unacceptable;
 - (b) To protect the majority of populations of any rare, endangered, threatened or critical plant or animal species within Fiordland National Park, concessionaire activity should only be allowed at a few selected sites where such plants or animals exist. This will ensure that rare, endangered, threatened or critical plant or animal species within Fiordland National Park are better protected with only a few individuals being exposed to the risk of disturbance. Selection of site suitability will take into account local features and factors that increase or decrease risk of disturbance and will be determined on a case by case basis. The number of sites is determined by how threatened the species is. Where guidelines exist for viewing species they will be adhered to.

Criteria will be designed for visits to any sites, or to a general area where non site-specific operations are undertaken, in order to protect the individuals of the species (e.g. frequency of visits, party size, supervision

- requirements, and behaviour around wildlife). Rules may be specific to the species or the site;
- (c) Concessionaires will be required to undertake or pay for monitoring. Where such monitoring or scientific observations identify adverse effects on wildlife or their habitat, rules may be changed or visits to the site suspended or terminated;
 - (d) Should the species population at any site show a decline, visits will be stopped until the cause is known. Visits may be recommenced once the cause of decline is understood and visitor presence is known not to be a factor; and
 - (e) Any guidelines for visits to sites or areas (as in provisions (b) and (c) above) will be advocated to all visitors including private individuals and non-commercial groups.
10. Concessionaires will take primary responsibility for the safety of their clients. Concessionaires will be required to provide an independently audited safety plan unless it is determined by the Department of Conservation that the activity does not require it..
 11. In areas where it is determined concession opportunities need to be limited on conservation grounds, the right to make an application may be tendered, applications may be invited, or other actions that may encourage specific applications may be carried out. Except for priority criteria identified elsewhere in this plan, relevant criteria for the allocation of limited opportunities will be identified through the appropriate process utilised.
 12. Consult with the Southland Conservation Board and papatipu rūnanga regarding the processing and management of significant concessions. Te Rūnanga o Ngāi Tahu will be consulted on concession applications where the area the application applies to includes places with a Tōpuni or Deed of Recognition (see section 2.2).
 13. Concessionaires who seek to use or promote Ngāi Tahu cultural information, including that relating to pounamu, will be requested to consult with the papatipu rūnanga before using that information.
 14. In order to manage the effects of concessionaire activity, concessionaires should be required to use waste management and energy efficient technologies appropriate for the natural characteristics and values of the specific location.

15. Where necessary for the implementation of biodiversity programmes, restrictions (including ceasing operations) may be imposed on concessionaires at any time. Where possible, concessionaires should be given at least three months notice in writing.
16. Concessions for Thrillseeking activities (as defined in 5.3.1 Visitors to Fiordland and the 1996 Visitor Strategy) should not be granted in Fiordland National Park.

5.5 AIRCRAFT ACCESS

5.5.1 Fiordland (general)

Rationale

All aircraft operators taking off or landing in Fiordland National Park need a concession in accordance with section 17ZF of the Conservation Act 1987. This includes private aircraft. The definition of landing includes hovering or setting down or taking on people or goods.

Where flights do not originate or end within Fiordland National Park the Department of Conservation has limited ability to manage the effects of aircraft conducting flights over Fiordland National Park and to the adjoining waterways. However, the Department of Conservation can advocate to the Civil Aviation Authority, aircraft operators and the Southland Regional Council for the protection of park values. The Department of Conservation does have the ability to address the adverse effects of flights taking off from or landing in Fiordland National Park.

Aircraft activity can assist the use and enjoyment of Fiordland National Park by providing opportunities that would otherwise be unavailable. To access many areas of Fiordland National Park the use of aircraft is essential. Aircraft activity can also detract from values, such as natural quiet and remoteness, that people normally associate with national parks in general and most of Fiordland National Park in particular and may diminish the experience for other Fiordland National Park visitors. The adverse effects of aircraft access may include noise, visual intrusion, loss of remote experience, social conflicts, and conflicts with Ngāi Tahu cultural values.

The effects of aircraft activity are primarily related to the presence of aircraft, frequency of aircraft activity, the behaviour of aircraft and the noise characteristics of the aircraft.

Aircraft access within Fiordland National Park can be categorised as follows:

- Access for conservation management purposes;
- Access for emergency or search and rescue purposes;
- Access for wild animal recovery operations;
- Access for concessionaire infrastructure; and
- Access for recreation or tourism purposes.

Aircraft access undertaken by the Department of Conservation, or its contractors, for conservation management purposes does not require a concession. This work includes the Department of Conservation's hut and track servicing, wild animal control operations, species or habitat

protection work, weed control and protection of historical and cultural heritage. While this work is necessary, or desirable for the preservation of the park's natural and historic resources, or to provide for the public use and enjoyment of Fiordland National Park, the adverse effects are potentially the same as for other aircraft use. All flights should therefore be kept to a minimum and managed in a way that minimises adverse effects.

The Department of Conservation does not require concessions for aircraft access associated with emergency or search and rescue activity.

State Highway 94 (Milford Road) provides the primary access route to Fiordland National Park and it is recognised that, particularly during winter, landings are required for the essential management of the road (i.e. to keep the road open, including, but not limited to avalanche control work).

Aerial commercial Wild Animal Recovery Operations (WARO) operators require a concession. It is recognised that this type of access provides conservation benefit through the control of deer and other species. WARO concessions may include restrictions to minimise the effects of the activity on outcomes planned for different places identified in this plan or where other means of introduced animal control are more appropriate (see sections 4.5 and 5.11).

Aircraft access for the servicing of concessionaire infrastructure or events, which may include the construction and maintenance of telecommunications facilities, servicing of guided walks' huts, and the management of events such as the Kepler Challenge, will be addressed separately as part of concession applications. They shall be consistent with the visitor settings described in section 5.3. Again, flights should be kept to a minimum and managed in a way that minimises adverse effects. Other landings will be managed consistent with the visitor settings described in section 5.3 of this plan and the provisions of this section of the plan.

It is important to note that of the five visitor settings in section 5.3, gazetted wilderness areas are the only settings 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).

Some use of Fiordland National Park by private pilots exists; however landings are intermittent and are primarily restricted to airstrips within Fiordland National Park. While these airstrips provide a unique opportunity for private pilots to access mountainous environments, the adverse effects of private landings are potentially the same as for other aircraft use. It is therefore important that the effects of private landings are managed in order to address these effects.

Helicopters dominate access and, although some purely scenic flights do occur, the reason for the landings are more likely to be as access for other recreational purposes such as hunting, fishing, climbing or tramping. Floatplane access on Lake Te Anau, particularly around the lakefront is reasonably common and Fiordland's abundance of lakes and waterways provide significant opportunities for floatplane experiences in remote and backcountry settings.

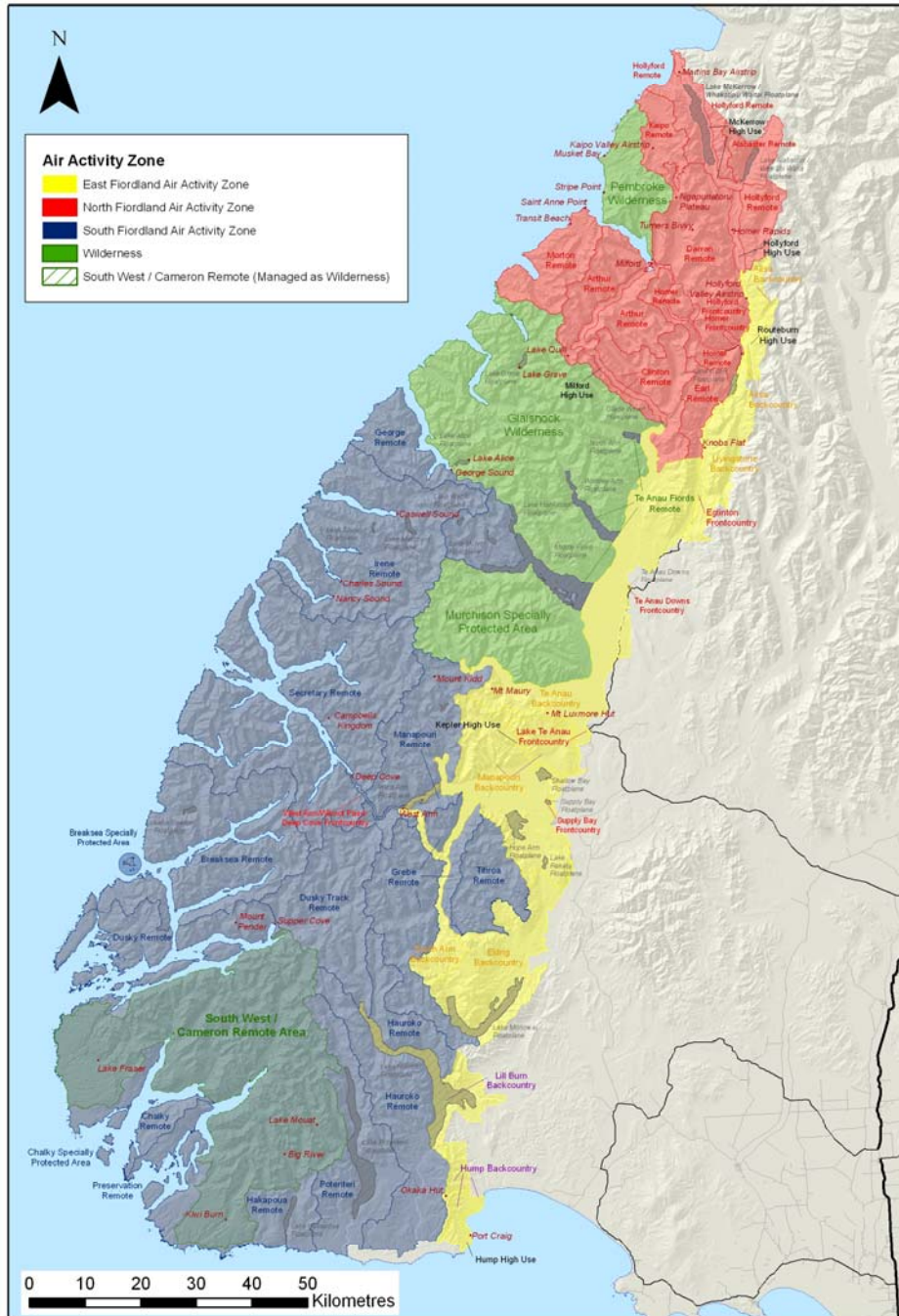
In the context of the vast area of Fiordland National Park, the generally infrequent and unscheduled commercial flights mean the adverse effects of aircraft access have not reached unacceptable levels in most places (excluding Milford Sound / Piopiotahi and the Milford Track). Consultation undertaken with submitters on the plan has indicated that (excluding Milford Sound / Piopiotahi) the existing aircraft operating in Fiordland National Park are generally providing an appropriate spectrum of opportunities. For areas other than the Milford airstrip, the plan uses a zoning technique based on the visitor settings identified in section 5.3. Each of the visitor settings has been divided into a series of catchments (the catchments are identified in Tables 7, 8, 9 and 10 and on Maps 16a, 16b and 16c). To ensure the effects of aircraft landings remain within the context of the recreation opportunity, the plan contains a regime that outlines limits for landings within Fiordland National Park.

To reflect the differing types of activities, Fiordland National Park (excluding Milford Sound / Piopiotahi) has been divided into three air activity zones. Air access to wilderness visitor settings is managed separately to these air activity zones (see Table 7).

While many types of activity occur in each air activity zone, the North Fiordland Air Activity Zone, which includes catchments north of the Glaisnock Wilderness (see Table 8) has a predominant level of use for scenic flights. The South Fiordland Air Activity Zone, which includes catchments south of the Glaisnock Wilderness (see Table 9) has a predominant level of use for recreational tramping and hunting access. The East Fiordland Air Activity Zone has a mix of both types of activity

and consists of more backcountry and frontcountry catchments (see Table 10). Limits for activity levels have been defined for all three air activity zones. Landings for ‘one-off’ activities should not be permitted outside of this.

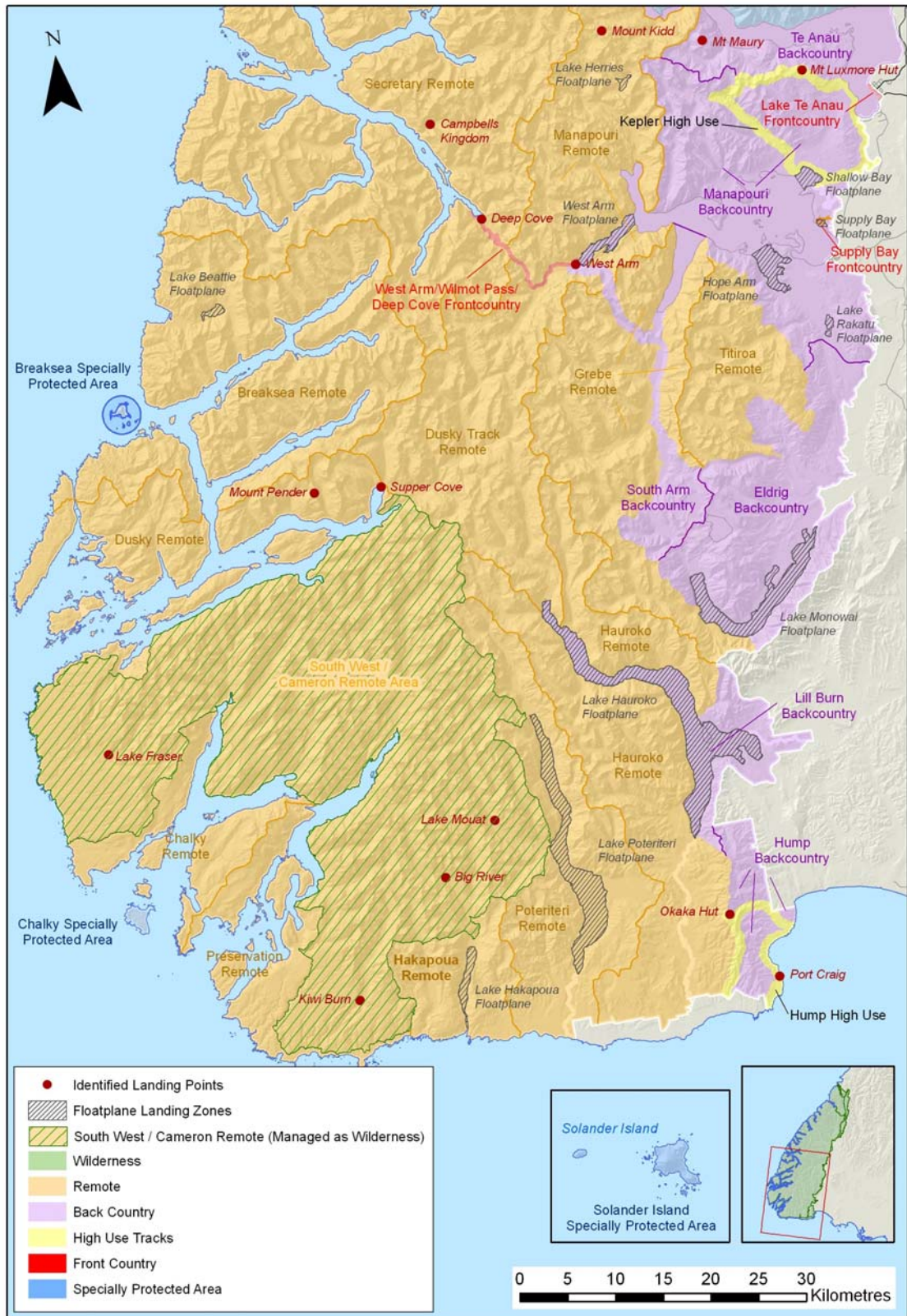
MAP 16A. AIRCRAFT ACCESS PART 1 – AIR ACTIVITY ZONES



MAP 16B. AIRCRAFT ACCESS PART 2 – NORTH FIORDLAND



MAP 16C. AIRCRAFT ACCESS PART 3 – SOUTH FIORDLAND



Unless specifically stated in Tables 8, 9 and 10, air access for recreation and tourism purposes in catchments will be managed to provide recreation opportunities (such as hunting, tramping and fishing). Where higher levels of access are required to provide for these opportunities, High Use Sites have been identified within a catchment and increased landings provided. In order to protect opportunities, aircraft access for filming will be considered as part of the catchment limits. In addition, locations and High Use Sites at which the provision of a scenic experience is appropriate have been identified in Tables 8, 9 and 10.

Activities such as scenic landings and heli-hiking are considered to be more compatible with the backcountry recreation opportunity and sites of these activities have been identified in Tables 8, 9 and 10.

Limits detailed in Tables 7 to 10 are based on the existing use depicted in activity returns provided by operators over a five-year period commencing 1999 (where available), existing concession activity levels and consultation to determine where potential growth or activities requiring higher levels of landings are appropriate. Limits include yearly seasonal or daily restrictions on the timing and number of landings to minimise conflict with other ground-based visitors and to maintain a level of aircraft use consistent with the visitor setting. Landings may also be restricted to particular activities in some places.

For Fiordland National Park (excluding Milford Airstrip) a level of flexibility in the location of landings has been developed in Tables 8, 9 and 10. However, set limits for annual numbers of landings within Fiordland National Park cannot be exceeded. In order for visitor experiences to be maintained especially for wilderness, remote, backcountry and frontcountry areas, users should not experience more than a certain number of landings at any one site during any time period.

Users of the North and South Fiordland Air Activity Zones should not experience more than three landings per week at any one location unless explicitly detailed in Tables 8 and 9.

Users of the East Fiordland Air Activity Zone should not experience more than three landings per day at any one location unless explicitly detailed in Table 10.

Concession opportunities offered for aircraft access to air activity zones do not include the opportunity to land at any High Use Site (as detailed in Tables 8, 9 and 10), unless explicitly detailed on a site-by-site basis in the concession.

The Department of Conservation will work with appropriate groups to develop a code of practice for air activities within Fiordland to enable recreation opportunities to be maintained.

It is considered that intensity of aircraft use associated with heli-skiing and aerial trophy hunting results in unacceptable effects on other

visitors and that these activities are generally unacceptable in Fiordland National Park. In addition, many of the areas within Fiordland National Park that might otherwise be suitable for heli-skiing are managed primarily for climbing or other similar activities and alternative areas for heli-skiing are readily available in many areas outside Fiordland National Park.

The use of non-powered aircraft such as gliders, hang-gliders and paragliders is generally considered compatible with national park values.

Objectives

1. To manage aircraft access in a way that facilitates public use and enjoyment of Fiordland National Park but does not have unacceptable adverse effects on natural values or visitors to Fiordland National Park.
2. To allow aircraft access for concessionaire infrastructure, event servicing or other authorised activity where the effects of that access have been considered as part of the overall activity and are acceptable.
3. To allow aircraft access for Fiordland National Park management, emergency and search and rescue purposes.
4. To monitor both the level of aircraft access in Fiordland National Park and its effects on other Fiordland National Park visitors.

Implementation

1. All aircraft operators landing in Fiordland National Park require a concession, except landings for emergency or search and rescue purposes or landings undertaken by the Department of Conservation or its contractors for management purposes. Although landings for search and rescue, emergencies and park management purposes will be unrestricted, the number of landings will still be monitored and landings for park management purposes should, where practical, occur at locations, times and frequencies that minimise the impact on natural values or visitors to Fiordland National Park. The Department of Conservation should use aircraft concessionaires for management operations within Fiordland National Park where possible.
2. Where relevant, matters including, but not limited to, the following should be included on concessions for aircraft landings/take-offs:

- a) Provisions relating to frequency and timing of activity and the number of landings;
 - b) Provisions relating to restrictions on purpose of landing;
 - c) Provisions relating to noise mitigation measures;
 - d) Details of all aircraft that the concessionaire is entitled to possess and operate within Fiordland National Park (including the type, registration and number of aircraft);
 - e) Provisions specifying specific access points;
 - f) Maps detailing the catchments and/or sites at which landings are permitted;
 - g) A special condition allowing the review, suspension and/or termination of the concession should unauthorised landings be undertaken;
 - h) The requirement to provide activity return forms that should include information on the timing, number, location of landings, number of passengers in the aircraft and purpose of all aircraft landings. This information should be required on a monthly basis in an agreed format;
 - i) The requirement for all operators to record the location of landings using an approved Global Positioning Systems recorder, or a similar device. This information may be required by the Department of Conservation at agreed intervals;
 - j) Provisions relating to managing any adverse effects on visitor experience values and natural values;
 - k) The requirement that a minimum of 50% of all allocated landings in the concessions may be charged for at the start of the concession year regardless of whether they are used. The number of landings that are used above the first 50% may be charged for at a set time that should be detailed in the concession; and
 - l) The requirement that concessionaires should be required to contribute to the cost of monitoring and research to determine the effects of aircraft access in Fiordland National Park.
3. Concessions for heli-skiing and aerial trophy hunting should not be granted within Fiordland National Park.
 4. All fixed-wing wheeled aircraft (except hang-gliders and paragliders) will land at the following airstrips only:

- Hollyford Valley. This airstrip is not maintained by the Department of Conservation;
 - Kaipo. This airstrip is not maintained by the Department of Conservation;
 - Milford Sound / Piopiotahi. This airstrip is not maintained by the Department of Conservation; and
 - Martins Bay. This airstrip is not maintained by the Department of Conservation.
5. Endeavour to ensure that users of Fiordland National Park have realistic expectations of aircraft use. This message will be promoted in publications, at visitor centres and through the Department of Conservation’s website.
 6. Advocate through processes under the Resource Management Act 1991 and other processes to ensure that aircraft activity occurring on areas adjoining or near Fiordland National Park does not affect the significant recreation opportunities within Fiordland National Park; or the significant natural character values (including remote and wilderness values) of the fiords adjoining Fiordland National Park.

Fiordland - General

7. Concession opportunities for aircraft activities within an Air Activity Zone exclude the opportunity to land at any High Use Site within that Air Activity Zone, unless explicitly detailed in the concession.
8. Where limited opportunities, on preservation grounds, are identified in conjunction with Tables 7, 8, 9 and 10 the opportunity(s) to make an application may be tendered, applications may be invited, or other actions that may encourage specific applications may be undertaken. If this occurs the Department of Conservation will recommend to the Minister the following criteria be given priority in the consideration of applications as part of the allocation process, but not be limited to:
 - a) The experience (measured in flight hours) the applicant has flying in the Fiordland environment;
 - b) The history of the applicant’s operations including compliance with relevant statutes and regulations;
 - c) The visitor experience the applicant will offer its client including interpretation of national park values and world heritage values;

- d) How the applicant intends to work within the limits set in Tables 7, 8, 9 and 10 (as applicable). For example, how the applicant will implement frequencies, timings and purpose to meet these limits and provide for the opportunity specified;
 - e) Noise technologies utilised on aircraft to minimise the adverse effects of the aircraft;
 - f) Proposed flight paths to mitigate noise on Fiordland National Park; and
 - g) How the operator will manage any adverse affects on natural values.
9. Where limits have been provided in the remote and backcountry catchments listed in Tables 8, 9 and 10, they will be subject to the following restrictions in order to protect the remote trout fishing experiences:
-
- a) Tributary streams and rivers feeding the western side of Lake Te Anau, from and including the Glade Burn in the north, to and including the Tutu Burn in the South. No landings below the 500 metre topographical contour line on or adjacent to tributary streams and rivers feeding the western side of lake Te Anau, from and including the Glade Burn in the north, to and including the Tutu Burn in the South from 1 Nov to 1 March inclusive;
 - b) Tributary streams and rivers feeding the Grebe River. No landings below the 500 metre topographical contour line on or adjacent to any of the tributary streams and rivers feeding the Grebe River from 1 Nov to 1 March, inclusive, except within 500 m of the Borland Road; and
 - c) Awe Burn - No landings below the 500 metre topographical contour line on or adjacent to the Awe Burn from 1 Nov to 1 March, inclusive.
10. All concessions authorising landings within Fiordland should include a condition requiring concessionaires to pay a monitoring fee to fund the Department of Conservation's research and / or monitoring of effects associated with landings within Fiordland.

Regular Aircraft Activity Levels in Fiordland (excluding Milford airstrip)

11. All aircraft landings/take-offs within Fiordland National Park (unless provided for under the other Implementations of this section) should be managed in accordance with Tables 7, 8, 9 and 10 and Maps 16A to 16C.
12. The total number of aircraft permitted should not exceed 32. This will comprise of up to 21 helicopters, up to nine fixed wing aircraft and up to two floatplane aircraft.
13. Annual numbers of landings within Fiordland National Park, will not exceed the following:
 - a) A combined maximum of 5493 helicopter landings for all regular aircraft operators per annum (excluding the Te Anau frontcountry helipad);
 - b) A combined maximum of 367 floatplane landings for all regular aircraft operators per annum (excluding the waters of Te Anau Frontcountry); and
 - c) A combined maximum of 1475 fixed wing aircraft landings for all regular aircraft operators per annum.

Tables 8, 9 and 10 provide details of specific landing opportunities within Fiordland National Park (excluding Milford Airstrip).

Landings related to wild animal recovery operations are managed separately to these provisions, see Implementations 18 - 21. Landings at Milford Airstrip are managed separately to these implementations (see Section 5.5.2).

Irregular and one-off Aircraft Activity Levels in Fiordland (excluding Milford)

14. Irregular and one-off landings/take-offs within Fiordland National Park should be managed as follows:
 - a) A combined maximum of 50 irregular and one-off landings/take-offs within Fiordland National Park per annum should be permitted.
 - b) In addition to a) above, up to 50 regular landings/take-offs per property may be permitted to those who own freehold land at Martins Bay where these landings are associated with accessing their land for recreational purposes (not commercial). Permits should only be issued to those who are the owner(s) of the land or owners' immediate family. This being defined as the grand parents, parents, partner, children or grandchildren of the holder;

- c) All landings/take-offs (except those authorised by point b of this implementation) should be managed in accordance with the visitor settings defined in section 5.3 of this plan;
 - d) Non commercial aircraft landings/take-offs should be managed in accordance with this Implementation, Tables 7, 8, 9 and 10 and Maps 16A to 16C.
15. All concessions granted for irregular and one-off landings/take-offs will be required to provide activity returns that will include information on the timing, number and location of landings, the number of passengers in the aircraft and the purpose of landings. The total number of irregular and one-off landings/take offs will be monitored through activity returns and they should occur at locations, times and frequencies that minimise the impact on natural values or visitors to Fiordland National Park. In addition to this, where relevant, irregular and one-off landings/take-offs may be subject to the requirements of Implementation 2.

Concessionaire infrastructure servicing, scientific activity and the management of State Highway 94

16. Aircraft landings/takeoffs required for the essential servicing of concessionaire infrastructure events or scientific activity authorised by way of the concession process that are justified will be considered separately to the limits identified in Tables 7, 8, 9 and 10. The effects of landings/takeoffs will be considered as part of that concession application that authorises the infrastructure. Landings/takeoffs will need to be consistent with the recreation opportunities identified in section 5.3 of this plan. In addition to this, where relevant, landings/takeoffs associated with the servicing of concessionaire infrastructure or events will be subject to the requirements of Implementation 2.
17. While landings/takeoffs occurring in Fiordland National Park that are required for the essential management of State Highway 94 will be unrestricted, concessions granted for this purpose may, where appropriate, be subject to relevant requirements of Implementation 2 (such as details of the type and registration of aircraft and the requirement to provide activity return forms).

Wild animal recovery operations

18. Conditions for wild animal recovery operations should include but not be limited to:
 - a) Excluding access to the Takahē Specially Protected Area;
 - b) Restrictions on the seasonal timing and type of animals taken in the wapiti-type deer area (see sections 4.5 and 5.11);
 - c) Excluding access to the whole of Fiordland National Park from Good Friday to Easter Monday inclusive;
 - d) Excluding access to the Tūtoko Tōpuni area (see section 2.2); and
 - e) Managing effects on gazetted Wilderness Areas.
19. Aircraft access into specially protected areas and wilderness visitor settings will not be allowed except where necessary for the preservation of the area's indigenous plants and animals, emergency and search and rescue purposes, subject to Implementation 14 below (refer section 14 National Parks Act 1980).
20. The presence of deer in a national park and Wilderness Area is inherently detrimental to the ecological values. Recreational hunters can contribute to deer control in certain circumstances. Aircraft movements at designated sites, identified in Table 7 for hunter access into wilderness visitor settings should only be considered during the roar (15 March to 15 May) and from 1 October to 30 November, when deer hunting is most effective, when the following conditions are met:
 - a) The Department of Conservation considers that deer densities in Wilderness Areas are high;
 - b) That there is no practical alternative access to the area;
 - c) It can be shown that no other visitor group is likely to be significantly adversely affected by the landings;
 - d) All hunters hold a current hunting permit for the area;
 - e) Any continued access should be dependent upon the effectiveness of the hunting parties, which should be assessed by analysing returns in accordance with point a) above; and
 - f) Unless deer densities determined otherwise, with this being reflected in the concession document, aircraft

landings should only be permitted at the designated sites identified below in Table 7.

Continued access will be dependent on all criteria being met.

21. Within the Glaisnock Wilderness Area it is considered that deer numbers are lower than in the Pembroke and the terrain is more suitable for aerial wild animal recovery operations. With the exception of Lake Alice and Lake Grave, aircraft access for recreational hunting will not be permitted in this Wilderness Area. The plan allows aircraft access at lakes Alice and Grave in recognition of the otherwise inaccessible nature of these sites. It is considered that air access to these lakes is appropriate for balloted hunters to access the wapiti hunting block during the roar only (15 March to 15 May). Please refer to section 4.5 for the management of wild animal recovery operations.

Research, monitoring and the revision of opportunities

22. The level of aircraft use and its effects in Fiordland National Park and on areas adjoining Fiordland National Park should be monitored with research being undertaken where appropriate. Priority will be given to the following (in no particular order):
 - a) Assessing the effects of aircraft landings/takeoffs at Milford Sound / Piopiotahi and on the areas affected by the associated flight paths;
 - b) Understanding use levels and purpose of landings/takeoffs of aircraft within Fiordland National Park, particularly in remote areas; and
 - c) Assessing the effects of aircraft on wilderness and remote users of Fiordland National Park.

Refer also to section 5.16 Visitor Monitoring.

23. Should changes be sought to the limits detailed in Tables 8, 9 and 10 or implementation 12, the applicant should be required to undertake appropriate research approved by the Department of Conservation that will address issues including but not limited to physical and social carrying capacity effects and demonstrate that no other visitor group is likely to be significantly adversely affected by landings.
24. Other high use sites, not currently illustrated on Maps 16a, 16b and 16c, may be specifically identified through

concession conditions so long as they do not detract from the recreation opportunity provided within this location. An applicant would have to demonstrate this prior to the granting of any concession. Research may be required (as per Implementation 23) in order to progress any such application. Additional High Use Sites should only be granted in backcountry catchments.

25. The Department of Conservation will work with Aviation Control Authorities, Aircraft Operators and other stakeholders to develop a code of practice to minimise the adverse effects of landings/take-offs within Fiordland National Park and adjoining conservation lands on national park values, including natural quiet, in order to achieve the standards detailed in Tables 7, 8, 9 and 10.
26. Where the Department of Conservation receives complaints about the adverse effects of aircraft activity within Fiordland National Park, the Department of Conservation will refer them to the Fiordland Aviation User Group (or other such group that may represent the aircraft concessionaires within Fiordland) to consider in accordance with the Code of Practice and to make recommendations to the Department of Conservation to minimise adverse effects.
27. In the event that the Fiordland Aviation Users Group (or other such user group that may represent the aircraft concessionaires in Fiordland), is unsuccessful in minimising the effects, the Department of Conservation will consider management of these effects by way of concessions. Options that may be considered (but not limited to) include:
 - a) Limits established per Air Activity Zone, catchment or high use site may be revised and / or reduced; and
 - b) Consideration should be given to suspending or terminating specific concessions in conformity with the provisions contained in the concession documents.

Table 7 - Aircraft Landings in the Wilderness Areas				
Catchment	Location Description	Landings numbers	Number of concessions	Limits
Pembroke Wilderness	General	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20.	Not applicable	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20. Landing sites may be identified by the Department of conservation as applicable.
Glaisnock Wilderness	General	No aircraft landings permitted except as provided for in Implementations 18, 19, 20 and 21.	Not applicable	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20. Landings, should they be permitted will be restricted to the sites listed below only: On or adjoining Lake Alice On or adjoining Lake Grave.
South West / Cameron Remote	General	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20.	See South Fiordland Air Activity Zone.	This catchment should be managed as a Wilderness Area with the exception of limited aircraft access. Landings within this catchment will be permitted at the following high use sites only: Big River On or adjoining Lake Mouat On or adjoining Lake Fraser Kiwi Burn It is expected that no more than three aircraft landings per week will occur at any of the sites within the South West / Cameron Remote Area. Landing numbers for the South West / Cameron Remote Area are included within the South Fiordland Air Activity Zone permitted activity totals.

Table 8 - Aircraft Landings in the North Fiordland Air Activity Zone						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
General with the exception of areas and sites listed below	All areas north of the Glaisnock Wilderness and West of Eglinton Frontcountry (excl Milford)	A combined total of up to 24 helicopter landings per week inclusive of all concessions	Up to 8 concession opportunities are available in the North Fiordland Air Activity Zone	Users of the North Fiordland Air Activity Zone should not experience more than three landings per week at any one site unless explicitly detailed below.	Up to 1248 helicopter landings per annum.	
Darran Remote	General	Nil	Nil	No landings are permitted in this catchment with the exception of Ngapunatoru Plateau and Turners Bivvy (see separate).		
	Ngapunatoru Plateau High Use Site	A combined total of up to 10 helicopter landings per day inclusive of all concessions	This site is available for up to 5 concessions	An annual maximum of 500 landings per year. Landings will be restricted to scenic glacier landings and climbing / backcountry ski access only.	Up to 500 helicopter landings per annum.	
	Turners Bivvy High Use Site	A combined total of up to 2 helicopter landings per day inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to activities for climbing / backcountry ski access only. No scenic landings will be permitted. Landings will be permitted between 01 March and 30 November only.	Up to 550 helicopter landings per annum.	
Kaipō Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Kaipō Airstrip High Use Site	A combined total of up to 50 landings per year inclusive of all concessions	This site is available for up to 2 fixed wing and 2 helicopter concessions	Up to an additional 8 landings per day will be permitted during the roar from 15 March to 15 May only. Landings are restricted for access for remote recreation opportunities with increased access for hunters only during the roar.	Up to 50 landings per annum (excluding additional landings during the roar).	
Hollyford Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Martins Bay Airstrip High Use Site	A combined total of up to 50 landings per year inclusive of all concessions	This site is available for up to 1 fixed wing and 1 helicopter concessions	Up to an additional 8 landings per day will be permitted during the roar from 15 March to 15 May only. Landings are restricted for access for remote recreation opportunities with increased access for hunters only during the roar.	Up to 50 landings per annum (excluding additional landings during the roar).	
Homer Remote	General	Included as part of the North Fiordland Air Activity Zone				

Table 8 - Aircraft Landings in the North Fiordland Air Activity Zone (Continued)						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
Morton Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Transit Beach High Use Site	A combined total of up to 100 landings per annum inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities.	Up to 100 helicopter landings per annum.	
	St Annes Point High Use Site	A combined total of up to 20 landings per annum inclusive of all concessions	This site is available for up to 1 concession	An annual maximum of 20 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities.	Up to 20 helicopter landings per annum.	
Arthur Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Lake Quill High Use Site	A combined total of up to 10 landings per day inclusive of all concessions	This site is available for up to 5 concessions	An annual maximum of 200 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities. It is expected that operators will develop a voluntary flight path to avoid flying over the Milford Track.	Up to 200 helicopter landings per annum.	
Clinton Remote	General	Included as part of the North Fiordland Air Activity Zone		NB The Milford Track High Use Area is detailed separately.		
Earl Remote	General	Included as part of the North Fiordland Air Activity Zone		Helihiking opportunities will not be granted in the Earl Remote and landings will not be permitted during weekends and public holidays. Landings are restricted to access for remote tramping opportunities only.		
	Dore Pass	Nil	Nil	No landings are permitted at this site		
	U Pass	Nil	Nil	No landings are permitted at this site		
Alabaster Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Waters of Lake Alabaster / Wāwāhi Waka High Use Site	A combined total of 20 floatplane landings per annum will be permitted inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities.	Up to 20 floatplane landings per annum.	
Milford Sound / Piopiotahi frontcountry	Milford Airstrip	See separate				

Table 8 - Aircraft Landings in the North Fiordland Air Activity Zone (Continued)

Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
Hollyford Frontcountry	General	Nil	Nil	No landings are permitted in this catchment with the exception of Hollyford Airstrip (see separate)	
	Hollyford Airstrip High Use Site	A combined total of 8 landings per day inclusive of all concessions	This site is available for up to 2 fixed wing and 2 helicopter concessions	Where private individuals undertake less than 10 landings/takeoffs at this site per annum, these will be considered under Implementation 14	Up to 2920 landings per annum.
Hollyford High Use Corridor	General	Nil	Nil	No landings are permitted in this catchment with the exception of the Homer Rapids (see separate)	
	Homer Rapids High Use Site	A combined total of 20 helicopter lifts of boats per week over the Little Homer Rapids only inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 lifts per year. A week being defined as Monday to Sunday	Up to 100 helicopter lifts per annum.
McKerrow High Use Corridor	General	Nil	Nil	No landings are permitted in this catchment with the exception of the waters of Lake McKerrow / Whakatipu Waitai	
	Waters of Lake McKerrow / Whakatipu Waitai High Use Site	A combined total of 20 floatplane landings per annum will be permitted inclusive of all concessions	This site is available for up to 2 concessions		Up to 20 floatplane landings per annum.
Milford Track High Use Corridor	General	No limit on the number of landings		No landings within 500m of the Milford Track Landings for the essential servicing of huts and the track will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr). (Please note that the Quintin Airstrip is currently used for track / concession management purposes. It will only be used for this purpose. This airstrip is only accessible by helicopter. No landings are permitted at / on Glade Wharf	

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
General with the exception of areas and sites listed below	All areas south of the Glaisnock Wilderness Area and west of the Backcountry zones. See also the South West / Cameron Remote Area (Table 7).	A combined total of up to 24 helicopter landings per week inclusive of all concessions	Up to 8 concession opportunities are available in the South Fiordland Air Activity Zone	Users of the South Fiordland Air Activity Zone should not experience more than three landings per week at any one site unless explicitly detailed below	Up to 1248 helicopter landings per annum.	
Secretary Remote	General	Included as part of the South Fiordland Air Activity Zone				
	Campbells Kingdom High Use Site	A combined total of up to 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 150 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities	Up to 150 helicopter landings per annum.	
Te Anau Fiords Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Waters of North Arm, Worsley Arm, Middle Fiord,(including North West and South West Arms), Lake Hankinson, Lake Wapiti, Lake McIvor High Use Site	A combined total of up to 40 floatplane landings per annum inclusive of all concessions	These sites are available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities.	Up to 40 floatplane landings per annum.	
Dusky Remote	General	Included as part of the South Fiordland Air Activity Zone				
	Supper Cove High Use Site	A combined total of 10 helicopter landings per day inclusive of all concessions	This site is available for up to 5 concessions	An annual maximum of 100 landings per year. Landings are restricted to provide access for remote recreation opportunities. No scenic landings are allowed.	Up to 100 helicopter landings per annum. Floatplane landings will be outside Fiordland National Park.	
	Mt Pender High Use Site	A combined total of 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 150 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities only.	Up to 100 helicopter landings per annum.	

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone (continued)

Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
Dusky Track Remote	General	Included as part of the South Fiordland Air Activity Zone			
Manapouri Remote	General	Included as part of the South Fiordland Air Activity Zone			
	Mt Kidd High Use Site	A combined total of 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities	Up to 100 helicopter landings per annum.
	Waters of Lake Herries High Use Site	A combined total of 20 floatplane landings per year inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities	Up to 20 floatplane landings per annum.
Grebe Remote	General	Included as part of the South Fiordland Air Activity Zone			
Poteriteri Remote	General	A combined total of 40 helicopter landings per year inclusive of all concessions		All landings in this catchment will be restricted to those activities associated with non-commercial recreational use only. No scenic landings will be permitted	This maximum annual landing number is included in the South Fiordland Air Activity Zone annual total.
	Waters of Lake Poteriteri High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.
Hakapoua Remote	General	A combined total of 40 helicopter landings per year inclusive of all concessions		All landings in this catchment will be restricted to those activities associated with non-commercial recreational use only. No scenic landings will be permitted.	This maximum annual landing number is included in the South Fiordland Air Activity Zone annual total.
	Waters of Lake Hakapoua High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.
Hauroko Remote	General	Included as part of the South Fiordland Air Activity Zone			
Preservation Remote	General	Included as part of the South Fiordland Air Activity Zone			

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone (continued)

Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum)
Chalky Remote	General	Included as part of the South Fiordland Air Activity Zone			
Titiroa Remote	General	Included as part of the South Fiordland Air Activity Zone		Heli-hiking opportunities will not be granted on Mt Titiroa. Landings will be restricted to access for remote tramping and hunting opportunities only. No landings will be permitted during weekends and public holidays	
Breaksea Remote	General	Included as part of the South Fiordland Air Activity Zone			
George Remote	Waters of Lake Beattie High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.
George Remote	General	Included as part of the South Fiordland Air Activity Zone			
George Remote	George Sound High Use Site	A combined total of 20 helicopter landings per annum inclusive of all concessions	This site is available for up to 3 concessions	Landings will be restricted to access for remote tramping and hunting opportunities only	Up to 20 helicopter landings per annum
Irene Remote	General	Included as part of the South Fiordland Air Activity Zone			
Irene Remote	Waters of Lake Shirley / Lake Marchant High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.
Irene Remote	Charles Sound, Caswell Sound and Nancy Sound High Use Site	A combined total of 20 helicopter landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to access for remote tramping and hunting opportunities only	Up to 20 helicopter landings per annum

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone (continued)					
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
West Arm, Willmot Pass, Deep Cove Frontcountry	General	Nil	Nil	No landings are permitted in this catchment with the exception of Deep Cove and West Arm (see separate)	
	Deep Cove High Use Site	A combined total of 80 helicopter landings per annum inclusive of all concessions	This site is available for up to 6 concessions	Landings will be restricted to those parts of the Meridian Wharf within Fiordland National Park when this is otherwise unoccupied (other use of the wharf will have priority) or the gravel pit adjacent to the road turning off to the tail race. The gravel pit site will serve as an alternative landing site to the Meridian Wharf and will not be maintained by the Department of Conservation. Landings will be managed to maintain existing recreation and user experiences. Landings will be restricted to those providing access to remote areas and the servicing of surface water activities. No scenic landings will be permitted. Landings undertaken at the Meridian Lease area for purposes associated with power generation are excluded from limits detailed above	Up to 80 helicopter landings per annum
	West Arm High Use Site	A combined total of 80 helicopter landings per annum inclusive of all concessions	This site is available for up to 6 concessions	Landings will be managed to maintain existing recreation and user experiences. Landings at the Meridian helipad will require a concession from the Department of Conservation and prior approval from Meridian. Landings will be restricted to those providing access to backcountry and remote areas and the servicing of surface water activities. No scenic landings will be permitted. Landings undertaken at the Meridian Lease area for purposes associated with power generation are excluded from limits detailed above	Up to 80 helicopter landings per annum.

Table 10 - Aircraft Landings in the East Fiordland Air Activity Zone						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
All areas encompassing the easterly backcountry, frontcountry, and high use zones		A combined total of up to 24 helicopter landings per day inclusive of all concessions	Up to 8 concession opportunities are available in the East Fiordland Air Activity Zone	Users of the East Fiordland Air Activity Zone should not experience more than three landings per day at any one site unless explicitly detailed below	Up to 8760 helicopter landings per annum.	
Ailsa Backcountry	General	Included as part of the East Fiordland Air Activity Zone				
Livingstone Backcountry	General	Included as part of the East Fiordland Air Activity Zone				
	Lake Marian	Nil	Nil	No landings are permitted at this site		
	Gertrude Saddle	Nil	Nil	No landings are permitted at this site		
Te Anau Backcountry	General	Included as part of the East Fiordland Air Activity Zone				
	Mt Maury High Use Site	A combined total of 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 landings per year. Landings are restricted to scenic landings and access for backcountry recreation opportunities	Up to 100 helicopter landings per annum.	
	Waters of Lake Te Anau adjoining Glade Wharf and Te Anau Downs High Use Site	A combined total of 80 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings should be timed to avoid vessel arrival and departure times and will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities	Up to 80 floatplane landings per annum.	
Manapouri Backcountry	General	Included as part of the East Fiordland Air Activity Zone				
	Lake Rakatu and Lake Manapouri High Use Site	A combined total of 50 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings on the waters of Lake Manapouri will be restricted to the waters adjoining the following sites: Hope Arm, West Arm, Supply Bay, Shallow Bay. Landings will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities only	Up to 50 floatplane landings per annum.	
South Arm Backcountry	General	Included as part of the East Fiordland Air Activity Zone				

Table 10 - Aircraft Landings in the East Fiordland Air Activity Zone (continued)

Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
Eldrig Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
	Waters of Lake Monowai High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities only	Up to 20 floatplane landings per annum.
Lill Burn Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
	Waters of Lake Hauroko High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities only	Up to 20 floatplane landings per annum.
Hump Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
Eglinton Frontcountry	General	A combined total of 80 helicopter landings per annum inclusive of all concessions	This location is available for up to 3 concessions		Up to 80 helicopter landings per annum.
	Lake Gunn High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with access for backcountry and remote recreation opportunities only	Up to 20 floatplane landings per annum.
	Knobs Flat High Use Site	A combined total of 50 helicopter landings per annum inclusive of all concessions	This site is available for up to 3 concessions		Up to 50 helicopter landings per annum.
Supply Bay Road Frontcountry	General			Landings will only be permitted for approved activities under the Manapouri-Te Anau Development Act	
Te Anau Frontcountry	Helipad High Use Site	No limit on helicopter landing numbers		Helicopter landings will be permitted between the hours of 7am and 10pm only. A total of 4 helicopters will be permitted to operate from this site	No limit
	Lake surface High Use Site (zones defined in section 5.3.9.5)	No limit on floatplane landing numbers	This site is available for up to 2 concessions	Floatplane landings will be permitted between the hours of 7am and 10pm only. A total of 2 floatplanes will be permitted to operate from this site	No limit
Lake Te Anau Downs Frontcountry	General	Nil		No landings are permitted at this location	

Table 10 - Aircraft Landings in the East Fiordland Air Activity Zone (continued)					
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
Routeburn Track High Use Corridor	General	No limit on the number of landings		No landings within 500m of the track Landings for the essential servicing of the huts and track will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr)	No limit
Kepler Track High Use Corridor	General	No limit on number of helicopter landings		No landings within 500m of the track Landings will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr)	No limit
	Luxmore Hut High Use Site	A combined total of 8 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	Landings will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr) Landings will only be permitted for the activity of heli-hiking. No scenic landings will be permitted	Up to 150 helicopter landings per annum.
Hump Ridge Track High Use Corridor	General	No limit on number of helicopter landings		No landings within 500m of the track except at the Okākā and Port Craig Huts. Landings will be permitted at the hut sites for the purpose of transporting packs only. Carrying of passengers will only be permitted where there is room on the flight carrying the packs. Passenger ferrying (other than described above) will not be permitted. Landings will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr).	

5.5.2 Milford Airstrip

Rationale

Milford airstrip is associated with regular high numbers of scenic flights into and around Milford Sound / Piopiotahi. It is dominated by fixed wing aircraft that generally follow regular flight paths and schedules from Queenstown and to a lesser extent, Te Anau and Wanaka. The annual number of aircraft movements (landings and take-offs) between 1996-2005 averaged about 17,000 (rounded to nearest 500). However due to unsuitable weather conditions these movements are generally limited to flying on approximately 200-250 days a year. Peaks of more than 200 movements per day have been recorded.

Milford Sound / Piopiotahi is in a frontcountry visitor setting with a variety of different users visiting this place. They range from the majority of visitors who come as part of large package tours to those who are seeking a more intimate eco-friendly encounter within Fiordland National Park. It is generally accepted that there is a high level of aircraft access at Milford airstrip in comparison with other areas of Fiordland National Park and so ground-based visitors to Milford Sound / Piopiotahi and the surrounding areas should expect to encounter aircraft. It is also important to recognise that this airstrip is located in a national park and the national park values require protection from adverse effects such as noise.

All landings and take offs from Milford Airstrip will require a concession. For the purposes of managing this process, there are three categories of aircraft landings and take offs including:

- Regular operators - defined as those commercial operators that seek a concession for more than 10 landings / take offs per year.
- Irregular operators - are defined as those that land / take off no more than 10 times per year.
- One-off operators - those applying for a one-off permit to land / take off, whose concession would expire once that landing / take off has occurred.

Research to date on the extent of adverse effects of aircraft use at Milford airstrip is limited. Until such time as detailed research is carried out to determine what appropriate levels are, it is intended to maintain the status quo. In consequence, it is considered appropriate to limit the level of regular aircraft use at Milford airstrip to the existing levels of use as at 1 April 2005 (based on the number of landings/take offs in the previous year).

Any concession granted following the allocatory process for landings at Milford airstrip would be for a ten-year term that would provide security to concessionaires for the investment they may be required to make - for example, in quiet aircraft technology. Monitoring the levels of aircraft

landings at and take offs from Milford airstrip will continue throughout the period this plan is in force and will assist in determining the appropriateness of levels of use of the airstrip.

Objectives

1. To manage aircraft access in a way that facilitates public use and enjoyment of Fiordland National Park but does not have unacceptable adverse effects on natural values or visitors to Fiordland National Park.
2. To allow aircraft access for concessionaire infrastructure, event servicing or other authorised activity where the effects of that access have been considered as part of the overall activity and are acceptable.
3. To allow aircraft access for management, emergency and search and rescue purposes.
4. To monitor both the level of aircraft access to Milford Airstrip and its effects on other Fiordland National Park visitors.

Implementation

Note: Implementations for section 5.5.1 Aircraft Access for Fiordland also apply to Milford airstrip where relevant.

1. To protect national park values and visitor experience at Milford Sound / Piopiotahi a concession will be required for all landings / take-offs at Milford airstrip:
 - (a) All regular and irregular landings and take-offs should be restricted to the Milford Airstrip Activity Area except:
 - (i) For management activities carried out by the Department of Conservation; and
 - (ii) For activities associated with heavy lifts from Deep Water Basin associated with the fishing industry, which are those fishing-related activities that are unable to be undertaken at Milford airstrip and for which a concession has been granted.
 - (b) Milford airstrip will be managed in accordance with the following conditions:
 - (i) The length of the runway will not exceed its existing footprint except as otherwise provided by legislation; and

- (ii) The hours of operation for all landings and take-offs will be restricted to 8.30am – 6.00pm except that consideration may be given to extending the hours of operation in the following circumstances:
 - (A) By way of concessions for filming permits where the proposed filming is advocating protection of and / or is otherwise in keeping with Section 4 of the National Parks Act 1980 and it is essential to operate outside of the stated operational hours to achieve the above. This shall be in accordance with section 5.13;
 - (B) By way of concessions for one-off aircraft landings/take-offs if considered necessary and able to be justified (in accordance with Implementations 6 to 13 below);
 - (C) The servicing of aircraft authorised by way of a concession in the event it is required for flight safety reasons only;
 - (D) For pilot training purposes authorised by way of concession;
 - (E) For management activities of Fiordland National Park carried out by the Department of Conservation; and
 - (F) For one existing operation based at Milford airstrip where it is necessary to carry out activities outside of the normal operating hours authorised by way of concession. This opportunity should be limited to one concession;
- (iii) Any activities and facilities provided for at the airstrip will be those that are essential for operating the airstrip only, though may include passenger toilet facilities.

Regular Landings at Milford Airstrip

2. The Minister will call for expressions of interest for concessions to land at and take-off from Milford airstrip. Following this, all aircraft operators who expressed their interest should be invited to apply for concessions to land at and take-off from Milford airstrip at existing use levels for the year prior to 1 April 2005. As part of this process, applications should be assessed in accordance with the following criteria:

- a) The experience (measured in flight hours) the applicant has flying in the Fiordland environment;
 - b) The history of the applicant's operation including compliance with relevant statutes and regulations;
 - c) The visitor experience the applicant will offer its clients including interpretation of national park values and world heritage values; and
 - d) The preparation of a five-year plan in accordance with Implementation 3 a);
3. Any concession granted to aircraft operators for regular landings and take-offs at Milford airstrip should be on the following conditions:
- a) Applications should contain a five-year plan that outlines how the applicant proposes to minimise the adverse effects of regular aircraft landings and take-offs at Milford airstrip on other park users and national park values over a five-year period including, but not limited to:
 - (i) How the applicant proposes to address the adverse effects of noise of fixed-wing aircraft and/or helicopters;
 - (ii) How the applicant proposes to address the visual, social and cumulative effects of fixed-wing aircraft and/or helicopters; and
 - (iii) What new technology or technology upgrades the applicant proposes to introduce and the timeframes within which the applicant proposes to introduce them;
 - b) That the five-year plan referred to in Implementation 3 a) is part of the concession;
 - c) That the concessionaire be required to submit an annual report that details how the concessionaire has achieved/is achieving the matters set out in the five-year plan to minimise the adverse effects on other national park users and national park values;
 - d) Concessions should be granted for 10 years being made up of two five-year terms with the second five-year term being a conditional renewal subject to Implementation 4 below. Concessions should expire on a common date;
 - e) The number of landings / take-offs that may be granted should be based on Ministry of Transport data for the year 1 April 2004 to 31 March 2005, being the landings / take-offs for no more than 53 fixed wing aircraft and 37 helicopters;

- f) Subject to Implementation 5, the number of regular landings / take-offs carried out by concessionaires in each year may be increased by a maximum of 4.5% per annum per concessionaire (based on the average yearly increase in the sale of tickets for cruises over the period 1995/1996 to 2004/2005 as supplied by the Milford Sound Development Authority) to reflect estimated growth trends in tourism at Milford airstrip; and
 - g) Concessions may be varied at any time in accordance with Implementation 5 to take account of significant adverse effects of landings and take-offs.
4. That concessions be renewed on the expiry of the initial five-year term subject to the following:
- a) Compliance with the concessionaire's five-year plan;
 - b) Whether the concession should be varied or suspended/terminated as a result of the findings of ongoing research into and/or monitoring of regular landings and take-offs at Milford airstrip; and
 - c) That it complies with any code of practice developed between the Department of Conservation, aviation controlling authorities and aircraft operators at Milford Sound / Piopiotahi in accordance with Implementations 24 and 25.
5. Where research and / or monitoring, carried out in accordance with Implementations 14 - 17 indicates that the regular landings and take-offs at Milford airstrip are having significant adverse effects on national park values and visitor experience at Milford Sound / Piopiotahi in any year, the annual increase in the number of landings and take-offs specified in Implementation 3(f) should not apply for the year or years covered by the research and/or monitoring findings.

Irregular Landings at Milford Airstrip

- 6. Irregular landings / take-offs (including one-off landings/take-offs) at Milford airstrip should be limited to a total of 308 landings per annum, which total reflects the level of use in the one year period prior to 30 June 2004 as determined by Ministry of Transport records.
- 7. Aircraft operators who intend to use Milford airstrip for any irregular landings / take-offs (including one-off landings/take-offs) will need to apply for concessions to land and take-off in advance of carrying out the activity.

8. Any concession granted to an aircraft operator for any irregular landings / take-offs at Milford airstrip should be subject to the following conditions:
 - a) Landings / take-offs should be limited to no more than 10 landings per aircraft (commercial and recreational) per annum;
 - b) Aircraft should be limited to a maximum of 4 landings / take-offs per month; and
 - c) Concessions may be varied to take account of:
 - (i) Significant adverse effects of irregular landings / take-offs; or
 - (ii) Any reduction of adverse effects of irregular landings / take-offs, including evidence of low noise emissions;
9. Any concession granted for one-off landing permits at Milford airstrip, should be subject to specific monitoring to determine the extent of adverse effects caused by the particular aircraft.
10. Information collated from monitoring carried out under Implementation 9 may be used to determine the appropriateness of granting further one-off landing permits to applicants who use the same or similar aircraft to those that are the subject of monitoring under Implementation 9.
11. Where research and/or monitoring into the effects of irregular aircraft landings / take-offs at Milford airstrip indicate that a greater number of irregular landings / take-offs in any one year than that specified in Implementation 6 is appropriate, the annual total number of irregular landings may be increased.
12. Where the total number of irregular landings has been increased above the level specified in Implementation 6, any aircraft operator may apply for a concession to take advantage of such increases in which event Implementation 8 will continue to apply.
13. Where, at any time, research and/or monitoring into the effects of irregular aircraft landings/take-offs at Milford airstrip (carried out in accordance with Implementations 14-17) indicates that a reduction in the annual number of irregular landings and take-offs is necessary, the annual total number of irregular landings/take-offs (excluding one-off landings/take-offs) should be proportionately reduced for each operator by a percentage guided by the research and/or monitoring.

Research related to Milford airstrip

- 14 Research and/or monitoring will be undertaken from 2006 to 2011 and then as necessary or required in consultation with affected parties to determine the effects of regular and irregular aircraft landings / take-offs at Milford airstrip on:
 - a) Visitors to Fiordland National Park; and
 - b) National Park values (including areas of the National Park within the flight path of aircraft using Milford airstrip to land and take-off).
15. Research will be consistent with section 5.3.9.1 and section 5.16 and will be externally peer-reviewed by expert/s in visitor research prior to the commencement of the research.
16. The Department of Conservation will use the results of research and/or monitoring carried out under Implementation 14 to provide guidance on the number of regular and irregular aircraft landings and take-offs that should be permitted at Milford airstrip in accordance with Implementations 18-21.
17. All concessions authorising regular and irregular landings and take-offs at Milford airstrip should include a condition requiring concessionaires to pay a monitoring fee to fund the Department of Conservation's research and/or monitoring of adverse effects of regular and irregular landings and take-offs at Milford airstrip.

Revision of opportunities at Milford airstrip as identified by the research

18. That unless further research indicates otherwise, the following thresholds should apply:
 - a) Where research and/or monitoring (see Implementations 14 to 17) has established that adverse effects are between 0% and 9% (inclusive) of reported annoyance, monitoring may be carried out every two years or more frequently. Consideration may be given to increasing the number of aircraft landings/take-offs at Milford airstrip;
 - b) Where research and/or monitoring has established that adverse effects are between 10% and 19% (inclusive) of reported annoyance, monitoring should occur annually. The number of aircraft landings/take-offs at Milford airstrip may be maintained at their current level, increased or decreased as appropriate;
 - c) Where research and/or monitoring has established that adverse effects are between 20% and 24% (inclusive) of

reported annoyance, monitoring should occur no less than every three to six months. The number of aircraft landings/take-offs at Milford airstrip may be maintained at their current level, increased or decreased as appropriate; and

- d) Where research and/or monitoring has established that adverse effects are 25% or greater of reported annoyance, monitoring should occur no less than every two to three months. Consideration should be given to decreasing the number of aircraft landings/take-offs at Milford airstrip.

- 19. That concessions may be varied either as a result of the review provided for in the concession document in accordance with Implementations 4 and 5 or at any time in accordance with Implementation 20 to take into account of significant adverse effects;

Where at any stage in the research and/or monitoring into the effects of regular landings and take-offs at Milford airstrip (carried out in accordance with Implementations 14 - 17) indicates that a reduction in the annual number of regular landings/take-offs is necessary, the results of the research should be provided to the Queenstown Milford User Group in the first instance (or other such group that represents the aircraft and helicopter concessionaires at Milford airstrip) and this group will have an agreed timeframe of one or two years to minimise the adverse affects of aircraft on park users and national park values on a voluntary basis. If, after this timeframe, the research identifies that a decrease in aircraft activity is still required, Implementation 21 should apply.

- 20. Where at any time research and/or monitoring into the effects of regular landings and take-offs at Milford airstrip (carried out in accordance with Implementations 14 - 17) indicates that a reduction in the annual number of regular landings/take-offs is necessary and the need for the reduction is directly attributable to a specific concessionaire or concessionaires, either:

- a) The annual total number of regular landings should be reduced for that concessionaire(s) proportionately by a percentage guided by the research and/or monitoring; or
- b) Consideration should be given to suspending or terminating the concession in conformity with the provisions contained in the concession documents.

- 21. Where at any time research and/or monitoring into the effects of regular landings and take-offs at Milford airstrip (carried out in accordance with Implementations 14 - 17) indicates that an increase in the annual number of regular landings/take-offs is a possibility, these may be allocated either:

- a) The annual total number of regular landings may be increased for concessionaire(s) by a percentage guided by the research and/or monitoring; or
 - b) Consideration may be given to an open allocation process where applications are assessed in accordance with the following criteria:
 - (i) The experience (measured in flight hours) the applicant has flying in the Fiordland environment;
 - (ii) The history of the applicant's operation including compliance with relevant statutes and regulations;
 - (iii) The visitor experience the applicant will offer its client, including interpretation of national park values and world heritage values; and
 - (iv) The preparation of a five-year plan in accordance with Implementation 3 a).
22. Prior to the expiry of concessions, consideration may be given to how concessions may be allocated beyond this term. Options that may be considered (but not limited to these options) are:
- a) The allocation of concessions to concessionaires that have applied and who have fully complied with all the terms and conditions of their concessions and have made significant efforts to minimise the adverse effects of their activity through their five-year plans; or
 - b) The use of an appropriate allocation process to reallocate landings/take-offs at Milford airstrip so as to improve the mitigation of adverse effects of aircraft activity at Milford airstrip;

Code of Practice

23. The Department of Conservation will work with aviation control authorities, aircraft operators and other stakeholders to develop a code of practice for minimising the adverse effects of regular and irregular landings/take-offs at Milford airstrip and adjoining conservation lands.
24. Where the Department of Conservation receives complaints about the adverse effects of regular and irregular landings/take-offs at Milford airstrip on park users, the Department of Conservation will refer them to the Queenstown Milford user group (or such other group that may represent the aircraft and helicopter concessionaires at Milford airstrip) to consider in

accordance with the code of practice and to make recommendations to the Department of Conservation.

5.6 BOATING AND FACILITIES

Rationale

Commercial and recreational boating opportunities are highly valued by those using Fiordland National Park. The lakes also provide access to the park's interior for other recreational activities. All commercial operators require a concession.

The adverse effects from commercial and recreational boating and its associated facilities can include noise, disturbance of natural ecosystems and wildlife, disturbance of natural character and amenity values, conflict with other types of recreation such as angling and swimming, and loss of remote values.

As with aircraft access, the approach to balancing the recreational benefits of boating and boat access against the adverse effects will be to provide for it in some parts of Fiordland National Park and to restrict it in others. This can be achieved by managing boating opportunities and facility development so that they are consistent with the visitor settings described in section 5.3 and shown on Map 7.

The frontcountry and backcountry visitor settings include all of lakes Manapōuri (including Supply Bay Frontcountry), Monowai, Hauroko, Fergus and Gunn and parts of the Waiau River between lakes Te Anau and Manapōuri. While Lake Te Anau is predominantly within the backcountry visitor setting the lakefront adjacent to the township and the area surrounding Te Anau Downs falls within the frontcountry visitor setting. Middle Fiord, North Fiord and Worsley Arm are situated in the remote visitor setting. The setting for both Lake Manapōuri and Lake Te Anau is unique for a national park within New Zealand, having both a resident population accessing these waters for recreational purposes, together with people from both Southland and other areas travelling to access these lakes. This ability to access these areas of Fiordland National Park has resulted in some forms of motorised boating being used that would not normally be acceptable within a national park environment.

While both motorised and non-motorised boating on the major lakes and rivers of Fiordland National Park are generally compatible with the frontcountry and backcountry visitor settings, it is considered that management direction is required in order to ensure that both commercial and recreational boating activities remain consistent with the visitor setting. This includes the use of powered personal water craft (see Glossary) within the national park environment. In addition, noise levels for commercial boating activities should be controlled and the Department of Conservation will need to be satisfied that adverse effects on the shoreline from the wake of vessels will be minor before granting or varying concessions for commercial activity.

The high use track visitor settings include the Hollyford River / Whakatipu Kā Tuka, Lake McKerrow / Whakatipu Waitai, the Clinton

River, the Arthur River, Lake Ada and the shoreline of Lakes Manapōuri and Te Anau, the Iris Burn and the Waiau River adjacent to the Kepler Track.

The intention for these track corridors is to balance the benefits of access against the adverse effects of noise and intrusion by allowing commercial and/or motorised boat access to some tracks and not others.

The remote visitor settings include Lake Alabaster / Wāwāhi Waka, most of the Eglinton River, Wairaurahiri River, Lake Poteriteri, Waitutu River, Lake Hakapoua, Big River and Middle Fiord, North Fiord and Worsley Arm of Lake Te Anau.

The intention for waters in the remote visitor settings is to keep boating activity at relatively low levels that are consistent with the recreation opportunities. This requires some management of use. In order to protect the remoteness and natural quiet of some places in this setting it is desirable to discourage motorised boat use.

Commercial (guided) kayaking operations on lakes Te Anau and Manapōuri provide opportunities for backcountry and, on Middle Fiord, North Fiord and Worsley Arm of Lake Te Anau, remote kayaking experiences. The Eglinton and Upper Waiau rivers currently provide opportunities for guided kayaking in frontcountry and high use track corridor visitor settings and, while not currently used for this purpose, Lake McKerrow / Whakatipu Waitai is recognised as providing significant opportunities for guided day kayaking from Martins Bay. Guided kayaking can have a number of adverse effects however, such as informal campsites, toileting issues and incremental pressure on (and development of) facilities. It is considered that in order to continue to provide a spectrum of opportunities for both guided and recreational kayakers, some management of guided kayaking is necessary.

While guided kayaking on the waters of Milford Sound / Piopiotahi and Doubtful Sound / Patea (and associated arms) occurs in the coastal marine area, where this activity utilises Fiordland National Park it can place Fiordland National Park under the pressures discussed above. In addition to this, guided kayaking utilising Fiordland National Park from the coastal marine area can adversely effect surrounding remote visitor settings through increased interactions of users. It is considered that the use of areas of Fiordland National Park adjoining the coastal marine area by guided kayaking companies also needs to be managed in order to continue to provide an appropriate spectrum of opportunities.

The Wairaurahiri River is a popular destination for many experienced jet boat operators and commercial interest in the river is increasing as a result of the development of the Hump Ridge Track. Commercial use of the river will need to be managed if the existing remote recreation opportunities are to be protected and to prevent overcrowding of the facilities in the area. Safety concerns for jet boaters also arise with increased use of a river that is isolated, winding and very narrow in

places. Radio and cell phone communication is limited. Independent advice to the Department of Conservation indicates that commercial rafting on the Wairaurahiri River is inappropriate on the basis of safety issues, river characteristics and isolation. Recreational users occasionally kayak the river; however, as with rafting commercial kayaking is inappropriate on the basis of safety issues, river characteristics and isolation. If, however, it can be demonstrated through safety plans that these matters can be addressed, consideration may be given to enabling commercial kayaking and rafting on this river.

A distinction needs to be drawn between commercial use of the Wairaurahiri River for recreation and tourism purposes, for Fiordland National Park management purposes and for the servicing of deer pens used for live deer capture and removal from Fiordland National Park. The benefits to the preservation of natural values in Fiordland National Park of the latter two uses are recognised.

The General Policy for National Parks 2005, Policy 8.6(d) states that personal watercraft should not be used in national parks. For the majority of the waterways in Fiordland National Park this policy is applicable. Parts of Lake Te Anau and Lake Manapōuri are considered appropriate for use by personal watercraft. The designated areas for use are popular motorised water-sport areas that have traditionally been used by these craft.

The National Parks Act 1980 prohibits motorised boat use in Wilderness Areas.

The use of boats on lakes and rivers as static living quarters, other than in the course of normal cruising, is considered inappropriate within Fiordland National Park.

Currently it is considered that there are sufficient numbers of boat ramps, jetties and moorings for general public use. To avoid the unnecessary duplication of facilities and the associated adverse effects on the natural character of Fiordland National Park, where facilities are authorised for commercial use, they should be available for use by the public when not required for commercial activities. However, it is recognised that providing for public access must not adversely affect the businesses of the commercial operators who require priority and unrestricted access to enable them to operate safely and to schedule.

Safety aspects of boating are regulated by the Navigational Safety Bylaws administered by the Southland Regional Council.

The areas below mean high water springs are outside of Fiordland National Park and surface water activities are managed by Southland Regional Council through the Southland Regional Coastal Plan and the resource consent processes of the Resource Management Act 1991. The Department of Conservation's advocacy position regarding use of the coastal waters adjoining Fiordland National Park will be based on providing for a range of different intensities and kinds of use, that are

consistent with the adjacent visitor settings within the Fiordland National Park wherever practical. In particular, some parts of the coastal waters adjoining Fiordland National Park should remain completely free from commercial and motorised use to protect the existing remote boating opportunities, while growth in visitors should be provided for in other areas.

There are also significant natural values in the coastal waters of Fiordland or the adjacent land that needs protection from the potential adverse effects of surface water activities. In particular the nursery, courtship and feeding areas of the resident Doubtful Sound / Patea pod of bottlenose dolphins are significant, as are the Shelter Islands and Breaksea Groups and surrounding foreshore and waters as habitat for the threatened Fiordland crested penguin.

Objectives

1. To provide recreational boating and Fiordland National Park access by boat in the frontcountry and backcountry visitor settings of Fiordland National Park providing adverse effects can be minimised and to ensure it is compatible with the national park values for which the surrounding land is managed.
2. To provide recreational boating and Fiordland National Park access by boat in the other visitor settings, but only to an extent that does not compromise indigenous biodiversity values or the other recreation opportunities that these areas are managed for.
3. To ensure commercial boating activities in Fiordland National Park are consistent with the visitor setting objectives in section 5.3.
4. To avoid conflicts between different types of boat use and other water-based activities or with other recreational activities in general.
5. To consider the establishment of appropriate shoreline facilities consistent with visitor settings and national park values to meet boating needs.
6. To protect indigenous species and high value habitats from the impacts of boating or access to boating facilities both within the lakes and rivers of Fiordland National Park and through advocacy to Southland Regional Council for the internal waters of the fiords.

Implementation

General Provisions

1. The provision of new facilities such as boat ramps, jetties and moorings may be considered acceptable on waterways in the backcountry visitor settings and the following conditions should apply:
 - a) Such facilities should only be permitted where the waterway adjoins land also in a backcountry, frontcountry or high use track visitor setting;
 - b) Where the adverse effects on adjoining land uses and users have been minimised;
 - c) Preference should be given to sharing facilities unless it is impractical to do so. Sites immediately adjacent to existing facilities should be preferred to avoid spreading the effects and unnecessarily diminishing the natural character of unmodified sites;
 - d) Facilities such as boat sheds and marinas should not be permitted unless specifically provided for elsewhere in this plan. Advocate this position through the Resource Management Act processes, particularly where the activity is in proximity to, but occurs outside, the Fiordland National Park boundary; and
 - e) Any activity proposed by the Department of Conservation should also be subject to an assessment of environmental effects.
2. Unless specifically provided for elsewhere in this plan, new facilities within or adjoining land in remote and wilderness visitor settings should not be permitted so as to protect the existing recreation opportunities, natural character and landscape values.
3. Except as provided for elsewhere in this plan, noise from boating vessels on water-bodies within the Fiordland National Park should not exceed 77 dB(A) (Lmax). Noise should be measured and assessed in accordance with the provisions of NZS 6801:1991 “Measurement of Sound” and NZS 6802:1991 “Assessment of Sound”.
4. The use of boats as static living quarters on lakes within Fiordland National Park should not be allowed.
5. The speed and route of commercial vessels should be managed to minimise the wake effects on the shoreline and shoreline vegetation and wildlife.

6. Powered personal watercraft (see Glossary) on waterways in the Fiordland National Park will be managed to:
 - a) Enable non-commercial personal watercraft on the following water-bodies only, within Fiordland National Park:
 - i) The main body of Lake Te Anau from Blue Gum Point to Te Anau Downs excluding all the Arms, other than South Arm; and
 - ii) Lake Manapōuri from Stoney Point to the north end of Supply Bay.
 - b) Prohibit the use of all personal watercraft on other waterways within Fiordland National Park in accordance with the General Policy for National Parks 2005.
7. The installation and maintenance of navigation aids where necessary on the lakes and waterways and adjacent land is considered acceptable (except in Wilderness Areas) providing it can be shown that any safety issues can be managed and potential adverse effects can be minimised. Please note the Navigational Safety Bylaws administered by Southland Regional Council also apply to Fiordland National Park. Where bylaws are proposed for Fiordland National Park or the existing bylaws for Fiordland National Park are amended, it may be necessary for Southland Regional Council to consider amending the Navigational Safety Bylaws to ensure consistency.
8. Advocate to Southland Regional Council through the Resource Management Act 1991 or other processes the following:
 - a) Maintain a level of use on the whole of Doubtful Sound / Patea complex including Thompson and Bradshaw Sounds that is significantly less than Milford Sound / Piopiotahi and reflects the remote visitor setting of the adjacent land area;
 - b) Within the Doubtful Sound / Patea complex, maintain some areas such as parts of Hall Arm, Crooked Arm, First Arm and Bradshaw Sound as having no motorised use and low or no levels of commercial use;
 - c) In the fiords south of Doubtful Sound / Patea maintain levels of use that are relatively low and significantly less than Doubtful Sound / Patea;
 - d) Retain extremely low levels of commercial use on some of the fiords between Milford Sound / Piopiotahi and Doubtful Sound / Patea (Caswell, Charles and Nancy Sounds);

- e) Retain some of the fiords along the coast between Milford Sound / Piopiotahi and Doubtful Sound / Patea with no commercial use, possibly those adjacent to the Glaisnock Wilderness area (Sutherland and Bligh Sounds);
- f) Advocate that ocean going cruise vessels go into selected fiords only. These are: Milford Sound / Piopiotahi and parts of Doubtful Sound / Patea, Dusky Sound and Breaksea Sound. In Doubtful Sound / Patea they should enter via Patea Passage, moving through Pendulo Reach and exiting via Thompson Sound or vice versa. In Dusky Sound and Breaksea Sound only those parts of the sounds west of and including Acheron passage;
- g) Allow no commercial shipping, including water export, apart from that associated with recreation and tourism, research, park management, marine conservation management or inshore fishing;
- h) Seek the protection of significant wildlife and its habitat in the waters and foreshore of Fiordland, including marine mammals;
- i) Ensure boating activities and the access they provide to the islands of Fiordland National Park do not adversely affect the biodiversity and recreation values on these islands (refer to section 4.8);
- j) Not allow the establishment of base/accommodation facilities for recreation and tourism purposes (i.e. “floating hotels”). The Department of Conservation will seek bylaws to achieve this within the life span of this plan; and
- k) Any new structure sought to be placed in the fiords will need to demonstrate it has an essential functional need and that natural character and recreational values are not adversely affected (refer also to section 4.8 Island Management); and
- l) Also refer to sections 4.8, 5.5, 5.3.9.1 and 5.3.9.3.

Te Anau Lakefront

- 9. The Te Anau lakefront will be managed according to the provisions of this section and section 5.3.9.5 (including associated maps).
- 10. It may be necessary to restrict the number of moorings at Te Anau Downs in the future because of the limited amount of deep water and to protect ecological values,

amenity values and natural character. The Te Anau Downs Frontcountry will be managed according to this section, section 5.3.9.6 (including associated maps) and the other provisions of this plan.

Lake Hauroko

11. The following provisions should apply to Lake Hauroko:
 - a) Exclude concessionaires from visiting Mary Island to ensure cultural values are protected; and
 - b) Passenger numbers using water taxi operators servicing the Dusky Track should not exceed the hut capacity for the first hut on this section of the Dusky Track.

Milford Track Corridor

12. Seek bylaws to restrict motorised boat access on the Milford Track corridor (Clinton and Arthur Rivers and Lake Ada). Commercial boat use (including non-motorised) should not be authorised on the Milford Track corridor (Clinton and Arthur Rivers and Lake Ada).

Hollyford River / Whakatipu Kā Tuka

13. No more than one concession for commercial boat use (excluding kayaks which will be managed in accordance with Implementation 29) should be granted on the Hollyford River / Whakatipu Kā Tuka and Lake McKerrow / Whakatipu Waitai with the following provisions applying:
 - a) Not more than one boat should operate at any one time;
 - b) It should be for the purpose of picking up and dropping off walkers and hunters and the servicing of huts only;
 - c) Access should be restricted to the section of river from the Pyke River confluence to the Hollyford River / Whakatipu Kā Tuka mouth, with no commercial use being permitted from the road end to the Pyke River confluence in order to protect recreational walking opportunities; and
 - d) Noise from the vessel will not exceed 77dB(A) (Lmax).
14. In recognition of the recreational boating opportunities provided by the Hollyford River / Whakatipu Kā Tuka no more than 20 helicopter lifts of all boats (both commercial and recreational) over the Little Homer Rapids should be permitted per week (where a week is defined as Monday to Sunday) with no more than 100 lifts per year.

15. The winching of boats (both commercial and recreational) over or around the Little Homer Rapids will be permitted only where straps are used. Use of chains will not be permitted. Bylaws may be sought to implement the provisions relating to the winching of boats. The effects of strapping will be monitored and effects discussed with the Jetboating Association.
16. Encourage the recreational boating community to develop a code of practice for use of boats on the Hollyford River / Whakatipu Kā Tuka.
17. Seek voluntary co-operation for recreational boaters to use the McKerrow Island Hut, rather than the Alabaster Hut, to help minimise conflict between user groups.

Kepler Track Corridor

17. Commercial boat access to the Kepler Track should be managed as follows:
 - a) Access should only be permitted at Brod Bay. This will be managed in accordance with Implementations 26 and 27; and
 - b) Commercial motorised boat access should not be authorised on/at the Iris Burn, unless it is part of the development of a guided walking facility on the Kepler Track. Boating operations should be limited to those required to service the guided walking facility and for the transfer of walkers on this guided walking opportunity only. The applicant should have to demonstrate that this access will avoid adverse effects on users of the Kepler Track. This should be assessed as part of the guided walking facility application and should be publicly notified.

Lake Manapōuri

18. The construction of boat ramps, jetties or moorings at Frazers Beach in Manapōuri should not be permitted because these facilities are more appropriately situated outside Fiordland National Park at Pearl Harbour. The existing access lane at Frazers Beach will be retained.
19. The number of moorings at West Arm should be limited to seven. This is the maximum number that is practical within the existing mooring area, (between the hut / parking area access road and the public boat ramp) while still providing adequate space for vessel manoeuvring and navigation. New moorings outside of this area are undesirable because of safety requirements in the Meridian Energy Limited

operational area and the need to retain some lakefront space for public use including casual boat access, picnicking and swimming (refer to section 5.3.9.3).

20. The Supply Bay Frontcountry will continue to be managed primarily as a base for the Meridian Energy Limited barge associated with the West Arm operations and will be subject to the provisions of this section, section 5.3.9.4 (including associated maps) and the other provisions of this plan.

Wairaurahiri River

21. Concessions for the use of the Wairaurahiri River for commercial kayaking or rafting purposes should only be granted if safety concerns can be addressed. If, however, an applicant can address safety matters through a professionally prepared safety plan then this position may be reconsidered. The applicant will have to demonstrate they have undertaken consultation with the users of this river.
22. Up to three concessions, with no more than three boats in total, for the use of the Wairaurahiri River for commercial recreation and tourism jet boating operations could be permitted. The following conditions should apply:
 - a) That use of the river for this purpose be limited to a total annual frequency of 140 trips (as a return trip) unless it can be shown that numbers in excess of this total will not adversely affect remote recreation opportunities in the area, and that safety concerns can be adequately addressed;
 - b) Consultation with Maritime New Zealand and the Southland Regional Council Harbour Master will need to be demonstrated;
 - c) Daily frequency limits and restrictions on the timing of trips may also be applied to manage safety issues;
 - d) Guiding of jetboat passengers will need to be authorised by way of a concession and the following conditions should apply (see also 5.3.6):
 - (i) Guiding should occur no further than a distance of 500 m from the river; and
 - (ii) Guiding should occur at a frequency and at a group size that is consistent with the jetboating aspect of the concession.
 - e) Should an applicant seek changes to these limits, in addition to addressing safety matters, the applicant

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

Eglinton River

23. To protect the natural quiet, prevent conflict with anglers and protect the habitat of blue duck (kōwhiowhio), black-fronted terns (tara) and other indigenous wildlife on the Eglinton River the following will apply:
- a) Seek bylaws to restrict all motorised boating on the Eglinton River. This may require the Department of Conservation advocating to the Southland Regional Council to amend the Navigational Safety Bylaws; and
 - b) All commercial motorised use should not be permitted; and
 - c) Concessions for rafting, kayaking or other similar non-motorised use on the Eglinton may be granted subject to consideration of the potential adverse effects.

Lake Alabaster / Wāwāhi Waka and the Pyke River

24. All motorised boat use on Lake Alabaster / Wāwāhi Waka and the Pyke River will be managed to provide for access to the park's interior while other types of boat use is inappropriate (e.g. water skiing, and wakeboarding). The following should apply:
- a) Seek bylaws to prohibit activities such as water skiing, wakeboarding and personal watercraft; and
 - b) No more than one concession for commercial boat use should be granted on Lake Alabaster / Wāwāhi Waka and the Pyke River with the following conditions applying (refer also to section 5.3.8.4):
 - i) Not more than one boat should operate at any one time;
 - ii) Provide for the pick-up and drop-off of trampers and hunters only;
 - iii) No more than three return trips be permitted per week;
 - iv) Noise from the vessel should not exceed 77 dB(A); and
 - v) 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.

Other commercial boating activities

25. Concessions for scenic boat activities should only be permitted in the backcountry visitor settings of Lakes Te Anau, Manapōuri, Hauroko and Monowai. For the purpose of this implementation scenic activities are defined as those activities where the primary purpose involves nature and scenery appreciation without undertaking other activities off the boat.
26. The following provisions for concessions relating to the drop-off and/or pick-up of passengers (water taxis) should apply:
 - a) That up to ten concessions be granted on Lake Manapōuri;
 - b) That up to eight concessions be granted on Lake Te Anau;
 - c) That up to five concessions be granted per lake for lakes Monowai and Hauroko;
 - d) Unless specified in Implementation 27, not more than one boat be permitted to operate under each concession at any one time; and
 - e) That water taxis be managed in accordance with the visitor settings for the area (as defined under the provisions of section 5.3 of this plan) and that each water taxi operator be restricted to the use levels set out below in Table 11 for these visitor settings.

TABLE 11 –WATER TAXIS WITHIN THE FIORDLAND NATIONAL PARK AREA - GENERAL

DROP-OFFS OR PICK-UPS TO THE BOUNDARIES OF WILDERNESS AREAS	DROP-OFFS OR PICK-UPS IN, OR TO, THE BOUNDARIES OF REMOTE AREAS	DROP-OFFS OR PICK-UPS IN, OR TO, THE BOUNDARIES OF BACKCOUNTRY AREAS	DROP-OFFS OR PICK-UPS TO THE BOUNDARIES OF FRONTCOUNTRY AREAS
3 per month for the purpose of wilderness recreation opportunities only (refer to section 5.3)	8 per month for the purpose of remote recreation opportunities only (refer to section 5.3)	1 per day for the purpose of backcountry recreation opportunities only (refer to section 5.3)	Only permitted at the sites and frequencies identified in Implementation 27

27. A number of sites on lakes Te Anau and Manapōuri are recognised as ‘access nodes’. While these sites are critical to providing access to Fiordland National Park this should be managed in accordance with the spectrum of opportunities provided. Drop-offs and pick-ups to/from access nodes should only be permitted up to the frequencies outlined below in Tables 12 and 13. 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.

28. Concessions for boating activities should not be granted on lakes Gunn and Fergus; and
29. Commercial kayaking within Fiordland National Park may be permitted on the waters of lakes Te Anau, Manapōuri and McKerrow and the Upper Waiau and Eglinton rivers only (refer also to Implementation 21 and 22 relating to the Wairaurahiri River). The following conditions should apply:
 - a) Not more than four concessions should be granted for each of these water-bodies (refer to section 5.3 for party size and frequency permitted in relevant visitor settings);
 - b) Only day use should be permitted on Lake McKerrow / Whakatipu Waitai and party size and frequencies on this lake should be managed to be consistent with the Hollyford High Use Track Corridor Visitor Setting and the surrounding remote areas; and
 - c) 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.
30. Commercial kayaking operations utilising Fiordland National Park from the coastal marine area should also be restricted to four. This use will be managed to be consistent with this section, the visitor settings defined in section 5.3, and the other relevant provisions of this Plan.
31. Access to all other lakes and rivers in remote visitor settings including Lakes Poteriteri and Hakapoua and the Waitutu and Big rivers, not provided for in other implementation of this section should be managed for non-commercial boat use only.

TABLE 12 – WATER TAXIS WITHIN FIORDLAND NATIONAL PARK - LAKE TE ANAU

SITE	DROP-OFF/PICK-UP OF UP TO:	PURPOSE/ CONDITIONS
Brod Bay	100 pax per day	For the purpose of backcountry recreation opportunities only (refer to section 5.3)
Hidden Lakes Jetty	50 pax per day	For the purpose of backcountry recreation opportunities only (refer to section 5.3)
Glow Worm Caves external walk	Subject to Lease	Subject to Lease
North West Arm of Middle Fiord	90 pax per week with not more than a total of 3 trips per day except during the roar when up to an additional 8 pax per day will be permitted for hunters within allocated Wapiti blocks only.	All drop offs/pick ups will be for the purpose of wilderness/remote recreation opportunities only
Glaisnock Hut	36 pax per week except during the roar when up to an additional 8 pax per day will be permitted for hunters within allocated Wapiti blocks only.	All drop offs/pick ups will be for the purpose of wilderness/remote recreation opportunities only
Worsley Hut	36 pax per week except during the roar when an additional 8 pax per day will be permitted for hunters within allocated Wapiti blocks only.	All drop offs/pick ups will be for the purpose of wilderness/remote recreation opportunities only
Glade Wharf	124 pax per day during the Great Walks season (defined in section 5.3.8) and 40 pax per day (as defined in section 5.3.8.1) outside of the Great Walks season.	During the Great Walks season the numbers of guided day walkers, guided overnight walkers and independent walkers dropped off per day will be managed in accordance with the daily numbers specified for each user group in section 5.3.8.1 unless track capacity is increased. Outside of the Great Walks season no more than 34 day walkers will be dropped off/picked up and no more than 40 overnight walkers will be dropped off per day. The number of boats permitted per concession for drop offs/pick ups at Glade Wharf will be determined through the concessions process with consideration being given to factors including, but not limited to, the social, aesthetic, cumulative and environmental effects of more than one boat servicing Glade Wharf.
Te Anau Downs	200 pax per day	
Te Anau Jetty	Unlimited	
Te Anau Harbour	Unlimited	
Te Anau public boat ramps	Unlimited	

TABLE 13 – WATER TAXIS WITHIN FIORDLAND NATIONAL PARK - LAKE MANAPŌURI

SITE	DROP OFF/PICK UP OF UP TO:	PURPOSE/ CONDITIONS
Shallow Bay Hut	50 pax per day	for the purpose of backcountry recreation opportunities only (refer to section 5.3)
Pearl Harbour	Unlimited	
West Arm Note: Boating access to Fiordland National Park for activities approved under the Manapouri-Te Anau Development Act and activities related to the Deep Cove Hostel will not be restricted by the provisions of this plan.	Drop offs/pick ups at this site that are for activities that transit the Wilmot Pass Road and/or access Doubtful Sound / Patea will be managed to be consistent with the provisions and intent of section 5.3.9.3. Drop offs/pick ups of an additional 800 pax per year will be permitted in addition to the above for access to backcountry/remote recreation opportunities accessible from West Arm.	The number of boats permitted per concession for drop offs/pick ups for activities that transit the Wilmot Pass Road and/or access Doubtful Sound / Patea will be determined through the concessions process with consideration being given to factors including, but not limited to, the social, aesthetic, cumulative and environmental effects of more than one boat per concession.

32. Where relevant the following should be included on concessions for boating activities:
- a) Conditions relating to the size of boat, frequency and timing of the activity and the number of passengers;
 - b) Conditions relating to restrictions on purpose of the activity;
 - c) Conditions relating to noise mitigation measures;
 - d) Conditions detailing specific access points;
 - e) The requirement to provide activity return forms that should include information on the timing, number, location of the drop-off and/or pick-up of passengers, number of passengers in the boat and purpose of all drop-off and/or pick-up of passengers. This information should be provided on a monthly basis in an agreed format;
 - f) Conditions relating to managing any adverse effects on national park values;
 - g) The requirement that all drop-off and/or pick-up of passengers allocated in concessions may be charged for regardless of whether it is used; and
 - h) That concessionaires may be required to contribute to the cost of monitoring and research to determine the effects of boating access in Fiordland National Park.

5.7 ROADING, VEHICLE USE AND OTHER TRANSPORT OPTIONS (OTHER THAN AIRCRAFT AND BOATING)

Some roads are considered necessary in Fiordland National Park to provide for public access, use and enjoyment. The Milford Road (SH 94) including the Hollyford Valley side road provides the major land access route into Fiordland National Park. The road itself is outside Fiordland National Park and managed by Transit New Zealand. There are significant issues associated with the management of this road which are discussed in section 5.3.9.2. The Borland Road and the Wilmot Pass Road provide important secondary routes within Fiordland National Park.

While the benefits of access are recognised, roads and other land transport systems can create the following issues:

- Adverse effects on natural and landscape values from construction of the road and a permanent impact on the natural state of Fiordland National Park.
- Fragmentation of ecosystems.
- Provide a corridor for pest infestation.
- Encourage a proliferation of ancillary utilities and facilities.
- Change the type of public use and displace existing recreational users.

Some control over use of the Wilmot Pass Road is necessary so that the effects of visitor use at Deep Cove can be managed (see section 5.3.9.3).

The Borland Road and the West Arm to Percy Saddle Road are maintained by Transpower NZ to allow it to service its electricity transmission lines from the Manapōuri Power Station. There is no obligation on Transpower nor the Department of Conservation to maintain the roads to a higher standard than that necessary to service the lines; however public access is provided for, to the extent that road and weather conditions and Transpower operations allow it.

Various other shorter sections of road within Fiordland National Park are maintained and managed by the Department of Conservation.

The off road use of vehicles is considered to be incompatible with park values because of its various impacts on the natural environment.

Borland and West Arm to Percy Saddle maintenance roads provide unique opportunities for mountain bike use within Fiordland National Park. While the Borland Road and West Arm to Percy Saddle Roads are not connected by a formed road, a short route over Percy Saddle between the Grebe Valley and West Arm, Lake Manapōuri exists. It is

considered that mountain biking opportunities provided in Fiordland National Park are greatly enhanced by these roads, although due to the nature of the terrain, bikes must be carried by hand for approximately 800 metres over part of this route beneath the Percy Saddle. This is a technically challenging walking section. The use of these roads by mountain bikes is considered to be consistent with the recreation opportunities provided in this visitor setting and the values of this place.

The General Policy for National Parks 2005 states that new roads are generally inconsistent with the preservation of national parks in a natural state and are not considered desirable in national parks. If a new road is to be developed in a national park, the General Policy indicates that the management plan would have to indicate so. In Fiordland National Park it is considered that any new roading development would only be appropriate in the frontcountry visitor setting where extensive infrastructure already exists. The effects of new roading outside of the frontcountry visitor setting on natural, historic, cultural and recreational values of this park are considered to be inconsistent with the purposes for which this park is managed.

The policy on aerial cableways within national parks is specified in Policy 10.5(a) of the General Policy for National Parks 2005. This states that aerial cableways should be confined to defined amenities areas and existing ski fields except where required as part of the core track network maintained by the Department or for necessary natural hazards monitoring.

NB: Refer to the Glossary for definitions of “road” and “vehicle”.

Objectives

1. To maintain, subject to natural hazards, the existing road access routes available to visitors within Fiordland National Park, recognising the opportunities they provide for public use and enjoyment.
2. To consider provision of new roading, or other land transport links, in frontcountry visitor settings only (see Map 7), and then only if they will improve visitor access and enjoyment of Fiordland National Park without impacting significantly on other recreation opportunities and national park values.

Implementation

1. New roading should not be authorised anywhere in Fiordland National Park except in the frontcountry visitor setting because of the likely adverse effects on the natural values or recreation opportunities that the other visitor settings are being managed for. Any proposal will require a full assessment of the adverse effects on the natural,

historical and cultural, recreational, landscape and amenity values also identifying how the proposal will improve the effective management of Fiordland National Park. An audit of this assessment to determine whether the effects are either acceptable or can be adequately mitigated should be required. Consideration of such proposals should include full public consultation. Refer also to Policies 10.3(h) and (i) of the General Policy for National Parks 2005.

2. Proposals for rail or monorail transport systems should not be authorised anywhere in Fiordland National Park except in the frontcountry visitor setting or existing road corridors because of the likely adverse effects on the natural values or recreation opportunities that the other visitor settings are being managed for. Any proposal for a rail or monorail transport system should demonstrate the necessity for the project and will be required to identify how the proposal will improve the effective management of Fiordland National Park. Any such proposal will require a full assessment of effects. This assessment should detail how the potential adverse effects on the natural, historical and cultural, recreational, landscape and amenity values resulting from the project will be managed. An audit of this assessment to determine whether the effects are either acceptable or can be adequately mitigated should be required. Consideration of such proposals should include full public consultation.
3. Aerial cableways, such as gondolas should not be authorised anywhere in Fiordland National Park except in amenity areas. There are no existing amenity areas in Fiordland National Park and any proposal to establish an amenity area would require an amendment to this Plan. Any proposal for an aerial cableway should demonstrate the necessity for the project and will be required to identify how the project would improve the effective management of Fiordland National Park. Any such proposal will require a full assessment of effects. This assessment should detail how the potential adverse effects on the natural, historical and cultural, recreational, landscape and amenity values resulting from the project will be managed. An audit of this assessment to determine whether the effects are either acceptable or can be adequately mitigated should be required. Consideration of such proposals should include full public consultation. Please also refer to section 5.1 with regard to amenity areas.
4. All planned roading developments within Fiordland National Park, including reconstruction, upgrading and significant maintenance works, will require an assessment of environmental effects. The assessment will outline the

need for the work and deal with the potential adverse affects on visitor experience and the natural, historic, cultural, recreational, landscape and amenity values. Design speed is an element affecting the degree of impact a section of road may have on the natural character of an area. The setting of design speeds within Fiordland National Park should recognise the importance of retaining natural values, which may mean lower speeds are used in some situations than might normally be adopted in a rural setting. This will be advocated to Transit New Zealand.

5. While recognising that regular maintenance works are essential to providing a continued quality service to visitors, these maintenance tasks should be carried out with a greater degree of sympathy and understanding for the environmental and scenic qualities of Fiordland National Park than would normally be applied in a rural setting. The following conditions should apply:
 - a) Road line vegetation should be trimmed back to the minimum necessary to be consistent with the needs of safe traffic passage;
 - b) Aggregate for all works should be sourced from acceptable sites within the Fiordland National Park, wherever possible, to reduce the risk of introducing weeds. Sites should be chosen based on historical use, availability of material and environmental effects including visual impact, and effects on indigenous flora and fauna. Gravel extraction is unlikely to be allowed from the Homer Hut area. Aggregate may be stockpiled at agreed sites but stockpiles should be used for works at the earliest opportunity and should be of a size and location to minimise visual effects. Some aggregate-based materials such as sealing chip and concrete aggregate will be allowed to be brought into Fiordland National Park, but should only be authorised on a case-by-case basis, if it is impractical to make it from resources from within Fiordland National Park (also refer to section 6.3); and
 - c) Dumpsites may be required for the disposal of spoil from construction works. Sites will be chosen and managed to minimise environmental effects. Landscaping and revegetation of the tip face may be required. Opportunities for habitat reconstruction will be examined.
6. The Milford Road will be managed according to the provisions of this section and section 5.3.9.2. The Transit NZ Avalanche Programme for State Highway 94 will be

supported, including providing for the necessary infrastructure directly associated with this programme, subject to all statutory and environmental considerations.

7. The Department of Conservation has established a system to provide a framework for the funding and management of the Wilmot Pass Road (refer to section 5.3.9.3).
8. All use of the Wilmot Pass Road excluding walkers or mountain bikes requires authorisation from the Department of Conservation. Bylaws will be enacted to enforce this policy. Authorisation for recreation and tourism purposes will be granted subject to the provisions of section 5.3.9.3. The provisions of this section do not restrict activities permitted through the Manapōuri - Te Anau Development Act (please refer to section 5.3.9.3).
9. The Borland Road and the West Arm to Percy Saddle Road will be maintained by Transpower NZ Ltd to the standard required by them to undertake maintenance of their transmission lines.
10. Public access on the Borland Road and the West Arm to Percy Saddle Road will continue, subject to Transpower maintenance needs, road and weather conditions and other safety requirements. This may mean temporary closure of the road during winter after heavy snowfall or slips, or access for four wheel drive vehicles only if road conditions make this necessary.
11. Vehicle use within Fiordland National Park is prohibited by park bylaws anywhere where there is not a formed road, campsite or car park. Except as provided for in Implementation 10, this includes mountain bikes.
12. The use of mountain bikes within Fiordland National Park is restricted to formed roads only. However, mountain bikes may be carried by person over the Percy Saddle between the Grebe Valley and West Arm, Lake Manapōuri, subject to the following conditions:
 - a) No concessions should be granted for this activity or associated mountain biking on the section of road between West Arm and Percy Saddle;
 - b) Access may be restricted or prohibited should any adverse effects of use become unacceptable; and
 - c) Access to the Borland and West Arm to Percy Saddle Roads is subject to Implementation 10.
13. If major facilities for transport options in new locations within Fiordland National Park are proposed, the establishment of an amenity area should be considered.

The establishment of an amenity area in Fiordland National Park will require an amendment to this Plan.

5.8 RECREATION FACILITIES

Rationale

The Department of Conservation is committed to managing a core network of visitor facilities and services that cover a range of recreational opportunities, while ensuring that natural and historical and cultural values are safeguarded. It has developed a comprehensive programme for managing its visitor assets (i.e. huts, bridges, tracks etc.) in a sustainable way. To date, the major emphasis in this visitor asset management programme has been to systematically identify and then manage the greatest risks facing visitors using department-managed facilities. Its main objective is to ensure that visitor facilities are efficiently managed in a way that is safe, sustainable, nationally consistent and meets the needs of visitors. This management plan will inform the development of the visitor asset management programme. Where appropriate, the Department of Conservation wishes to work with interested public groups to retain facilities that are of particular local importance.

An extensive network of tracks and huts exists within Fiordland National Park. These facilities provide a variety of recreational opportunities, as well as providing foot access through parts of Fiordland National Park. Most tracks are located in the northern and eastern parts of Fiordland National Park.

The variety of walking opportunities, including guided operations, is important in enabling a wide range of Fiordland National Park visitors to experience the natural environment of Fiordland close at hand. It is important that there be a spread of facilities ranging from short, easy graded walks at the roadsides through to marked routes giving access to or through remote areas. Each type of facility serves a specific user group (see section 5.3.1) and it should not be expected that all tracks in Fiordland National Park will be managed to the satisfaction of any single visitor group.

Nationally, the Department of Conservation manages the backcountry track network to a range of five different standards appropriate for the different visitor settings and visitor groups. The standards are Short Walks, Walking Tracks, Tramping Tracks for Backcountry Comfort Seekers (BCC) use, Tramping Tracks for Backcountry Adventurers (BCA) use and Routes. A brief description of each standard follows. Refer to the Department of Conservation's visitor service standards for more complete definitions.

1. Short Walk

Well formed. Generally benched and well graded. All water-courses are bridged. Minimum width 0.75 m. Normal street shoes are able to be worn. Up to one hour's easy walking. Suitable for most ages and fitness levels. Some suitable for use by disabled people.

2. Walking Track

Well formed. Generally benched and well graded. All water-courses are bridged. Minimum width 0.75 m. Light boots are recommended. Up to one day's relatively easy walking. Suitable for inexperienced visitors with little backcountry skill.

3. Tramping Track (BCC)

Track is well-defined either by track formation or markers. May or may not be benched and graded. Most water-courses are bridged. Minimum width 0.3 m. Light boots or tramping boots recommended. Generally multi-day tracks cater for relatively inexperienced backcountry walkers.

4. Tramping Track (BCA)

Well-marked but unformed tramping track over a wide range of terrain catering to visitors with a moderate to high level of backcountry skill. No requirement for tracks to be benched or graded. Watercourses are only bridged where they cannot be safely crossed at normal levels of flow. No minimum width. Tramping boots recommended.

5. Route

Unformed and only lightly cut and marked. Surface often rough. Often no bridges. Catering for very experienced users only. Tramping boots essential.

General Recreation Facility and Development and Maintenance

No bridge access to walks on the south side of the Waiau River is provided at Pearl Harbour. It is inappropriate to undertake such a project as it would negatively alter the type and level of visitor usage of the Circle Track and associated facilities in detriment to its backcountry values and recreation opportunities. It is considered that adequate visitor access is provided through boat arrangements.

Some huts in Fiordland National Park such as those on lake shorelines are independent from any track system. They provide a different type of recreational opportunity that is important in the context of water-based recreation and water transport to remote areas. Significant misuse of shoreline huts by some has directly and indirectly adversely impacted on the experience of other users.

Picnic areas with associated facilities such as toilets, tables and fireplaces provide passive relaxation areas for visitors. The creation of sites and provision of facilities will be based on visitor need and consideration of environmental effects and site suitability, as well as recognition of potential hazards they may create (e.g. traffic egress and road-related safety issues).

The Department of Conservation manages a number of formed campsites as visitor facilities. Formed campsites are classified in

accordance with the visitor setting they are situated in and the level of service they receive. Formed campsites on the Milford Road are regularly serviced over the summer and autumn. Other formed campsites are serviced irregularly. The South Arm site is managed as an informal formed campsite (i.e. camping is permitted but not specifically catered for). Some formed campsites will be downgraded, where demand is insufficient to justify continued maintenance and/or safety issues are associated with their continued operation.

Freedom camping (camping away from formed campsites) is only permitted in accordance with bylaws (Refer to Appendix A). The potential effects of freedom camping are recognised and the Department of Conservation will encourage the use of voluntary codes, such as the Environmental Care Code. Where adverse effects of freedom camping arise, mechanisms to manage these will be considered.

New facilities may be provided to increase recreation opportunities, to enhance the visitor experience and to protect the park's natural values where they are consistent with the relevant visitor setting and the policies and objectives of this plan. The Department of Conservation is required to provide a range of opportunities. Nationally, the Department of Conservation is required to provide a different mix of facilities and services in response to the additions of new, or removal of old, opportunities.

The Department of Conservation will only consider taking over facilities developed by other agencies where the facilities will be of sufficient national importance to attract and maintain funding. This ensures that the Department of Conservation focuses on the total provision of recreational facilities over which resources must be spread rather than simply focussing on one area.

The visitor settings defined in section 5.3 provide a framework against which the appropriateness of proposed developments can be assessed. It is important that a development is not undertaken which is out of character with the visitor setting(s). The desirability for new development in Fiordland National Park must be clearly demonstrated.

Within this framework, facilities will be managed in accordance with the seven visitor groups defined in section 5.3.1. Fiordland National Park has been divided into numerous sites which are consistent with the requirements of these visitor groups. This plan outlines proposals for how these sites could be managed.

Please refer to Appendix H for a definition of visitor facility management terms.

Objectives

1. Provide a range of visitor facilities that enable visitors to experience and appreciate the natural and historic features and cultural values of Fiordland National Park.
2. Consider recreational facility development proposals within Fiordland National Park where they are consistent with national park values including the visitor group and visitor setting in which the facility is to be located and do not compromise the recreational experiences associated with neighbouring areas through the displacement of existing user groups.
3. Ensure that recreation facility development and/or maintenance is consistent with the purpose of national parks and General Policy for National Parks 2005.

Implementation

1. For major recreation development or major upgrades undertaken by the Department of Conservation an assessment of environmental effects will be required.
2. For any other development of facilities undertaken by the Department of Conservation, consideration should be given to the possible adverse effects of any proposed development on the park's natural, historical and cultural and recreational values.
3. Where development of facilities is proposed by any party (including the Department of Conservation), it will be assessed to ensure consistency with visitor group and visitor setting criteria, relevant legislation, the Department of Conservation's design standards for visitor facilities and the other policies and objectives of this plan.
4. The location, design, colour and scale of any development should be such that they are compatible with, rather than detract from, the natural setting.
5. Appropriate waste management and energy efficient technologies will be used when designing and using recreation facilities.
6. Development proposals will take into account Ngāi Tahu cultural values, particularly as they relate to the disposal of waste.
7. All amenity assets will be managed in accordance with the following, as presented in Table 14:

TABLE 14 – AMENITY ASSET MANAGEMENT

AMENITY ASSET	VISITOR GROUP	TYPE	MANAGEMENT
Dore Pass car park	Remoteness Seekers	Car park (maintained area)	Maintain
Moraine Creek Track car park	Backcountry Adventurers	Car park (maintained area)	Maintain
Gertrude Valley Track car park	Backcountry Adventurers	Car park (maintained area)	Maintain
Mistake Creek Track car park	Backcountry Adventurers	Car park (maintained area)	Maintain
The Divide, Milford Road car park	Backcountry Comfort Seekers	Car park (maintained area)	Maintain
Lake Marian Falls Track car park	Day Visitors	Car park (maintained area)	Maintain
Te Anau Downs Boat Ramp car park	Day Visitors	Car park (maintained area)	Maintain
Te Anau Downs car park	Day Visitors	Car park (maintained area)	Maintain
South Arm Lake Manapōuri amenity area	Day Visitors	Amenity area (maintained area)	Maintain
South Arm Lake Manapōuri car park	Day Visitors	Car park (maintained area)	Maintain
Lake Monowai Road end car park	Day Visitors	Car park (maintained area)	Maintain
Lake Hauroko car park	Day Visitors	Car park (maintained area)	Maintain
Thicket Burn picnic area	Day Visitors	Amenity area (maintained area)	Maintain
Hollyford Road end car park	Short Stop Travellers	Car park (maintained area)	Maintain
The Chasm car park	Short Stop Travellers	Car park (maintained area)	Upgrade to higher standard. Major visitor site on Milford Road. Site upgrade overdue - possibly to barrier free standard.
Homer Nature Walk car park	Short Stop Travellers	Car park (maintained area)	Maintain
Monkey Creek Viewing Area	Short Stop Travellers	Car park (maintained area)	Maintain
Lake Gunn Walk car park	Short Stop Travellers	Car park (maintained area)	Maintain
Wilmot Pass Road viewpoint car park	Short Stop Travellers	Car park (maintained area)	Owned by the Department of Conservation but Maintained by Community. Intention is for external user group maintain road and related assets through combined user group funded through tolls. DOC may maintain interpretation signs and some recreation signs.
Area Office Visitor and Staff Parking	Short Stop Travellers	Car park (maintained area)	Maintain
Te Anau Visitor Centre carpark	Short Stop Travellers	Car park (maintained area)	Maintain
Te Anau Visitor Centre long term parking	Short Stop Travellers	Car park (maintained area)	Maintain

8. All formed campsites will be managed in accordance with the following proposals as presented in Table 15.

TABLE 15 – MANAGEMENT OF FORMED CAMPSITES

CAMPSITE	VISITOR GROUP	TYPE	MANAGEMENT
Hall Arm campsite	Backcountry Adventurers	Backcountry Campsite (maintained area)	Maintain
Howden campsite	Backcountry Comfort Seekers	Great Walk Campsite (maintained area)	Maintain
Mackenzie campsite	Backcountry Comfort Seekers	Great Walk Campsite (maintained area)	Maintain
Iris Burn campsite	Backcountry Comfort Seekers	Great Walk Campsite (maintained area)	Maintain
Lake Gunn campsite	Overnighters	Standard campsite (maintained area)	Maintain
Cascade Creek campsite	Overnighters	Standard campsite (maintained area)	Maintain
Upper Eglinton campsite	Overnighters	Standard campsite (maintained area)	Maintain
Smithy Creek campsite	Overnighters	Standard campsite (maintained area)	Maintain
Kiosk Creek campsite	Overnighters	Standard campsite (maintained area)	Maintain
Deer Flat campsite	Overnighters	Standard campsite (maintained area)	Maintain
Mackay Creek campsite	Overnighters	Standard campsite (maintained area)	Maintain
Totara campsite	Overnighters	Standard campsite (maintained area)	Maintain
Walker Creek campsite	Overnighters	Standard campsite (maintained area)	Maintain
Henry Creek campsite	Overnighters	Standard campsite (maintained area)	Maintain
Brod Bay campsite	Day Visitors	Great Walk Campsite (maintained area)	Maintain
South Arm Lake Manapouri campsite	Day Visitors	Basic campsite (maintained area)	Maintain
Monowai campsite	Day Visitors	Basic campsite (maintained area)	Maintain

CAMPSITE	VISITOR GROUP	TYPE	MANAGEMENT
Lake Hauroko campsite	Day Visitors	Standard campsite (maintained area)	Cease maintenance. Camping will be encouraged at Thicket Burn campsite (nearby) as it provides a better facility for campers. Camping facilities at Hauroko will be disestablished over time. The site is better managed as a day use amenity area for picnicking and as a car park/access point for visitors to Lake Hauroko.
Thicket Burn campsite	Day Visitors	Basic campsite (maintained area)	Maintain

9. All huts and shelters⁶ will be managed in accordance with the following, as presented in Table 16.

TABLE 16 – MANAGEMENT OF HUTS AND SHELTERS

SITE NAME	VISITOR GROUP	HUT	SLEEPING CAPACITY	TYPE	MANAGEMENT
George Sound Hut to Lake Hankinson Hut track	Remoteness Seekers	George Sound Hut	6	Standard Hut	Maintain
George Sound Hut to Lake Hankinson Hut track	Remoteness Seekers	Lake Thompson Hut	8	Standard Hut	Maintain
George Sound Hut to Lake Hankinson Hut track	Remoteness Seekers	Lake Hankinson Hut	12	Standard Hut	Maintain
Caswell Sound Hut	Remoteness Seekers	Caswell Sound Hut	4	Basic Hut / Bivvy	Maintain. Manage by historic (see section 4.12 Historic Resource Management).
Hollyford Track - Lake McKerrow / Whakatipu Waitai North end to McKerrow Island Hut track	Backcountry Adventurers	Hokuri Hut	12	Serviced Hut	Maintain
Hollyford Track - Lake McKerrow / Whakatipu Waitai North end to McKerrow Island Hut track	Backcountry Adventurers	Demon Trail Hut	12	Serviced Hut	Maintain
Kaipō Hut	Backcountry Adventurers	Kaipō Hut	6	Basic Hut / Bivvy	Seeking community maintenance. Hut is predominantly used by hunting parties especially during the roar. Currently much of the maintenance work is carried out by hunters accessing hut with aid of local helicopter operators.
Hollyford Track - Lake McKerrow / Whakatipu Waitai North end to McKerrow Is Hut track	Backcountry Adventurers	McKerrow Island Hut	12	Standard Hut	Maintain
Worsley Hut	Backcountry Adventurers	Worsley Hut	12	Standard Hut	Owned by the Department of Conservation but maintained by community

⁶ Sleeping capacity for the Great Walks and the Hollyford Track also include warden facilities.

SITE NAME	VISITOR GROUP	HUT	SLEEPING CAPACITY	TYPE	MANAGEMENT
Glaisnock Hut	Backcountry Adventurers	Glaisnock Hut	12	Standard Hut	Seeking community maintenance
Junction Burn Hut	Backcountry Adventurers	Junction Burn Hut	12	Standard Hut	Seeking community maintenance
Deas Cove Hut	Backcountry Adventurers	Deas Cove Hut	12	Standard Hut	Remove (and not replace). Hut and site condemned as result of landslip from earthquake in 2003 and will be removed.
The Gut Hut	Backcountry Adventurers	The Gut Hut	6	Standard Hut	Maintain
Freeman Burn Hut	Backcountry Adventurers	Freeman Burn Hut	10	Standard Hut	Maintain. Maintain in conjunction with historic (see section 4.12 Historic Resource Management).
Shallow Bay track	Backcountry Adventurers	Shallow Bay Hut	6	Standard Hut	Seeking community maintenance
West Arm Hut	Backcountry Adventurers	West Arm Hut	6	Basic Hut/Bivvy	Seeking community maintenance
Circle track junction to Hope Arm Hut track	Backcountry Adventurers	Hope Arm Hut	12	Standard Hut	Replace-same size
Hope Arm Hut to Hope Arm track junction via Back Valley / Lake Rakatu tracks	Backcountry Adventurers	Back Valley Hut	4	Basic Hut / Bivvy	Minimal maintenance. Tramping and hunting opportunity closely accessible to Te Anau/Manapouri. Users drawn to area due to outstanding natural features and historical association with early deer control. Maintain site as tramping opportunity - therefore hut may not be necessary as camping facilities could be provided - however will consider community interest in management of hut.
Dusky Track - Wilmot Pass Road to Pleasant Range bushline/Supper Cove Hut	Backcountry Adventurers	Upper Spey Hut	12	Standard Hut	Maintain
Dusky Track - Wilmot Pass Road to Pleasant Range bushline/Supper Cove Hut	Backcountry Adventurers	Kintail Hut	12	Standard Hut	Maintain
North branch Borland River track	Backcountry Adventurers	North Borland Hut	2	Basic Hut/Bivvy	Maintain
Dusky Track - Wilmot Pass Road to Pleasant Range bushline/Supper Cove Hut	Backcountry Adventurers	Loch Maree Hut	12	Standard Hut	Upgrade size/capacity sleeping capacity of 20.
Dusky Track - Wilmot Pass Road to Pleasant Range bushline/Supper Cove Hut	Backcountry Adventurers	Loch Maree emergency shelter	0	Backcountry Camping Shelter	Maintain as emergency shelter. Sleeping is not encouraged
Dusky track - Pleasant Range bushline to Halfway Hut	Backcountry Adventurers	Lake Roe Hut	12	Standard Hut	Maintain

SITE NAME	VISITOR GROUP	HUT	SLEEPING CAPACITY	TYPE	MANAGEMENT
Dusky Track - Wilmot Pass Road to Pleasant Range bushline/Supper Cove Hut	Backcountry Adventurers	Supper Cove Hut	12	Standard Hut	Maintain
Island Lake A-Frame Hut	Backcountry Adventurers	Borland Bivvy	2	Basic Hut/Bivvy	Maintain
Dusky track - Halfway Hut to Lake Hauroko Hut	Backcountry Adventurers	Halfway Hut	12	Standard Hut	Maintain
Borland Road to Monowai Road via Green Lake track	Backcountry Adventurers	Green Lake Hut	12	Standard hut	Maintain
Historic Clark Hut	Backcountry Adventurers	Historic Clark Hut	4	Basic Hut/Bivvy	Maintain in conjunction with historic (see section 4.12 Historic Resource Management).
Island Lake track junction to Lake Monowai Hut track	Backcountry Adventurers	Clark Hut - A Frame	4	Basic Hut/Bivvy	Maintain
Island Lake track junction to Lake Monowai Hut track	Backcountry Adventurers	Monowai Hut	12	Standard Hut	Maintain
Dusky track - Halfway Hut to Lake Hauroko Hut	Backcountry Adventurers	Hauroko Burn Hut	10	Standard Hut	Maintain
Green Lake track junction to Rodgers Inlet track	Backcountry Adventurers	Rodgers Inlet Hut	2	Basic Hut/Bivvy	Maintain
Green Lake track junction to Rodgers Inlet track	Backcountry Adventurers	Rodgers Inlet Hut -A Frame	4	Basic Hut/Bivvy	Replace-bigger size. Maintain track to BCA standard.
Eel Creek Hut, Lake Monowai	Backcountry Adventurers	Eel Creek Hut	2	Basic Hut/Bivvy	Minimal maintenance. Non-essential low use lakeside Hut - better replicate opportunities elsewhere on L Monowai. Consider interest from community to maintain this Hut.
Caroline Hut	Backcountry Adventurers	Caroline Hut	6	Basic Hut/Bivvy	Maintain
Second Bay/Teal Bay/Hump Ridge Route	Backcountry Adventurers	Teal Bay Hut	12	Standard Hut	Maintain
Lake Poteriteri Hut	Backcountry Adventurers	Lake Poteriteri Hut	6	Standard Hut	Maintain
South Coast track - Rarakau road end to Port Craig Hut/beach track	Backcountry Comfort Seekers	Port Craig School Hut	22	Serviced Hut	Maintain in conjunction with historic (see section 4.12 Historic Resource Management).
Wairaurahiri River to Waitutu River track	Backcountry Adventurers	Waitutu Hut	14	Standard Hut	Maintain
South Coast Track –Edwin Burn to Wairaurahiri	Backcountry Adventurers	Wairaurahiri Hut	13	Standard Hut	Maintain
Hollyford Track - North Lake McKerrow / Whakatipu Waitai to Martins Bay Hut	Backcountry Comfort Seekers	Martins Bay Hut	12	Serviced Hut	Upgrade size/capacity. Currently has a sleeping capacity of 12, which is proposed to be extended to a sleeping capacity of 26 in accordance with expected visitor usage patterns.

SITE NAME	VISITOR GROUP	HUT	SLEEPING CAPACITY	TYPE	MANAGEMENT
Hollyford Track - Hidden Falls junction to McKerrow Island Hut	Backcountry Comfort Seekers	Lake Alabaster Hut	26	Serviced Hut	Maintain
Routeburn Track - Howden Hut to Harris Saddle / Tarahaka Whakatipu	Backcountry Comfort Seekers	Lake MacKenzie Camping Shelter	0	Backcountry Camping Shelter	Maintain
Hollyford Track - Hidden Falls Hut to Hollyford road end	Backcountry Comfort Seekers	Hidden Falls Hut	14	Serviced Hut	Maintain.
Milford Track - Boatshed to Sandfly Point	Backcountry Comfort Seekers	Sandfly Pt Shelter	0	Backcountry track Shelter	Maintain
Milford Track - Boatshed to Sandfly Point	Backcountry Comfort Seekers	Giants Gate Shelter	0	Backcountry track Shelter	Maintain
Routeburn Track - Howden Hut to Harris Saddle / Tarahaka Whakatipu	Backcountry Comfort Seekers	Lake MacKenzie Hut	57	Great Walk Hut	Maintain
Milford Track - Quintin Junction to Dumpling Hut	Backcountry Comfort Seekers	Dumpling Hut	40	Great Walk Hut	Maintain
Routeburn Track - Divide to Howden Hut	Backcountry Comfort Seekers	Lake Howden Hut	28	Great Walk Hut	Maintain
Milford Track - Mintaro Hut junction to Mackinnon Pass Shelter	Backcountry Comfort Seekers	Mackinnon Pass Hut	0	Backcountry track Shelter	Replace-same size
Milford Track - Bus stop / Marlenes Creek to Mintaro Hut	Backcountry Comfort Seekers	Mintaro Hut	40	Great Walk Hut	Maintain
Milford Track - Clinton Hut junction to Bus Stop Shelter	Backcountry Comfort Seekers	Bus Stop shelter	0	Backcountry track Shelter	Maintain
Milford Track - Glade wharf to Clinton Hut	Backcountry Comfort Seekers	Clinton Hut	40	Great Walk Hut	Maintain
Kepler Track - Brod Bay to Luxmore Hut	Backcountry Comfort Seekers	Luxmore Hut	56	Great Walk Hut	Maintain
Kepler Track - Iris Burn waterfall to Moturau Hut	Backcountry Comfort Seekers	Iris Burn Hut	56	Great Walk Hut	Maintain
Kepler Track - Luxmore Hut to Iris Burn Hut junction	Backcountry Comfort Seekers	Forest Burn Shelter	0	Backcountry track Shelter	Maintain
Kepler Track - Luxmore Hut to Iris Burn Hut junction	Backcountry Comfort Seekers	Hanging Valley Shelter	0	Backcountry track Shelter	Maintain
Kepler Track - Iris Burn waterfall to Moturau Hut	Backcountry Comfort Seekers	Iris Burn Campsite Shelter	0	Backcountry Camping Shelter	Maintain
Kepler Track - Control Gates to Brod Bay	Day Visitors	Brod Bay Shelter	0	Backcountry Camping Shelter	Maintain
Kepler Track - Moturau Hut to Rainbow Reach	Day Visitors	Moturau Hut	40	Great Walk Hut	Maintain

SITE NAME	VISITOR GROUP	HUT	SLEEPING CAPACITY	TYPE	MANAGEMENT
Te Oneroa historic site	Day Visitors	Te Oneroa A-frame Hut	2	Basic Hut/Bivvy	Maintain (subject to review under historic hut assessment).
Puysegur Point Historic Site	Day Visitors	Landing Shed	7	Basic Hut / Bivvy	Maintain in conjunction with historic (see section 4.12 Historic Resource Management).

10. All tracks will be managed in accordance with the following, as detailed in Table 17:

TABLE 17 – MANAGEMENT OF TRACKS

VISITOR GROUP	TRACK	TYPE	MANAGEMENT
Remoteness Seekers	Pyke - Big Bay Route - Alabaster Hut to Olivine Hut	Route	Maintain
Remoteness Seekers	George Sound track - Henry Pass to George Sound Hut	Route	Maintain
Remoteness Seekers	George Sound track - Henry Pass to Lake Thompson Hut	Route	Maintain
Remoteness Seekers	George Sound track - Lake Thompson Hut to Lake Hankinson Hut	Route	Maintain
Remoteness Seekers	Falls Creek route	Route	Maintain
Remoteness Seekers	Grave - Talbot route	Route	Maintain
Remoteness Seekers	Dore Pass Route	Route	Maintain
Remoteness Seekers	Lake Te Anau to Lake Hankinson track	Route	Maintain
Remoteness Seekers	Crooked Arm to Dagg Sound track	Route	Maintain
Remoteness Seekers	Mt Troup track	Route	Seeking Community Maintenance
Remoteness Seekers	Rodgers Inlet Hut to bushline route	Route	Maintain at Lower Standard. Currently a marked route to bushline. Challenging access on foot onwards to Monowai Hut (not marked).
Remoteness Seekers	Lake Hauroko Outlet to Lake Poteriteri Hut Route	Route	Maintain
Remoteness Seekers	Lake Forster Route	Route	Maintain
Remoteness Seekers	Waitutu River to Big River route	Route	Maintain
Backcountry Adventurers	Long Reef Point to Big Bay Hut Track	Tramping Track	Maintain
Backcountry Adventurers	Hollyford track - North end Lake McKerrow to McKerrow Island Hut	Tramping Track	Maintain
Backcountry Adventurers	Deadmans track	Tramping Track	Maintain
Backcountry Adventurers	Tūtoko Valley track	Tramping Track	Maintain. Review potential for upgrade to day visitor standard to enhance range of opportunities provided in Milford Sound / Piopiotahi area.

VISITOR GROUP	TRACK	TYPE	MANAGEMENT
Backcountry Adventurers	Gertrude Valley/Saddle walk	Tramping Track	Maintain
Backcountry Adventurers	Moraine Creek track	Tramping Track	Maintain
Backcountry Adventurers	Lake Mackenzie track	Tramping Track	Maintain
Backcountry Adventurers	Lake Marian track	Tramping Track	Maintain. Site may require upgrade depending on outcome of visitor survey work as regards visitor group.
Backcountry Adventurers	Mistake Creek track	Tramping Track	Maintain
Backcountry Adventurers	Pass Creek track	Tramping Track	Maintain at Lower Standard. Maintain to marked route standard.
Backcountry Adventurers	East Eglinton River track	Tramping Track	Maintain at Lower Standard. Maintain track to route standard - track is classified as ROS class remote.
Backcountry Adventurers	Hut Creek track	Tramping Track	Maintain
Backcountry Adventurers	Hidden Lakes jetty to East Cove/Hidden Lakes to West Beach track	Tramping Track	Site requires upgrade
Backcountry Adventurers	Pleasant Bay track	Tramping Track	Cease Maintenance. Redundant opportunity.
Backcountry Adventurers	Burnt Ridge track	Tramping Track	Maintain
Backcountry Adventurers	Deas Cove track	Tramping Track	Cease Maintenance. Hut and site condemned as result of landslide from earthquake in 2003 and will be removed.
Backcountry Adventurers	Hanging Valley track, Deep Cove	Tramping Track	Seeking Community Maintenance
Backcountry Adventurers	Helena Falls track	Tramping Track	Closed due to geological instability
Backcountry Adventurers	Old Doubtful Sound track	Tramping Track	Maintain
Backcountry Adventurers	Shallow Bay track	Tramping Track	Upgrade to Higher Standard. Provide a day use/overnight camping opportunity
Backcountry Adventurers	Lyvia Valley track	Tramping Track	Cease Maintenance. Very low level of use. Difficult country - not appropriate for inexperienced users/school children (e.g., hostel users). Track does not provide a significant opportunity for visitors within this catchment.
Backcountry Adventurers	George Bay Track	Tramping Track	Maintain
Backcountry Adventurers	Pearl Harbour to Back Valley/Hope Arm junction / Circle tracks	Tramping Track	Maintain
Backcountry Adventurers	Circle track junction to Hope Arm Hut track	Tramping Track	Maintain
Backcountry Adventurers	Manapouri track - Back Valley Hut to Lake Rakatu	Tramping Track	Maintain
Backcountry Adventurers	Hope Arm Hut to Snow White Clearing track	Tramping Track	Maintain

VISITOR GROUP	TRACK	TYPE	MANAGEMENT
Backcountry Adventurers	The Monument track	Tramping Track	Maintain
Backcountry Adventurers	Dusky track - Halfway Hut to Lake Hauroko Hut	Tramping Track	Maintain
Backcountry Adventurers	Dusky track - Halfway Hut to Pleasant Range bush edge	Tramping Track	Maintain
Backcountry Adventurers	Dusky track - Kintail Hut to Loch Maree Hut	Tramping Track	Maintain
Backcountry Adventurers	Dusky track - Loch Maree Hut to Pleasant Range bush edge	Tramping Track	Maintain
Backcountry Adventurers	Dusky track - Loch Maree Hut to Supper Cove Hut	Tramping Track	Maintain
Backcountry Adventurers	Dusky track - Upper Spey Hut to Kintail Hut	Tramping Track	Maintain
Backcountry Adventurers	Dusky track - Wilmot Pass Road to Upper Spey Hut	Tramping Track	Maintain
Backcountry Adventurers	North branch Borland River track	Tramping Track	Maintain
Backcountry Adventurers	Eldrig Peak track	Tramping Track	Maintain
Backcountry Adventurers	Mt Burns track	Tramping Track	Maintain
Backcountry Adventurers	Monowai track - Green Lake Hut to Borland Road	Tramping Track	Maintain
Backcountry Adventurers	Monowai track - Monowai road end to Green Lake Hut	Tramping Track	Maintain
Backcountry Adventurers	Green Lake track junction to Rodgers Inlet track	Tramping Track	Maintain
Backcountry Adventurers	South Borland track	Tramping Track	Maintain
Backcountry Adventurers	Monowai track - Clark Hut to Island Lake junction	Tramping Track	Maintain
Backcountry Adventurers	Monowai track - Lake Monowai foreshore to Clark Hut	Tramping Track	Maintain
Backcountry Adventurers	Lake Hauroko Carpark to Second Bay track	Tramping Track	Maintain
Backcountry Adventurers	Lake Hauroko lookout track	Tramping Track	Maintain
Backcountry Adventurers	Teal Bay to Lake Poteriteri Route Rata Burn 3 - wire Crossing	Tramping Track	Maintain
Backcountry Adventurers	Hump Ridge route - Hump Ridge to Teal Bay Hut	Route	Maintain to lower standard.
Backcountry Adventurers	Hump Ridge route - Road End to Bush Edge	Route	Maintain to lower standard.
Backcountry Adventurers	Teal Bay route - Teal Bay Hut to second bay	Route	Maintain to lower standard.
Backcountry Adventurers	South Coast track - Edwin Burn viaduct to Wairaurahiri River	Tramping Track	Maintain

VISITOR GROUP	TRACK	TYPE	MANAGEMENT
Backcountry Adventurers	Wairaurahiri River to Waitutu River track	Tramping Track	Maintain
Backcountry Comfort Seekers	Hollyford track - North end Lake McKerrow to Martins Bay Hut	Easy Tramping Track	Maintain
Backcountry Comfort Seekers	Hollyford track - McKerrow Island track junction to Alabaster Hut	Easy Tramping Track	Maintain
Backcountry Comfort Seekers	Hollyford track - Pyke junction to Hidden Falls Hut	Easy Tramping Track	Maintain
Backcountry Comfort Seekers	Hollyford Track - Hidden Falls Hut to Hollyford Road End	Easy Tramping Track	Maintain
Backcountry Comfort Seekers	Milford track - Sandfly Point to Boatshed	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Boatshed Hut to Dumpling Junction	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Quinton junction to Dumpling Hut	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Quintin Junction to Sutherland Falls	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Mackinnon Pass shelter to Quintin junction	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Mintaro junction to Mackinnon Pass shelter	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Bus Stop Shelter to Mintaro Hut	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Clinton Hut junction to Bus Stop shelter	Great Walk	Maintain
Backcountry Comfort Seekers	Milford track - Glade Wharf to Clinton Hut	Great Walk	Maintain
Backcountry Comfort Seekers	Routeburn Track, Key Summit track	Great Walk	Maintain
Backcountry Comfort Seekers	Routeburn track - Mackenzie Hut to Harris Saddle / Tarahaka Whakatipu	Great Walk	Maintain
Backcountry Comfort Seekers	Routeburn track - Howden Hut to Mackenzie Hut	Great Walk	Maintain
Backcountry Comfort Seekers	Routeburn track, Divide to Howden Hut	Great Walk	Maintain
Backcountry Comfort Seekers	Kepler track - Brod Bay to Luxmore Hut	Great Walk	Maintain
Backcountry Comfort Seekers	Kepler track - Luxmore Hut to Mt Luxmore saddle	Great Walk	Maintain
Backcountry Comfort Seekers	Kepler track - Luxmore saddle to Hanging Valley shelter	Great Walk	Maintain
Backcountry Comfort Seekers	Kepler track - Hanging Valley shelter to Iris Burn Hut junction	Great Walk	Maintain
Backcountry Comfort Seekers	Kepler track - Iris Burn Waterfall to Rocky Point	Great Walk	Maintain
Backcountry Comfort Seekers	Kepler track - Rocky Point (incl.) to Moturau Hut	Great Walk	Maintain
Backcountry Comfort Seekers	Luxmore Caves Track	Great Walk	Maintain
Backcountry Comfort Seekers	South Coast track - Breakneck River to Port Craig Hut	Easy Tramping Track	Maintain

VISITOR GROUP	TRACK	TYPE	MANAGEMENT
Backcountry Comfort Seekers	South Coast track - Rarakau road end to Breakneck River	Easy Tramping Track	Maintain
Backcountry Comfort Seekers	South Coast track - Port Craig Hut to Edwin Burn viaduct	Easy Tramping Track	Maintain
Backcountry Comfort Seekers	Port Craig Historic trail	Easy Tramping Track	Maintain
Day Visitors	Humboldt Falls track	Walking Track	Maintain
Day Visitors	Milford Sound lookout track	Walking Track	Closed. Legal access has been restricted. Re-route being investigated
Day Visitors	Lake Marian Falls track	Walking Track	Maintain
Day Visitors	Te Anau-au Cave walk	Walking Track	Seeking Community Maintenance
Day Visitors	Kepler Track - Moturau Hut to Rainbow Reach	Walking Track	Maintain
Day Visitors	Kepler track - Rainbow Reach to Te Anau Control Gates	Walking Track	Maintain
Day Visitors	Kepler track - Control Gates to Brod Bay	Walking Track	Maintain
Day Visitor	Brod Bay to Hidden Lakes	Walking Track	Proposed.
Day Visitors	Stockyard Cove track	Walking Track	Maintain
Day Visitors	Brasell Point nature walk	Walking Track	Maintain
Day Visitors	Borland nature walk	Walking Track	Maintain
Day Visitors	Monowai lookout track	Walking Track	Maintain
Day Visitors	Lake Hauroko walk	Walking Track	Maintain
Day Visitors	Tarawera Goldmine track	Walking Track	Maintain
Day Visitors	Puysegur Point track	Walking Track	Maintain
Day Visitors	Puysegur Point Lighthouse	Walking Track	Maintain
Short Stop Travellers	Bowen Falls path	Short Walk	Cease Maintenance. Confirmed geological rock fall hazard - requiring closure as mitigation measures are not satisfactory.
Short Stop Travellers	Te Paepae Tirohanga o Piopiotahi - Milford Foreshore walk	Short Walk (for disabled)	Maintain
Short Stop Travellers	The Chasm path, Milford Road	Short Walk	Maintain. Investigating short walk (for disabled opportunity)
Short Stop Travellers	Homer nature walk	Short Walk	Maintain
Short Stop Travellers	Lake Gunn nature walk	Short Walk	Maintain
Short Stop Travellers	Mirror Lakes - short walk	Short Walk	Maintain
Short Stop Travellers	Mackay Creek walk	Short Walk	Maintain

11. All roads will be managed in accordance with the following information presented in Table 18:

TABLE 18 – MANAGEMENT OF ROADS WITHIN FIORDLAND NATIONAL PARK

SITE	ROAD	TYPE	VISITOR GROUP	MANAGEMENT
West Arm to Percy Saddle Road	West Arm to Percy Saddle Road	4WD Road	Backcountry Adventurers	Owned by Department of Conservation but maintained by Transpower
Gertrude Valley/Saddle walk	NZAC Homer Hut Road	Gravel Road (2WD)	Backcountry Adventurers	Maintain
West Arm Hut	West Arm Visitor Centre Road	Gravel Road (2WD)	Backcountry Adventurers	Owned by Department of Conservation but maintained by community
State Highway 94 amenity areas - Lake Gunn campsite	Lake Gunn campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Upper Eglinton Campsite	Upper Eglinton campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Smithy Creek campsite	Smithy Creek campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Kiosk Creek campsite	Kiosk Creek campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Deer Flat campsite	Deer Flat campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - East Eglinton campsite	East Eglinton campsite access Road	Gravel Road (2WD)	Overnighters	Cease maintenance. A less popular campsite - one of 13 on the Milford Road.
State Highway 94 amenity areas - Mackay Creek campsite	Mackay Creek campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Totara campsite	Totara campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Walker Creek campsite	Walker Creek campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Henry Creek picnic area	Henry Creek campsite access Road	Gravel Road (2WD)	Overnighters	Maintain
State Highway 94 amenity areas - Ten Mile Bush campsite	Ten Mile Bush campsite access Road	Gravel Road (2WD)	Overnighters	Cease maintenance. Campsite access from Milford Highway is considered a safety issue through Transit/Department of Conservation Milford Road strategy.
Fisherman's wharf, Milford	Deepwater Basin Road	Gravel Road (2WD)	Day Visitors	Seeking community maintenance
Cleddau Clearing	Cleddau Road	Gravel Road (2WD)	Day Visitors	Cease maintenance. Flood channel. Safety issues for visitors on site and traffic safety risks when accessing this site (off Milford Road). Proposal requires review once additional information is collected about this site.

SITE	ROAD	TYPE	VISITOR GROUP	MANAGEMENT
Eglinton River Mouth Road	Eglinton River mouth access Road	Gravel Road (2WD)	Day Visitors	Seeking community maintenance
Supply Bay Road	Supply Bay Road	Gravel Road (2WD)	Day Visitors	Seeking community maintenance
State Highway 94 short walks - Lake Gunn Nature Walk	Lake Gunn nature walk Road	Gravel Road (2WD)	Short Stop Travellers	Maintain
Wilmot Pass Road / viewpoint	Wilmot Pass Road	Gravel Road (2WD)	Short Stop Travellers	Owned by Department of Conservation but maintained by Transpower
West Arm visitor centre	West Arm Power Station Road	Sealed Road	Short Stop Travellers	Owned by Department of Conservation but maintained by community. This may be removed from the visitor assets owned by the Department of Conservation and sold to a concessionaire.
Borland Road	Borland Road	Gravel Road (2WD)	Short Stop Travellers	Owned by Department of Conservation but maintained by Transpower

12. Fiordland National Park bylaws prohibit freedom camping within 200 m of a formed road, 100 m of any hut and 500 m of the Kepler, Milford and Routeburn tracks except in designated areas or emergency situations. An amendment to the by-laws deleting the provision banning freedom camping within 100 m of huts will be sought. This will not affect the prohibition on freedom camping adjacent to Great Walk huts. A new bylaw will be sought prohibiting freedom camping within 500 m of the Hump Ridge Track for the section above the bushline.
13. Freedom camping is prohibited between State Highway 94 and the Hollyford River / Whakatipu Kā Tuka in the vicinity of Homer Hut (NZ Alpine Club). However, it is acknowledged that there is a demand for freedom camping in this area and freedom camping may be allowed within the hut clearing only. The club may charge a fee for use of it's hut, water and toilet facilities.
14. Elsewhere in Fiordland National Park, freedom camping in tents, rock bivouacs, snow caves and in the open is accepted as part of recreational activities. Fiordland National Park bylaws require that all campsites be left in a clean and tidy condition. Advocate to park users that all campsites be left, as far as possible, in a natural state.
15. If impacts of freedom camping reach unacceptable levels, the use of designated camping sites only will be

encouraged. Restriction may be sought on freedom camping by way of bylaws or concession conditions.

16. Picnic and formed camping areas will be established and provided with appropriate facilities as considered necessary after consultation with roading authorities and any other affected party. Camping will not be allowed in certain picnic only areas. Appropriate signposting will identify these areas.
17. Caravaners and campervan travellers will use designated areas within Fiordland National Park for overnight stays.
18. Campers and picnickers are required to remove their refuse from Fiordland National Park. Operators of commercial camping facilities for use by campervan travellers will be required to provide waste disposal services.
19. Work towards increasing public awareness of the environmental care code and appropriate backcountry etiquette including toileting.
20. Accommodation and related facilities in Fiordland National Park, including additions and extensions and temporary shelters, for the benefit and enjoyment of the public, will be managed in accordance Section 9, General Policy for National Parks 2005. Please also see section 5.3.9.1 and section 6.12.

5.9 INTERPRETATION AND EDUCATION

Rationale

Interpretation is an essential management tool which, at a given site or area, serves to:

- Introduce and orientate visitors;
- Identify hazards and risk mitigation measures;
- Enrich visitor experience and enhance visitor understanding of the area and the values it contains;
- Promote public support for management of the area and for conservation in general; and
- Assist in the provision of effective visitor management.

Interpretation and education is provided using many tools and mechanisms such as:

- Interpretive panels;
- Fact sheets and brochures;
- Museum and visitor centre displays;
- Summer programmes;
- Concessionaires; and
- Education programmes provided at education centres.

Objectives

1. To enhance visitor enjoyment through the provision of interpretive facilities and services that will enrich their understanding and knowledge of Fiordland National Park, and its natural and human history.
2. To increase understanding of and support for the Department of Conservation's management of Fiordland National Park.
3. To support the use of the education centres at Deep Cove Hostel and Borland Lodge for conservation education programmes either operated by the Department of Conservation or by other organisations delivering programmes in line with the Department of Conservation's education strategy.
4. To work with, and involve the community and tourism concessionaires in, interpretation and education initiatives.

Implementation

1. Provide for a visitor information outlet in Te Anau as the main point of first contact with Fiordland National Park for visitors who predominantly stay in the Fiordland region, so as to provide an initial introduction and orientation to Fiordland National Park and directions to other satellite interpretation facilities.
2. Consideration may be given to the development of a Fiordland National Park entrance site within the Eglinton Valley, along State Highway 94 (see section 5.3.9.2).
3. Interpretation facilities and programmes will be provided in accordance with the Southland Conservancy Interpretation Strategy 2002-2007 or its replacement; and Policy 8.2 of the General Policy for National Parks.
4. Ensure consultation is undertaken with papatipu rūnanga and Te Rūnanga o Ngāi Tahu over Department interpretation of Maori history and culture, including interpretation concerning pounamu, and ensure that this Ngāi Tahu cultural information is only used with the consent of the papatipu rūnanga and Te Rūnanga o Ngāi Tahu.
5. Effectively communicate accurate, appropriate information and preservation messages to each visitor group, using a range of media.
6. Interpretation facilities will be maintained to a high standard.
7. The recognition of Fiordland National Park as part of Te Wāhipounamu - *South West New Zealand* World Heritage Area should be reflected in interpretation as appropriate, and should have a planned approach, co-ordinated with the other Department managed areas within the World Heritage Area (refer Part Three).
8. Where resources allow, support will be given to non-Department interpretation providers in Fiordland National Park (e.g. Fiordland Museum Trust). Support may be given in the form of training (e.g. commercial operators' training), advice (as solicited) or resource materials (e.g. Interpreting Our Southern Lands resource folder).
9. The ongoing operation of the education centres at Deep Cove Hostel and Borland Lodge will be supported as part of regional commitments to cost-effective conservation education.

10. Historical sites which are actively managed will be the highest priority for historic interpretation (refer to section 4.12 Historic Resource Management).
11. Encourage respect for Ngāi Tahu's association with Mount Tūtoko; educational material will be developed and made available to mountain climbers, the public, concessionaires and users of the area.
12. Ensure as far as reasonably practical that Department information on new panels, signs and visitor publications includes Ngāi Tahu perspectives and references to the significance of the sites or resources to Ngāi Tahu where appropriate, including the use of traditional Ngāi Tahu place names in accordance with the Ngāi Tahu Claims Settlement Act.
13. Interpretation provided by concessionaires will be monitored to ensure accurate and appropriate information is being conveyed.

5.10 SPORTS FISHING

Rationale

All indigenous fish within Fiordland National Park are to be preserved as far as is practicable, and waters are to be kept as free as possible from introduced species, except as provided for in section 6.6, Whitebait Fishing and section 6.10 Ngāi Tahu Customary Use.

However, the waters of Fiordland National Park are recognised as a valuable recreational asset for anglers and where sports fish are present they may be retained (refer section 4.7).

All fishers or anglers for sports fish within Fiordland National Park must hold licences issued by a Fish and Game Council.

Whitebait fishing is controlled under the Whitebait Fishing Regulations 1994 and the Whitebait Fishing (West Coast) Regulations 1994. All whitebait fishing is prohibited between Puysegur Point and Yates Point. For other rivers in Fiordland National Park recreational whitebaiting using hand-held nets is allowed (see sections 6.6 and 6.10).

Access has a major bearing on fishing opportunities. Easy foot and boat access is available to many parts of Fiordland National Park. Helicopter access can provide quick and easy access for those without the time or physical ability to otherwise get to the more remote but often rewarding streams and rivers of Fiordland National Park. On the other hand, motorised access methods can destroy the experience for the more traditional angler who has made the effort to get to these places by other means. To manage this issue it is proposed, for some parts of Fiordland National Park, to divide the fishing opportunity in time and not allow helicopter access for the first part of the fishing season but to allow it for the second part.

Please note recreational fishing of whitebait is addressed in section 6.6.

Objectives

1. To allow recreational fishing of sports fish only within Fiordland National Park.
2. To recognise and provide for a variety of sports fishing opportunities within Fiordland National Park.

Implementation

1. In order to protect the remote fishing opportunities within Fiordland National Park, concessions for aircraft landings for recreation and tourism activities in Fiordland National Park should include a prohibition on landings below 500 metres (from sea level) on or adjacent to any of the following streams or rivers between 1 November and 1 March as follows:

- a) Tributary streams and rivers feeding the western side of Lake Te Anau, from and including the Glade Burn in the north, to and including the Tutu Burn in the south;
- b) Tributary streams and rivers feeding the Grebe River; and
- c) The Awe Burn.

Refer section 5.5

- 2. Fishing guides may be authorised to operate in Fiordland National Park, subject to the above criteria and concession policies (refer to sections 5.3 and 5.4). Other limitations may be imposed by the New Zealand Fish and Game Council and will need to comply with the relevant Sports Fish and Game Plan.

5.11 RECREATIONAL HUNTING OF WILD ANIMALS

Rationale

Fiordland provides excellent hunting opportunities in some of the most challenging, remote and rewarding country in New Zealand. Red deer are present throughout most of Fiordland National Park. There are also opportunities to take pigs, chamois and wapiti-type animals in some areas. Wapiti-type animals in particular are prized by hunters for their trophy value.

Recreational hunting of wild animals is controlled by the Wild Animal Control Act 1977 and all hunters must possess a written permit issued by the Department of Conservation.

Conditions on hunting permits for wild animals generally exclude the use of any firearm except centre-fire rifles and prohibit hunting during the hours of darkness. These policies are designed to ensure safe hunting practices, increase the chance of clean animal kills and limit the potential for poaching of protected bird species.

Dogs are often used for pig hunting. Although the risk to indigenous bird species from dogs is recognised, recreational hunting using dogs is currently the only form of control for pigs in Fiordland National Park and should continue, provided the hunters have permits and the Department of Conservation is advised of the intention to use dogs.

The use of indicator dogs for deer hunting can also pose risk to indigenous bird species. Use of dogs for this purpose is unlikely to be authorised except by special permit for experienced hunters with suitably trained dogs.

Objectives

1. To encourage the recreational hunting of wild animals within Fiordland National Park.

Implementation

1. Hunting of possums using firearms is unlikely to be authorised within Fiordland National Park, except by special permit for experienced hunters with a proven record of effective control and safe firearms practice.
2. Recreational hunting of wild animals (e.g. wapiti-type deer, deer, chamois, goats, and pigs) is allowed throughout Fiordland National Park except in Specially Protected Areas; or in other areas where access has been restricted for preservation management purposes. Hunters will possess a written permit and the use of dogs will be specifically authorised. The use of dogs will only be authorised for hunting in recognised pig hunting areas

where there are no vulnerable ground-dwelling bird species (e.g. penguins, weka, and kiwi). The use of indicator dogs for deer hunting is unlikely to be authorised within Fiordland National Park, except by special permit, in accordance with 56(B) and 56(C) of the National Parks Act 1980 for experienced hunters with suitably trained dogs. Hunting dogs so used will be required to be permanently marked as such.

3. Ballots will be held when necessary (i.e. at times of peak demand) to decide block allocations in the wapiti area, otherwise the area is open.
4. Hunting guides may be authorised to operate in Fiordland National Park, subject to the other provisions of this section, limits in party size as detailed within the Plan and general concession policies (see section 5.4). Guides will be permitted to operate in the wapiti area, with proportional limits on block allocations if desirable.
5. The use of shotguns and rim-fire rifles within Fiordland National Park will not be authorised for recreational hunting except as provided for in 1 and 2 above.
6. Hunting within Fiordland National Park during the hours of darkness will not be authorised except as provided for in 2 above.
7. Encourage, where appropriate, recreational hunters to work collaboratively with the Department of Conservation in gathering information and undertaking conservation programmes within Fiordland National Park.

5.12 GAME BIRD HUNTING

Rationale

Game bird hunting is not generally allowed in Fiordland National Park because indigenous birds are protected, the hunting opportunities are poor, dogs are not generally allowed in national parks and it makes the use of shotguns in Fiordland National Park unnecessary (see above). Exceptions have been culls of Canada geese in the Eglinton valley by recreational hunters. A permit from the Department of Conservation and a licence from Fish and Game is required.

Objective

1. To prohibit the hunting of game birds within Fiordland National Park except for Canada geese in the Eglinton Valley or in locations where the control will not impact on indigenous biodiversity or other national park values.

Implementation

1. Hunting of Canada geese in the Eglinton Valley may be undertaken by recreational hunters or as part of a cull. Other game bird hunting is unlikely to be authorised in Fiordland National Park unless expressly authorised for the purpose of the preservation of national park values. Refer to section 4.5.

5.13 FILMING

Rationale

Fiordland National Park is a popular area for commercial filming activities ranging from small-scale advertisements to large-scale movies. Commercial filming requires a concession.

It is possible to differentiate between the effects of small-scale and large-scale filming operations. Small-scale operations tend to be short-term (less than one day) and any effects are generally of a temporary nature. They generally include up to 30 people in the party; sometimes more.

Large-scale filming activities have the potential to impact on visitor recreation experiences in a positive and negative way. Many visitors enjoy observing advertisements and films in the making and their final product. However, some of these activities can be large scale and change how a person may enjoy a particular place. These activities may also have effects on other national park values.

It is inappropriate to allow the introduction to Fiordland National Park of animals associated with filming activities in Fiordland National Park.

Objective

1. To allow commercial filming in Fiordland National Park only where the adverse effects on national park values and other users of Fiordland National Park can be minimised.

Implementation

1. Ensure filming permitted within Fiordland National Park is consistent with the following:
 - a) The visitor management settings in section 5.3; and the provisions of sections 5.4, 5.5, 5.6;
 - b) Is restricted to places where access is already existing, or is permitted under the provisions of this plan, in order to minimise effects on other Fiordland National Park users;
 - c) Has minimal adverse impacts on national park values; and
 - d) Where an application for a small-scale operation is received which is inconsistent with sections 5.3-5.6, a concession should be granted only if:
 - i) It does not involve bringing animals to Fiordland National Park into Fiordland National Park;
 - ii) The activity occurs during off-peak periods; and

- iii) The activity is of a short duration.
2. National news media may film in Fiordland National Park at short notice for the purpose of news breaking stories by contacting the appropriate Area Manager and receiving a permit.
 3. Applicants will be required to be aware of the guidelines for filming developed by Te Rūnanga o Ngāi Tahu and the Screen Production & Directors Association (2002).
 4. Applicants will be required to comply with the code of practice for filming on public conservation land developed by Film New Zealand and the Department of Conservation.

5.14 CAVE AND KARST SYSTEMS

Rationale

Cave and karst systems are generally very fragile and any human traffic will cause some modification of their natural features. Cave management will attempt to minimise the impacts of visitor use. The principal tasks of management are to monitor modifications or damage to determine the level or degree of usage which can be regarded as acceptable, and to perform such remedial works or impose such restrictions as are necessary to ensure protection of the cave systems.

Fiordland National Park contains relatively small areas of karst. Notable are those on the Hunter Mountains, Murchison Mountains and on Mount Luxmore (refer to section 4.2.1)

Objectives

1. To protect the natural ecology, cultural values and scenic values of cave or karst systems within Fiordland National Park.
2. To encourage visitor safety, proper use, and awareness and appreciation of the natural, scientific, scenic and recreational significance of cave and karst systems.

Implementation

1. Access to the Aurora and Te Ana-au system will be controlled under Specially Protected Area status. One concession is considered appropriate for guiding visitors through Te Ana-au cave because of the significant adverse environmental effects and safety concerns likely from more visitors and the necessary infrastructure to support another operator.
2. The Department of Conservation has formulated national Karst Management Guidelines -Policies and Actions (1999) which will guide, and be one of the considerations in the management of cave and karst systems within Fiordland National Park.
3. The following provisions should apply in relation to managing access to cave and karst systems in Fiordland National Park:
 - a) Use of expansion bolts and fixed pitons should not be authorised without a full assessment of effects. Destructive techniques such as chiselling should not be allowed, unless it is demonstrated to be essential for visitor safety and is minor in the Te Ana-au tourist caves only;

- b) Warning signs may be erected in dangerous or hazardous areas. Otherwise signposting will be kept to a minimum inside caves;
- c) Removal of light-induced plant growth in Te Ana-au tourist cave will be encouraged. Clearing methods should have minimal impact on the natural ecology of the cave;
- d) Access to parts of cave systems may be restricted to protect sensitive features; and
- e) Individual caves on Mount Luxmore, or at other locations within Fiordland National Park, may be closed should unrestricted public access prove detrimental to their protection.

Refer also to section 5.3.4.

- 4. Concession access (other than that permitted by Implementation 1 of this section) should be considered only to Luxmore Cave and in limited situations to the Aurora Caves. The following conditions will apply:
 - a) Access to the Aurora Caves will be managed in accordance with section 5.3.4.; and
 - b) Access to the Luxmore Caves will be managed in accordance with the following conditions:
 - i) The guide should be a member of the New Zealand Speleological Society and should have to demonstrate knowledge of conservation ethics associated with caving and approved references provided;
 - ii) Party size should be restricted to seven inclusive of guides for each trip within the caves;
 - iii) The guide will remain with and have control of the party at all times in the caves; and
 - iv) Access to these caves may be declined should monitoring determine an unacceptable level of impact on the natural values of the caves.
- 5. No multi-sport events should be permitted in cave and karst systems within Fiordland National Park.
- 6. Establish a monitoring programme to determine whether there are any effects of access to cave and karst systems within Fiordland National Park. This monitoring will focus on the Luxmore Cave complex, Aurora systems and specific caves in the Borland area.

7. Work with the New Zealand Speleological Society and other interested parties to develop a code of practice for managing the impacts of access to cave and karst systems in Fiordland National Park.

5.15 ROCK - CLIMBING AND ABSEILING

Rationale

Rock-climbing and abseiling occurs in a number of areas of Fiordland National Park. In particular the Darran Remote Visitor Setting encourages this type of activity.

The effects of concentrated rock-climbing may include vegetation clearance, heavy use of foot access tracks to and about rock faces and the placement of climbing hardware on rock faces. These are generally restricted to small areas and can be minimised by sensible management.

Objective

1. To allow rock climbing and abseiling within Fiordland National Park at appropriate locations where the impact on natural and cultural values can be managed.

Implementation

1. Support the use of locations for rock climbing and abseiling where the effects on cultural, natural and historical and cultural values are minimal or where those values can be protected by way of co-operation and liaison with users and other interested parties.
2. Where bolts or other permanent hardware are to be placed, all reasonable efforts will be made to minimise their visibility and environmental effect and be sympathetic to the aesthetic qualities of the climbing route. The Department of Conservation will encourage the climbing community to develop a code of practice for the use of bolts and fixed anchors. These tools should only be used in accordance with this best practice.
3. Close areas to bolting or permanent hardware where the effects are considered unacceptable.

Refer also to sections 2.2, 5.3.6.1 and Appendix B.

5.16 VISITOR MONITORING

Rationale

Good information on Fiordland National Park use is required to assist with decisions and enable robust management. Visitor monitoring will help the Department of Conservation to ensure effective and efficient resource allocation, diagnose and resolve problems, and refine and direct management to ensure that the environment, and the recreation experience, is not degraded.

Visitor monitoring covers a broad range of activities including counting visitors, analysing use data (such as hut books and campsite envelopes), surveying, interviewing visitors and measuring physical and social impacts. The information obtained allows appropriate recommendations to be made to resolve problems and will help the Department of Conservation to continue to provide quality visitor experiences.

Objective

1. To refine and maintain a visitor monitoring programme.

Implementation

1. The existing visitor monitoring programme will continue to be refined and maintained in accordance with Department procedures, guidelines and best practice.
2. The monitoring programme should cover:
 - a) Visitor use levels;
 - b) Visitor and visit characteristics;
 - c) Visitor experience including satisfaction;
 - d) Visitor motivations for coming to, and expectations of, Fiordland National Park;
 - e) Benefits of visitor use; and
 - f) Biophysical and social impacts.
3. All recreation/ tourism concessionaires operating within Fiordland National Park will be required to provide information on their activity and use levels to the Department of Conservation. Concessionaires may be required to fund monitoring and research associated with their activities (refer section 5.4).
4. Information on visitor numbers will continue to be collected from sources including, but not limited to, track counters, hut books, Great Walks passes and concession activity returns.

5. Biophysical impacts should continue to be monitored at known and anticipated hotspots.
6. An ongoing programme of social research and monitoring, building on research completed to date, will be undertaken to measure impacts and to collect data on:
 - a) Visitor motivation;
 - b) Visitor expectations;
 - c) Visitor satisfaction;
 - d) Visitor experience; and
 - e) Benefits and values of Fiordland National Park visitation/use.
7. A broad range of sites and visitor groups should be monitored, as required, but should include:
 - a) The park's major tracks (the Milford, Routeburn, Kepler, Hollyford, South Coast and Dusky tracks);
 - b) High use sites such as Milford Sound / Piopiotahi, the Milford Road and Doubtful Sound / Patea; and
 - c) Users of remote and Wilderness Areas.

Refer also to sections 5.3.9.1 and 5.3.9.2.
8. There should be an ongoing programme of monitoring of aircraft noise and activity at sites in Fiordland National Park where this is, or could become a concern. Monitoring sites should include, but not be limited to;
 - a) Milford Sound / Piopiotahi (refer also to section 5.5);
 - b) The Milford, Routeburn, Kepler and Hollyford tracks;
 - c) Gertrude Saddle; and
 - d) Wilderness and remote areas (where possible).
9. Where appropriate, impact monitoring programmes will be developed in consultation with key stakeholders.
10. Monitoring should be statistically valid, based on sound experimental design and will follow recognised national and international visitor research methods where appropriate.
11. Liaise with other visitor research agencies to ensure best practice and share information.